

119th Congress Member Day Hearing
House Committee on Energy and Commerce
December 12, 2025
Testimony for Rep. Marie Gluesenkamp Perez

Thank you, Chairman Guthrie and Ranking Member Pallone, for the opportunity to testify today about the priorities for Southwest Washington.

REPAIR Act

One of the things that brought me to Congress was right to repair issues.

I believe that when you buy something, you should have the right to decide where and how it gets fixed, or access to the information to fix it yourself.

My husband and I run an auto repair and machine shop. We see the same story over and over: cars that could be fixed, customers who want them fixed, and skilled mechanics who are ready to do the job—but can't, because manufacturers keep a hold on the data, the software, or the tools to make the repair.

And in rural communities like mine, it can take hours to drive to an authorized dealership for a repair.

The REPAIR Act would affirm that this data belongs to the vehicle's owner— not the manufacturer—putting high-quality repairs in reach for rural Americans and making them less expensive.

Americans are tired of lip service about lowering prices or respecting the trades. We need to empower more people to undertake their own repairs. But auto manufacturers have made it increasingly difficult to exercise real agency.

This Congress's updated REPAIR Act is compromise legislation that will ensure that automakers' systems stay protected, and drivers get to retain their choice.

These protections are common sense, and long overdue. This would make a meaningful difference in supporting our trades and restoring people's sense of agency to fix and be stewards of our own stuff— not reliant on a stream of cheap disposable crap.

I thank my colleague on the committee, Dr. Dunn, for his partnership on this issue, and urge the committee to support the REPAIR Act.

Headlights

I also want to mention one other priority of mine for the motor vehicle safety title of surface transportation reauthorization.

Like some of you, I live in a rural place and spend a lot of time driving on dark two-lane roads. And I hear the same thing from constituents that I feel myself: car headlights have gotten too bright, too high, and too harsh, and it's creating real safety risks.

That's because there's no overall limit on low beam car headlight brightness or glare.

In recent years, we've seen a rapid shift to high-intensity LEDs and more aggressive headlight optics. But our regs haven't kept up with this changing reality.

I know this may sound trivial, but as I've spoken about this issue, it's clear that this has struck a nerve for people. Everyone thinks they're the only person who has to squint or look away or feel blinded from bright headlights - but you're not alone! I believe by finding areas of common agreement like this, we can demonstrate the capacity of legislation to improve lives.

I was proud to have language overwhelmingly pass the Appropriations Committee urging NHTSA to report to Congress on the impacts of headlight brightness.

But we have an opportunity to do something now.

I understand the Bipartisan Infrastructure Law tried to improve this issue by allowing manufacturers to make Adaptive Driving Beams, but let's be honest, this hasn't helped because the regulations are too burdensome for manufacturers.

We don't need to introduce complicated technology that could break and cost more to repair.

Instead, I want to work with the Committee to ensure that the National Highway Traffic Safety Administration develops overall maximum brightness on lumens - standardizing headlights for automobiles that retains visibility for drivers but also reduces glare for other folks on the road. Just simple limits that reflect the real-world experience on the road.

Thank you again Chairman Guthrie and Ranking Member Pallone 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.