

using the LPTA in an appropriate manner.

Mr. Speaker, I thank my Oversight Committee colleague, Mr. DONALDS, for his leadership on this bill, and I reserve the balance of my time.

Mr. CONNOLLY. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of the Safe and Smart Federal Purchasing Act of which I am a proud cosponsor.

The bill would require the Director of the Office of Management and Budget to review the procurement management practices of Federal agencies to determine whether the use of acquisition procedures focused exclusively on cost, known as the lowest price technically acceptable, poses any national security risk.

Since our committee reported this bill last Congress, I appreciate that the majority sought and incorporated feedback from the administration. When Federal agencies purchase goods and services, they aim to achieve the best value for the American people.

In the words of the Federal Acquisition Regulation, “best value” means that the acquisition should provide “the greatest overall benefit in response to the requirement.”

Under the LPTA procedures, price is the determining factor in awarding a contract with no consideration given to other factors. This contrasts with the more frequently used tradeoff approach, which looks at the bigger picture and considers additional factors beyond just cost, perhaps assessing elements like quality and performance or a bidder’s technical or managerial expertise.

This bill, and the tradeoff approach to Federal contracting, understands that focusing on contract price alone can actually increase the overall cost to the Federal Government and the American people.

For example, cutting costs in the short-term can lead to expensive project delays, or might result in taxpayer dollars flowing to adversarial nations that threaten U.S. security interests. If no consideration is given to the strength and integrity of a bidder’s supply chain, cutting costs in the short term could lead to inferior products or disastrous supply shortages at critical moments. I believe this is a thoughtful, commonsense approach to contracting.

Mr. Speaker, I urge my colleagues to support the bill, and I reserve the balance of my time.

Mr. COMER. Mr. Speaker, I yield 5 minutes to the gentleman from Florida (Mr. DONALDS), a rising star.

Mr. DONALDS. Mr. Speaker, I would be remiss without thanking Chairman COMER for the time on the floor today, and I might have to ask the chairman to introduce me everywhere going forward. I greatly appreciate that.

Mr. Speaker, I rise in strong support of my bill, the Safe and Smart Federal Purchasing Act.

For background, lowest price technically acceptable is the source selec-

tion method outlined in the Federal Acquisition Regulation, or FAR.

Simply put, the LPTA FAR standard prioritizes price above everything else.

Focusing on price, instead of other technical or operational factors in Federal procurement, can result in agencies cutting corners, long-term value being sacrificed, or in its worse aspects, even potential risks to America’s national security.

In my view, the use of the LPTA may not always be appropriate when Federal agencies purchase innovative technologies and technical services, and agencies should have the flexibility to pay more for a superior solution if the circumstances are appropriate.

I will say to the American people that, obviously with all of the things that we are talking about in Washington around the Department of Government Efficiency, better known as DOGE, going through and trying to cut costs, we do have to be mindful that we are getting the best products for the Federal Government to use because that actually does yield great results for the American people.

Moreover, we, as Congress, have an obligation to fully understand the impacts of utilizing the LPTA.

One example of when the LPTA may not be appropriate relates to the procurement of Chinese drones.

Chinese drone maker, DJI, is the world’s largest manufacturer of personal and professional drones, and Federal agencies to this day utilize DJI drones, which present a large national security risk.

Why would Federal agencies procure Chinese drones when there are higher-quality American drones currently available on the market?

That is when the lowest price technically acceptable FAR standard may come into play.

To provide some additional context, Chinese state-backed DJI aggressively dropped its prices in 2015 and now DJI drones account for more than 75 percent of the global drone marketplace, offering its products in over 100 countries. While a wide range of innovative American drone products are available, in many cases, the LPTA slides the Federal procurement preference scale away from American drones in favor of these Chinese drones merely because they are cheaper.

To emphasize, all companies in China are required by Chinese law to give the Communist Chinese Party access to all their information upon request.

In fact, in August 2017, Homeland Security Investigations issued an intelligence bulletin warning that DJI was providing critical infrastructure and law enforcement data to the Chinese Government.

