

119th Congress Member Day Hearing
House Committee on Transportation and Infrastructure
January 14, 2026
Testimony for Rep. Marie Gluesenkamp Perez

Thank you, Chairman Graves and Ranking Member Larsen, for the opportunity to testify today about my priorities for Southwest Washington.

I'd first like to touch on my priorities in the upcoming Water Resources Development Act (WRDA) reauthorization as the committee begins its work on drafting. My district is home to 15 ports that are critical economic drivers and are very dependent on the Army Corps and the work authorized in this legislation.

Commercial Fish Tonnage

In this reauthorization bill, I am interested in exploring how the Army Corps measures waterborne commerce data when prioritizing navigation projects. The Corps prioritizes funding for maintenance and construction projects based on the tons of goods that pass through a given port, but the Corps does not include the commercial fishing data in those calculations, despite collecting this data. I hear from my small ports with significant commercial fishing activity that they are getting left behind in the Corps' navigation projects. As instructed in the 2022 WRDA, GAO released a report last year that recommends the Corps should assess whether to incorporate commercial fish data into tonnage for prioritizing project funding. This important economic driver should be included as the Corps prioritizes its projects.

Turning Basin Improvement

In addition, I support the authorization for turning basin navigation improvements in my district. WRDA 2020 authorized a feasibility study to re-evaluate the Lower Columbia River Channel Improvement Project turning basins for efficiencies. In partnership with the ports of Kalama and Longview, the Corps completed the feasibility study and received a favorable Chief's Report in September 2025. I support the project for navigation improvements in turning basins to maximize efficiency and safety of shipping on the Lower Columbia River.

USDOT Regulatory Compliance

Outside of WRDA, I want to bring up another issue I've heard about from truckers in my district around the compliance burdens for small businesses to get their fleet, or even singular truck, on the road. I've heard about the challenges complying with the myriad of federal regulations necessary to get on the road, but also about the predatory companies that mask themselves as federal agencies to scare companies into "compliance" by paying for unnecessary trainings or for forms that can be filed for free. These are multi-million dollar businesses that prey on the backs

of small business owners. FMCSA needs to go after these companies and hold them accountable for preying on small business owners.

REPAIR Act

Lastly, I spoke in front of the Energy and Commerce committee about this issue last month, but I would be remiss if I didn't mention that I support a vehicle safety title of the surface transportation reauthorization that includes the REPAIR Act. I am encouraged by E&C's recent consideration of this legislation and encourage your committee to support the inclusion of a vehicle safety title that makes sure people have the right to fix their own stuff.

Thank you again Chairman Graves and Ranking Member Larsen for giving me the opportunity to testify today, and I look forward to working with both of you to deliver for communities in Southwest Washington.