

administrations. I worked with him extensively on international aviation passenger and cargo trade matters, as well as domestic aviation matters, in my capacity then as chairman of the Subcommittee on Investigations and Oversight and Aviation authorizing subcommittee.

I found Jeff Shane always to be the very model of intellectual integrity; thoroughly knowledgeable on a wide range of issues on which he was called to testify before our committee, well-informed, and, very importantly, a consistently vigilant, vigorous advocate for U.S. aviation interests and a skillful negotiator.

Jeff was the architect of our government's original Open Skies policy to promote competition in our bilateral aviation trade agreements. Under this policy, a great many competitive agreements were negotiated during the first Bush administration, and the Clinton administration continued the policy with great success. The result has been that aviation trade markets in passenger and cargo, in which we once had 30 percent of market share, we now have 60 to 70 percent of market share and are the dominant aviation trade partner.

Jeff Shane's experience extends well beyond aviation to other modes of transportation, as exemplified by a discussion he and I had shortly after the enactment of ISTEA in 1991. Jeff said, "This is one of the most extraordinary, innovative transportation measures ever enacted. It has had the exceptionally beneficial effect of causing all of us at the Assistant Secretary-Policy level to come together, share our thoughts, understand each other's mode of transportation better and to begin thinking, as well as acting, intermodally, something we have long needed to do in this department."

That is an extraordinary observation and admission to make on the part of a policy person in any department, and that reflects the candor with which Jeff approaches his service in the public sector.

Secretary Mineta has said to me several times that he would like Jeff Shane to work to upgrade the department's policy office, and, as he put it, make it a "world-class think tank." We need that. We need that kind of support at the policy level of the Department of Transportation.

Two years ago, I met with Jeff Shane and Charlie Hunnicutt, who had held the Assistant Secretary position during the Clinton Administration, to explore means of upgrading the Department's aviation policy staff, a staff that deals with the most important issues in the department in negotiating international aviation rights for our airlines, providing expert advice to the Department of Justice when the department is considering airline mergers, and carrying out the department's regulatory responsibilities, including predatory practices, computer reservation systems and adequate competition in Internet ticket sales.

It is deplorable that over the past 15 years, the DOT aviation staff has been eroded by budget cutting decisions. The staff has decreased from 166 at the time of the Civil Aeronautics Board sunset in 1985, to fewer than 100 today. Furthermore, as many as half of the staff could well retire in the next few years.

It was a great tribute to Jeff Shane that in his career outside of government, he was concerned about the quality of government service among those who continued in the department. He and I took many opportunities over the past few years to raise awareness on the Hill and within the aviation community of the critical importance of this unique staff, and it is so encouraging to me that Secretary Mineta has recognized the problem and is giving Jeff Shane a mandate to correct it. I can think of no one better to do this, no one better qualified to attract the staff, to inspire that staff and to keep them interested and motivated, than Jeff Shane.

In these perilous post-September 11 times and in the aftermath of enactment of our most recent aviation and transportation security law, DOT needs at the policy level a person with Jeff Shane's experience, intellectual capacity, honesty and openness to new ideas, as well as energy to pursue and implement innovation. Jeff Shane's reentry into public service will produce better transportation policy decisions, to the great benefit of the Nation's economy and to all who use our transportation systems, as well as to the benefit of the Department of Transportation.

This new position is long overdue, much needed, and will serve our country and our transportation policy well. After all, transportation does represent 11 percent of our Nation's gross domestic product. That is \$1.1 trillion, an impact that we must nurture and strengthen, and this legislation will help do that.

Mr. CLEMENT. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. LATOURETTE. Mr. Speaker, I yield myself the balance of my time just to say that one of the treasures and great assets of not only the Committee on Transportation and Infrastructure, but the Congress is the gentleman from Minnesota (Mr. OBERSTAR). The remarks that the gentleman just made, going through the entire history of the Department of Transportation, indicate why we rely on him so heavily, and why our committee continues to prosper in a very bipartisan way.

It is thanks to his efforts that I continue to learn from him.

I urge passage of the bill.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. OSE). The question is on the motion offered by the gentleman from Ohio (Mr. LATOURETTE) that the House suspend the rules and pass the bill, H.R. 3441.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

NAMING MEMBER AS MAJORITY MANAGER OF TIME ON H.R. 3442, NATIONAL MUSEUM OF AFRICAN AMERICAN HISTORY AND CULTURE PLAN FOR ACTION PRESIDENTIAL COMMISSION ACT OF 2001

Mr. McINNIS. Mr. Speaker, I ask unanimous consent that the gentleman from Ohio (Mr. LATOURETTE) be allowed to manage the floor time on H.R. 3442.

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

There was no objection.

NATIONAL MUSEUM OF AFRICAN AMERICAN HISTORY AND CULTURE PLAN FOR ACTION PRESIDENTIAL COMMISSION ACT OF 2001

Mr. LATOURETTE. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3442) to establish the National Museum of African American History and Culture Plan for Action Presidential Commission to develop a plan of action for the establishment and maintenance of the National Museum of African American History and Culture in Washington, D.C., and for other purposes.

The Clerk read as follows:

H.R. 3442

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 "National Museum of African American History and Culture Plan for Action Presidential Commission Act of 2001".

SEC. 2. ESTABLISHMENT OF COMMISSION.

(a) IN GENERAL.—There is established the National Museum of African American History and Culture Plan for Action Presidential Commission (hereafter in this Act referred to as the "Commission").

(b) MEMBERSHIP.—The Commission shall consist of not more than 23 members appointed as follows:

(1) The President shall appoint 7 voting members.

(2) The Speaker of the House of Representatives and the Senate Majority Leader shall each appoint 6 voting members.

(3) In addition to the members appointed under paragraph (2), the Speaker of the House of Representatives and the Senate Majority Leader shall each appoint 2 additional nonvoting members.

(c) QUALIFICATIONS.—Members of the Commission shall be chosen from the following professional groups:

(1) Professional museum associations, including the Association of African American Museums and African American Museum Cultural Complex, Inc.

(2) Academic institutions and groups committed to the research and study of African