Today, the lowest price technically acceptable does not account for national security implications, so my bill would simply require an evaluation of potential national security concerns associated with the LPTA FAR standard.

Instead of just looking at the initial price tag and procuring the cheapest product and service, it is vitally important that the United States Government understand the national security implications associated with its own Federal procurement policies.

Mr. Speaker, I thank the ranking member, Mr. CONNOLLY, for co-leading this bipartisan initiative with me, and I urge my colleagues to support this commonsense piece of legislation.

Mr. CONNOLLY. Mr. Speaker, once again, I believe this is a commonsense approach to contracting. We can’t just take a mindless approach to the lowest cost winning every bid. It can jeopardize national security and at the end of the day, it can actually cost more than if we had gone a different way.

I thank my friend from Florida for his leadership on this issue.

Mr. Speaker, I urge my colleagues to support passage of H.R. 856, and I yield back the balance of my time.

Mr. COMER. Mr. Speaker, the Safe and Smart Federal Purchasing Act is measured and targeted legislation that can inform future congressional work on Federal procurement, a policy area we know is ripe for reform and taxpayer savings.

Mr. Speaker, I encourage my House colleagues to support this commonsense, bipartisan bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Kentucky (Mr. COMER) that the House suspend the rules and pass the bill, H.R. 856.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. COMER. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

MAIL TRAFFIC DEATHS REPORTING ACT OF 2025

Mr. COMER. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 758) to direct the United States Postal Service to issue regulations requiring Postal Service employees and contractors to report to the Postal Service traffic crashes involving vehicles carrying mail that result in injury or death, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 758

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Mail Traffic Deaths Reporting Act of 2025”.

SEC. 2. REGULATIONS ON TRAFFIC CRASH DEATHS AND INJURIES INVOLVING VEHICLES TRANSPORTING MAIL.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the

Postmaster General of the Postal Service shall issue regulations to require the collection, tracking, and public reporting of information related to deaths and injuries resulting from traffic crashes involving vehicles transporting mail. Such regulations shall establish appropriate mechanisms to monitor and enforce compliance with the reporting requirements of this Act and may utilize existing reporting mechanisms in use at the time of enactment of this Act.

(b) **REPORTS ON CRASHES.**—

(1) **EMPLOYEES.**—Any employee of the Postal Service engaged in the transportation of mail shall report to the Postal Service any traffic crash involving the vehicle the employee was operating during such transportation that resulted in injury or death not later than three days after such crash.

(2) **CONTRACTORS.**—Any contractor (of any tier) of the Postal Service engaged in the transportation of mail shall report to the Postal Service any traffic crash involving the vehicle the contractor was operating during such transportation that resulted in injury or death not later than three days after such crash.

(3) **CONTENTS.**—Any report submitted under paragraph (1) or (2) shall include detailed information describing, at a minimum, the crash, including the date, time, location, nature of the crash, information identifying the contractor, number of injuries, fatalities, and any contributing factors to the crash. An employee or contractor (as the case may be) shall update the report, in such form and manner as the Postal Service deems appropriate, to reflect any change in crash-caused injuries or fatalities.

(4) **ACCOMMODATIONS IN EVENT OF INJURY.**—The Postal Service shall provide for procedures under which reports may be submitted under this subsection under an alternative deadline in the event a Postal Service employee or contractor is unable to submit a report due to serious injury resulting from the applicable crash.

(5) **STANDARD FORM.**—The Postmaster General shall create a standard form available to Postal Service employees and contractors for the purposes of submitting reports under this subsection.

(c) **DATABASE.**—

(1) **IN GENERAL.**—The Postal Service shall maintain a continuously updated internal digital database that includes comprehensive information related to deaths and injuries from traffic crashes involving vehicles transporting mail.

(2) **CONTENTS.**—The database shall include any information provided by Postal Service employees and contractors under subsection (b).

(d) **REPORT.**—

(1) **IN GENERAL.**—The Postal Service shall make available to the public an annual report summarizing information related to deaths and injuries from traffic crashes involving vehicles transporting mail.

