

INTRODUCTION OF THE MASTER  
TEACHER ACT OF 2004

**HON. BENJAMIN L. CARDIN**

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

*Friday, April 2, 2004*

Mr. CARDIN. Mr. Speaker, I rise today to introduce the Master Teacher Act of 2004.

Qualified, experienced, dedicated teachers are our most valuable resources for educating the nation's children. Under the No Child Left Behind Act (NCLBA), states are required to recruit highly qualified teachers, yet rural schools and schools in low-income areas often have difficulty attracting and retaining faculty. The Master Teacher Act of 2004 will help improve these schools' ability to attract the best teachers.

The real tragedy in our education system is that so many schools are failing to meet adequate yearly progress (AYP) performance standards. As currently designated by NCLBA, one hundred percent of our nation's public school students must meet AYP standards in reading, math, and science by the 2013-14 school year. This seems an insurmountable task for many underfunded school districts. In my home state of Maryland, more than one-third of public schools are now considered failing. This is not acceptable.

To improve educational achievement for all our students, we must ensure that underperforming public schools can attract and keep qualified teachers who will serve as a catalyst for change. The Master Teacher Act of 2004 will encourage teachers to work in those schools by offering tax incentives that will reward them financially for taking on such a challenge.

"Master teachers" are defined as faculty who hold a master's degree, have at least five years teaching experience in a public elementary or secondary school, meet the "highly qualified" standard as defined by the NCLBA, and have obtained advanced certification in their state licensing system. My legislation would reward "master teachers" who agree to teach in an underperforming school by exempting 25 percent of their gross income from federal taxes. They would be eligible for this exemption for up to four years. For the purposes of this legislation, underperforming schools are those that fail to meet Adequate Yearly Progress (AYP) standards as defined by NCLBA.

Mr. Speaker, good teachers are essential to a successful education system. They are the profession responsible for educating all other professionals, and therefore they are essential to our success as a nation. I urge my colleagues to join me in supporting this legislation and giving all our children access to the best teachers possible.

PERSONAL EXPLANATION

**HON. MIKE MCINTYRE**

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Friday, April 2, 2004*

Mr. MCINTYRE. Mr. Speaker, on Monday, March 29, 2004, I was unavoidably absent for rollcall vote 94, on passage of H.R. 3917, and rollcall vote 95, on passage of H.R. 2584. Had

I been present I would have voted "yes" on rollcall votes 94 and 95.

REAUTHORIZATION OF THE NATIONAL  
HIGHWAY TRAFFIC  
SAFETY ADMINISTRATION

**HON. CLIFF STEARNS**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Friday, April 2, 2004*

Mr. STEARNS. Mr. Speaker, at the request of the Honorable Norman Mineta, Secretary of Transportation and distinguished former member of this House, I am pleased to introduce the Administration's requested legislation reauthorizing the National Highway Transportation Safety Administration. I include with this statement a copy of the letter transmitting this legislation to Speaker HASTERT by the Secretary.

I particularly want to commend the Administrator, Dr. Jeff Runge, for his fine leadership of the Agency.

I have concerns with some aspects of this proposal, but I believe it deserves a fair hearing.

I believe that provisions in the legislation facilitating the President's hydrogen initiative, provisions promoting international harmonization of safety standards, and provisions to encourage the development of crash avoidance technologies are particularly meritorious.

THE SECRETARY OF TRANSPORTATION,

*Washington, DC, March 12, 2004.*

Hon. J. DENNIS HASTERT,  
*Speaker of the House of Representatives,*  
*Washington, DC.*

DEAR MR. SPEAKER: I am pleased to transmit to you for introduction and referral to the appropriate committee a proposed bill: To authorize appropriations for the motor vehicle safety and information and cost savings programs of the National Highway Traffic Safety Administration for fiscal years 2005-2007, and for other purposes.

