

Human Health on reaching its tenth anniversary. TIEHH was established in 1997 with a mission to stimulate and develop environmental and health sciences research and education at Texas Tech University and the Texas Tech Health Sciences Center. TIEHH focuses on the integration of environmental impact assessment of toxic chemicals with human health consequences, framed in the context of science-based risk assessment to support sound environmental policy and law. Work at TIEHH has resulted in applications for homeland security and defense, including a new fabric that can protect our military and civilians from effects of chemical and biological weapons.

TIEHH first opened as the "anchor tenant" at the then-closing Reese Air Force Base, now known as Reese Technology Center, and helped make the redevelopment of Reese the most successful BRAC closure of any military base in the United States. TIEHH started with a staff of 45, comprised of faculty, staff and graduate students. TIEHH now has 200 on its daily payroll and has generated close to \$50 million in revenue, while the Institute's ripple effect on the local economy is nearly \$200 million.

Through the past 10 years, TIEHH has developed a program of national and international stature for Texas Tech and Lubbock, being described by external peer-reviews as 'world-class' and with its academic program being called "the best in the country." TIEHH draws not only students from Texas but also undergraduate and graduate students from all over the United States and many foreign countries to Texas Tech. In its 10 short years, TIEHH has become one of the top doctoral producing programs at Tech.

I have worked hand-in-hand with TIEHH to secure federal funding that supports research to improve the resources available to protect our troops abroad and citizens at home from chemical and biological threats. When it comes to federally funded research, results matter, and TIEHH is quickly establishing a track record of proven results that strengthen our national security. In the next 10 years and beyond, TIEHH will continue to be a research leader in the environmental and human health field. I am proud to join the citizens of Lubbock in extending my appreciation for all the hard work and accomplishments of those at The Institute of Environmental and Human Health.

HONORING PRIVATE DAVID NEIL  
SIMMONS OF KOKOMO, INDIANA

**HON. JOE DONNELLY**

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 1, 2007*

Mr. DONNELLY. Madam Speaker, I rise today to honor the sacrifice of Private David Neil Simmons of Kokomo, Indiana, who was killed in an ambush on April 8, 2007, while serving his Nation in Baghdad, Iraq. Neil risked everything in service to America, and for that we are eternally grateful. —

Neil was the kind of kid whom everyone loved. With his big smile and enthusiasm, he made life more enjoyable for everyone around him. As someone who deeply loved his family and knew what it meant to be a great friend, he also made life better for those around him.

Neil was also a grateful person, returning to his high school to visit friends and thank teachers and mentors for their impact on his life. During one of these visits, just a couple weeks before he was set to deploy to Iraq, he ran into Janet Lovelace, a secretary at Northwestern High School. When Janet gave Neil a hug and thanked him for his service, he became teary-eyed. Today, on behalf of this entire nation, I would also like us to stop and give thanks to Neil for his service.

Upon hearing about his son's death, David Simmons said, "Freedom is very expensive. You don't know how much until something like this happens. My heart goes out to all the families that have to go through this." In the midst of so much sorrow, to remember other families is truly remarkable.

I have been privileged to speak several times with Neil's mother, Teri Tenbrook, over the past few weeks. Her courage and resolve in so tragic a time are impressive. The simple truth is that the true price of war is paid by soldiers and their families. Today I honor Neil Simmons, and I honor his family.

Neil's ultimate sacrifice puts him in the solemn and revered company of patriots who have given their lives in service to their country. My humble thanks to Neil and to his family. His name will live as long as this Nation lives.

May God grant peace to those who mourn and strength to those who continue to fight. And may God be with all of us, as I know he is with Neil.

THE FEDERAL RAILROAD SAFETY  
IMPROVEMENT ACT OF 2007

**HON. JAMES L. OBERSTAR**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 1, 2007*

Mr. OBERSTAR. Madam Speaker, today I have introduced a bill to reauthorize the Federal Railroad Administration, FRA, and improve the safety of our Nation's railroads.

Congress last reauthorized the FRA in 1994; that authorization expired in 1998. Since that time, the Committee on Transportation and Infrastructure has held 13 hearings on rail safety. In the first four months of the 110th Congress alone, we have held 4 hearings on rail safety, including 1 field hearing in San Antonio, Texas. At these hearings, we received testimony from the Federal Administration, FRA, the National Transportation Safety Board, NTSB, the Department of Transportation's Inspector General, the Government Accountability Office, GAO, Members of Congress and other elected officials, the railroads, rail labor, and numerous safety organizations and experts. This bill is the product of what we have learned through these hearings.

According to the FRA, the total number of train accidents, including collisions and derailments, increased from 2,504 in 1994 to 3,325 in 2005. In 2006, the number of train accidents decreased to 2,835.

Although I am encouraged by improvements in the 2006 rail safety statistics, I believe we still have a long way to go. Serious accidents resulting in fatalities, injuries, and environmental damages continue to occur. The Department of Transportation predicts that rail traffic will more than double over the next 20

years. That increase, coupled with the fact that there are far fewer workers having to meet more demands on the railways than ever before, will only exacerbate the situation.

In 1980, 459,000 rail workers were responsible for moving 919 billion railroad ton-miles of freight, or 2,002,787 ton-miles per employee. By 2005, 182,000 workers moved 1,760 billion ton-miles of freight, or 9,670,329 ton-miles per employee. Over the last 25 years, overall rail productivity has risen 168 percent while the workforce has decreased by 40 percent. That has a significant impact on safety, in particular worker fatigue.

According to the FRA, about 40 percent of all train accidents are the result of human factors; 1 in 4 of those accidents result from fatigue. The FRA has launched a number of initiatives focused on reducing accidents caused by fatigue and other human factors. I appreciate the FRA's hard work in this area, but the FRA can only do so much when it comes to fatigue. The FRA is the only agency within the Department of Transportation, DOT, that does not have the regulatory authority to address hours-of-service. Hours-of-service for railroad employees is set forth in statute.

According to the National Transportation Safety Board, "the current railroad hours-of-service laws permit, and many railroad carriers require, the most burdensome fatigue-inducing work schedule of any Federally-regulated transportation mode in this country." A comparison of the modes is revealing. A commercial airline pilot can work up to 100 hours per month; shipboard personnel, at sea, can work up to 240 hours per month; a truck driver can be on duty up to 260 hours per month; and train crews can operate a train up to 432 hours per month. That equates to more than 14 hours a day for each of those 30 days.

Despite widespread agreement that the hours-of-service law is antiquated and in need of updating, it has been almost 40 years since substantial changes to the law have been made. In previous Congresses, I introduced legislation to strengthen hours-of-service. The railroads fought against it, stating that hours of service should be dealt with at the collective bargaining table because I believe that the safety of railroad workers and the safety of the general public, which all too often are the victims in these train accidents, should not be relegated to a negotiation between management and labor. I am again introducing legislation that strengthens hours-of-service and reduces rail worker fatigue.

My bill will: provide all train crews and signal personnel with a minimum of 10 hours of rest a day and at least 24 consecutive hours off duty in a seven consecutive day work period; prevent the railroads from disturbing their workers during rest time, keeping them from obtaining their full 10 hours of rest; limit the number of days signal personnel can exceed their hours-of-service during emergencies, consistent with dispatcher limits of not more than three days in a seven consecutive day work period; ensure that signal personnel cannot be forced to exceed their hours-of-service to conduct routine inspections, repairs, and maintenance of signal systems; eliminate so called "limbo time." Limbo time is a term used to describe the period of time when a train operating crew's hours-of-service have expired, but the crew is awaiting transportation back to their point of final release; meaning, the off