(2) **CONTENTS.**—The report shall include aggregated statistics, trends, and analysis to enhance transparency and accountability.

(3) **PRIVACY.**—Information in the report shall be made available to the public in a manner that does not personally identify any Postal Service employee, contractor, or any other individual.

(e) **PENALTIES.**—Any Postal Service contractor who fails to report a traffic crash within the deadline prescribed under subsection (b) shall be subject to appropriate penalties as determined appropriate by the Postal Service, including fines, suspension of contracts, or termination of contracts. The Postal Service may take into account the severity of the applicable traffic crash and the frequency of noncompliance with the requirements of this Act by the applicable

Postal Service contractor when determining which penalty to apply (if any).

(f) **CRASH DEFINED.**—In this Act, the term “crash”—

(1) means an occurrence involving a commercial motor vehicle operating on a highway in interstate or intrastate commerce which results in—

(A) a fatality;

(B) bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; or

(C) one or more motor vehicles incurring disabling damage as a result of the accident, requiring at least one of the motor vehicle to be transported away from the scene by a tow truck or other motor vehicle; and

(2) does not include—

(A) an occurrence involving only boarding and alighting from a stationary motor vehicle; or

(B) an occurrence involving only the loading or unloading of cargo.

The **SPEAKER** pro tempore. Pursuant to the rule, the gentleman from Kentucky (Mr. **COMER**) and the gentleman from Virginia (Mr. **CONNOLLY**) each will control 20 minutes.

The Chair recognizes the gentleman from Kentucky.

GENERAL LEAVE

Mr. **COMER**. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on this measure.

The **SPEAKER** pro tempore. Is there objection to the request of the gentleman from Kentucky?

There was no objection.

Mr. **COMER**. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 758, which requires U.S. Postal Service employees and contractors to report to the Postal Service traffic crashes that result in injury or death.

In 2023, The Wall Street Journal published an article alleging that the Postal Service contracted with low-cost trucking companies that did not follow highway safety regulations.

They also reported that postal contractors have been involved in car crashes that have killed 79 people in the last 3 years.

To conduct oversight of this important topic, Congress needs to be informed.

The Mail Traffic Deaths Reporting Act requires the Postal Service to report to Congress any traffic crashes that result in injury or death.

Under the bill, Postal Service employees and contractors will have 3 days to report a traffic accident to the Postal Service.

These reports will include, at minimum, the date, time, location, nature of the crash, information identifying the contractor, and number of injuries and fatalities.

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The Postal Service will maintain a comprehensive internal digital database of this information. The Postal Service is also required to compile a

publicly available report summarizing annual stats related to injuries and deaths from traffic accidents.

I thank Representative **CONNOLLY**, the ranking member of the House Oversight Committee, for working to partner with me on this necessary legislation. I encourage all of my House colleagues to support this national safety legislation, and I reserve the balance of my time.

Mr. **CONNOLLY**. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of the Mail Traffic Deaths Reporting Act, bipartisan legislation that I am proud to co-lead with our chairman, Mr. **COMER**.

This commonsense bill earned unanimous House approval in the 118th Congress, demonstrating our shared commitment to public safety. This legislation addresses a critical safety gap by requiring the U.S. Postal Service to collect, track, and report serious crashes and fatalities involving vehicles transporting the U.S. mail.

After meeting with families of truck crash victims and hearing their painful, heartbreaking stories, we are resolute in our mission to prevent further avoidable tragedies.

The need for this bill was tragically illustrated in June of 2022 when the Godinez family was struck by a truck contracted by the Postal Service with faulty brakes, no insurance, and a driver without a commercial driver's license. Three generations of that family, Mr. Speaker, including 3-month-old Tessaigh, lost their lives in one tragic incident.

However, this wasn't an isolated incident. Between 2020 and 2023, at least 79 people were killed in crashes involving Postal Service-contracted trucks, but the true number may be even higher because, shockingly, the Postal Service was failing to document these incidents. This lack of oversight has allowed alarming safety violations to persist.