The bill includes two titles. Title I, "Motor Vehicle Safety," contains an authorization of appropriations for the motor vehicle safety law (chapter 301 of title 49, United States Code) administered by the Department's National Highway Traffic Safety Administration (NHTSA) and seven additional sections that would amend that law. Title II, "Motor Vehicle Information and Cost Savings," contains an authorization of appropriations for the motor vehicle information and cost savings law (part C of subchapter VI of title 49, United States Code) administered by NHTSA and five additional sections that would amend that law.

Highway and motor vehicle safety programs and enforcement have succeeded in reducing the highway fatality rate despite significant increases in the number of vehicles and the number of vehicle miles traveled. Our most recent data show a rate of 1.5 fatalities per 100 million miles traveled, nearly half the rate of 20 years ago. The bill's proposed authorizations would provide the resources needed to continue this record of success for fiscal years 2005-2007.

Title I ("Motor Vehicle Safety") would authorize appropriations for NHTSA's motor vehicle safety programs of \$125,221,000 in fiscal year 2005, and such sums as may be necessary in fiscal years 2006 and 2007.

Title II ("Motor Vehicle Information and Cost Savings") would authorize appropriations for NHTSA's motor vehicle information and cost savings programs of \$14,080,000 in fiscal year 2005, and such sums as may be necessary in fiscal years 2006 and 2007.

The bill contains a number of amendments to the motor vehicle safety and information and cost savings laws, including provisions to (i) authorize the Secretary to participate and cooperate in international activities that enhance motor vehicle and traffic safety, (ii) authorize \$5 million a year to support the President's Hydrogen Fuel Initiative and the FreedomCAR Program by a safety research initiative for alternate fuel vehicles that includes risk-assessment studies of hydrogen-fueled and other alternatively fueled vehicles, the development of test and evaluation procedures and performance criteria to assess the likelihood of potential failures that could indicate unsafe conditions, and the development of suitable countermeasures; and (iii) authorize \$10 million a year for research into vehicle-based driver-assistance technologies such as electronic stability control, telematics, radar braking and similar vehicle advances, and to develop safety standards and consumer education programs, to ensure that appropriate safety benefits are derived from these technologies. Additional details describing these and other amendments are provided in the enclosed analysis.

The Office of Management and Budget advises that it has no objection, from the standpoint of the Administration's program, to the submission of this proposed legislation to Congress, and that its enactment would be in accord with the program of the President.

Sincerely yours,

NORMAN Y. MINETA.

HONORING KENNY TABB FOR  
HEROIC RESCUE

**HON. RON LEWIS**

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

*Friday, April 2, 2004*

Mr. LEWIS of Kentucky. Mr. Speaker, I rise today to pay long overdue public tribute to a remarkable individual from my home state of Kentucky. Kenny Tabb, Hardin County Court Clerk and longtime community leader in Elizabethtown, KY, was nominated 46 years ago for a Young American Bravery National Medal following his rescue of an 11-year-old boy drowning in a swimming pool. Mr. Tabb never received word concerning the status of the 1958 award or appropriate recognition for his heroism.

On a summer day in 1958, Tabb, then 13, encountered a young mother screaming for help beside a hotel swimming pool. The woman's 11-year-old son, who could not swim, was struggling in the eight foot deep water, twice sinking below water. A young Kenny Tabb instinctively jumped into the pool, fully clothed, saving the boy from a near drowning.

On August 27, 1958, Representative Frank Chelf recommended to Attorney General William Rogers that a Young American Medal for Bravery be awarded to Kenny Tabb. The nomination was sent to a committee composed of F.B.I. Director J. Edgar Hoover, the Attorney General and the Solicitor General. President Dwight Eisenhower later awarded two youth medals to earlier nominees and no Federal recognition was made to honor Tabb for his valor.

Kenny Tabb demonstrated unusual courage and a selfless instinct to help others on that summer day in the prime of his youth. His action in saving a young life was an early indication of his character, qualities that have made