Between 2020 and 2022, the Department of Transportation identified 466 Postal Service trucking contractors with high rates of hours-of-service violations. For example, in 2021 and 2022, 39 percent of companies carrying U.S. mail repeatedly violated rules preventing driver exhaustion. One contractor violated these critical driver safety protocols more than 200 times over a 5-year period.

Unfortunately, the Postal Service's original approach to fatality and safety data was “out of sight, out of mind.”

In May of 2023, I requested the Postal Service inspector general launch an audit of the Postal Service's contract trucking safety. As a result of their review, the Postal Service established an ad hoc reporting system, one that the Postal Service still has failed to share with our offices.

However, the Postal Service still lacks formal written policies for tracking contractor accidents and fatalities, including guidance for terminating contractors or subcontractors who are noncompliant.

Our bill codifies the inspector general's primary recommendation and delivers accountability by requiring detailed reporting of any mail transport crash resulting in serious injury or death, maintenance of a comprehensive database of such reports, and annual public reporting of such findings. Most importantly, it also establishes penalties for contractors who fail to comply with the reporting requirements.

This is a long overdue bill that will save lives.

Mr. Speaker, I am proud to have led this effort with Mr. COMER. This is going to save lives. I urge all of my colleagues to support the legislation of H.R. 758, and I yield back the balance of my time.

Mr. COMER. Mr. Speaker, the Postal Service is tasked with the challenging job of providing fast, reliable mail service nationwide. While they do so, their safety should be prioritized.

I encourage all my colleagues to support this commonsense bill that increases transparency into the Postal Service's safety record to improve the public safety throughout our Nation. I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Kentucky (Mr. COMER) that the House suspend the rules and pass the bill, H.R. 758.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. COMER. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

EXPRESSING CONDOLENCES TO THE FAMILIES, FRIENDS, AND LOVED ONES OF THE VICTIMS OF THE CRASH OF AMERICAN EAGLE FLIGHT 5342 AND PAT 25

Mr. MANN. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 153) expressing condolences to the families, friends, and loved ones of the victims of the crash of American Eagle Flight 5342 and PAT 25, and for other purposes.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 153

Whereas the people of Wichita, Kansas, and the people of the National Capital Region have experienced a terrible tragedy with the loss of 67 lives in the crash of American Eagle Flight 5342 and U.S. Army flight call sign "PAT 25" near Ronald Reagan Washington National Airport outside of Washington, District of Columbia, on January 29, 2025;

Whereas many of the victims of the crash were residents of, or connected to, Wichita, Kansas, colloquially known as the "Air Capital of the World" for the city's historic role in aviation; and

Whereas many Federal, State, and local officials have cooperated to respond to the emergency, investigate the accident, and provide assistance to families devastated by the loss of loved ones: Now, therefore, be it Resolved, That the House of Representatives—

(1) expresses condolences to the families, friends, and loved ones of the victims of the crash of American Eagle Flight 5342 and PAT 25;

(2) honors those who lost their lives, including Franco Aparicio, Luciano Aparicio, Sarah Lee Best, Brielle Beyer, Justyna Beyer, Jonathan D. Boyd, Jonathan Jay Campos, James "Tommy" Thomas Claggett Jr., Chris Collins, Casey Laurance Crafton, Pete "PJ" Diaz, Kiah Duggins, Chief Warrant Officer Andrew Loyd Eaves, Danasia Brown Elder, James "Brian" Ellis, Ian Douglas Epstein, Lindsey Denae Fields, Jinna Han, Jin Han, Cory Haynos, Stephanie Haynos, Roger Haynos, Alexander "Alex" Gordon Huffman, Asra Hussain-Raza, Steve Johnson, Julia Kay, Sean Kay, Elizabeth Anne Keys, Alexandr "Sasha" Kirsanov, Spencer Lane, Christine Conrad Lane, Samuel "Sam" Walter Lilley, Alydia Steele Livingston, Everly Pearl Livingston, Donna Livingston, Peter Livingston, Captain Rebecca M. Lobach, Pergentino Noble Malabed Jr., Grace Maxwell, Charles Douglas McDaniel, Dustin Michael Miller, Melissa Jane Nicandri, Staff Sergeant Ryan Austin O'Hara, Vikesh Patel, Jesse Jameson Pitcher, Robert "Rob" Alan Prewitt, Lori Ann Girard Schrock, Robert "Bob" Ryan Schrock, Wendy Jo Shaffer, Evgenia Shishkova, Vadim Naumov, Michael "Mikey" Bret Stovall, Olesya Taylor, Olivia Ter, Inna Volyanskaya, Angela Yang, Zheheng "Lily" Li, Edward Zhou, Yu Zhou, Kaiyan Mao, and 7 others.

(3) expresses sympathies to the people of Wichita, the entire state of Kansas, the National Capital Region, the Nation, and the multiple countries who grieve for the victims; and

(4) commends the heroic actions of the first responders, emergency services personnel, and all those who aided in the recovery efforts in freezing waters.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Kansas (Mr. MANN) and the gentlewoman from Kansas (Ms. DAVIDS) each will control 20 minutes.

The Chair recognizes the gentleman from Kansas.

GENERAL LEAVE

Mr. MANN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and insert extraneous material into the RECORD on H. Res. 153.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Kansas?

There was no objection.

Mr. MANN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of H. Res. 153, which expresses condolences to the families, friends, and loved ones of the victims of the crash of American Flight 5342 and PAT 25.

This is a bipartisan resolution to honor the 67 lives that were lost during the tragic collision that occurred over the Potomac River on January 29, 2025.

January 29 is typically a day of celebration in Kansas. From Manhattan to Goodland, Topeka to Liberal, Kansas

City to Dodge City, Kansans come together to celebrate the rich history of Kansas and the anniversary of our statehood.

January 29, 2025, changed the meaning of this day for Kansas and for the country forever. The world lost 67 bright, innocent lives that day, and I speak for all Americans when I say that this is a day that we will never forget.

When we celebrate Kansas Day in years to come, we will also feel the nudging of the somber emotions aroused by this tragic accident. We will remember our fellow Americans whose lives were tragically lost: farmers, parents, professors, college students with bright futures taken from us far too soon.

For more than a century, the United States has led the world in aviation safety and innovation. Wichita has been known as the Air Capital of the World for more than a century due to our historic ties to aviation history. Although tragic accidents like these are rare, none of us are strangers to the hazards involved in man's pursuit of flight.

We must continue to strive to learn as much as we can about this accident so that it never ever happens again.

H. Res. 153 also lauds the heroism displayed by the many local, State, and Federal officials who sprang into action to perform recovery efforts. These men and women are heroes who demonstrated tremendous respect for the fallen, working in cold temperatures and icy waters for several days.

Mr. Speaker, I urge support for this legislation and reserve the balance of my time.

Ms. DAVIDS of Kansas. Mr. Speaker, I yield myself such time as I may consume. I rise in support of H. Res. 153, expressing condolences to the families, friends, and loved ones of the victims of the plane crash of American Eagle Flight 5342 and U.S. Army call sign PAT 25, introduced by my colleagues from Kansas, Representatives RON ESTES and TRACEY MANN. I thank both Congressman ESTES and Congressman MANN for their leadership on this matter as well as the leadership and cooperation of the entire Kansas congressional delegation.

The last couple of months have been heartbreaking and trying. It has been a hard time for our country and the U.S. aviation system. There have been numerous accidents, with the Potomac DCA midair collision being among the most tragic.

At approximately 8:52 p.m. on January 29, 2025, American Airlines Flight 5342, flying from Wichita, Kansas, to Ronald Reagan National Airport, collided with UH-60 Army Black Hawk helicopter PAT 25 while on final approach to runway 33 at DCA, resulting in both aircraft crashing over the Potomac River.

There were no survivors. Mr. Speaker, 67 innocent lives were lost: 60 passengers, 4 flight crew, and 3 Army soldiers.