

bipartisan reauthorization of the Magnuson-Stevens Act has had in increasing the health of our wild fishing stocks. I encourage my colleagues to vote “no” on this rule.

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

I was listening very carefully to the gentleman from Colorado, and I accept his invitation to go trout fishing. I would love to do that. Fishing of all kind is great for everybody to do, and I appreciate his invitation.

The reason we have the problem we have today is not because the Federal Government knows how many fish are out there. It doesn't. Remember what I said earlier—this is a reef fish, and they don't sample for reef fish on reefs. So, if you don't sample for reef fish on reefs, you are not going to find the fish. Now, we know there are so many fish out there because we haven't been allowed to fish them and that snapper are not only eating other species but they are eating other snapper.

What our scientists have done is they have actually gone out there with submersible vehicles with high-def cameras, and they count the fish on the reef and sample them that way. They have a real number. They do a real sampling so they get accurate data, and these government scientists don't.

My friend said that we should go back to the drawing board. We have waited too long already. We should have done this last year so that we could have had a real snapper season this year. If we wait again, we won't have a snapper season next year, and that is not acceptable. We have enough fish out there—and the science from our region has proven it—to have a real snapper season. It is not just about snapper. We have these problems in other areas of the fishery that need to be taken care of and taken care of in a responsible way. No one is more environmentally conscious than someone who hunts and fishes, because that is where we get our enjoyment, and we want it to be there for us and for our children and, now that I have a grandson, for my grandchildren.

I have appreciated this debate today. I always welcome the opportunity to draw attention to some of the real issues which are affecting my constituents back on the Gulf Coast. To some people up here, this issue doesn't mean much. To some people, they only listen to the political talking points put out by lobbyists or by political parties or by environmental groups. But to the small restaurant employees in Gulf Shores or to the charter boat captain in Orange Beach or to the gas station in Foley or to the condo owners on Dauphin Island or to the thousands of families who spend time fishing on the Gulf Coast and all around our country, this bill is critically important. This bill is about getting the Federal Government off our backs so that we can fish.

Let's not fall back into another political debate. Let's come together on be-

half of our Nation's coastal communities. Let's get some real relief for our fishermen. I encourage my colleagues to support this rule and to support this commonsense bill and to support the people of America and their freedom to fish in our waters.

Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered. The SPEAKER pro tempore. The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. POLIS. 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 question will be postponed.

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HONORING THE LIFE OF CORPORAL SARA MEDINA

(Mr. FOSTER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. FOSTER. Mr. Speaker, today it is with great sorrow that I rise to mark the loss of one of Aurora's brightest lights. On May 12, 2015, while performing relief work following the Nepal earthquake, Corporal Sara Abigail Medina and five other marines tragically lost their lives in a helicopter crash.

Corporal Medina was from Aurora, Illinois, and graduated from East Aurora High School in 2010. While still in high school, she decided to serve her country by joining the Marines.

In the face of such a tragedy, we often ask why; and to paraphrase the President, whenever a disaster strikes, the world looks to America to lead because of our extraordinary people who rise to the challenge.

As a father, I know that no words that I say on this floor will be able to fill the hole in the hearts of all those who knew and loved Sara, but still we must speak because all should know that Corporal Sara Medina gave her last full measure of devotion in service to her country, helping those who needed it most.

For her sacrifice and for her family's terrible loss, we offer our condolences and thanks of a grateful nation.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. NEWHOUSE). The Chair will entertain Special Order speeches without prejudice to the resumption of legislative business.

TRANSPORTATION INFRASTRUCTURE

The SPEAKER pro tempore. Under the Speaker's announced policy of Jan-

uary 6, 2015, the gentlewoman from New Jersey (Mrs. WATSON COLEMAN) is recognized for 60 minutes as the designee of the minority leader.

GENERAL LEAVE

Mrs. WATSON COLEMAN. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and include extraneous material on the subject of my Special Order.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from New Jersey?

There was no objection.

Mrs. WATSON COLEMAN. Mr. Speaker, I am so pleased to join with my distinguished colleague, the gentlewoman from Florida, as we discuss an issue of great importance to my district and, quite frankly, to every Member of Congress: transportation infrastructure.

Last week our Nation endured a terrible tragedy as Amtrak Northeast Regional train 188 derailed in Philadelphia on its way to Trenton en route to New York. That accident killed eight Americans, including one of my constituents, injured more than 200, and disrupted service on the busiest rail corridor in the Nation for nearly a week.

In the days since the accident, investigators have indicated that high speeds may have played a significant role in the derailment, speeds that were more than double the limit in that stretch of the track. My colleagues on the other side of the aisle have used those details to deflect attention away from discussing our Nation's investments, or the lack thereof, in rail and all of our other surface transportation infrastructure.

Mr. Speaker, burying our heads in the sand and waiting until an accident indisputably caused by lack of funding or maintenance to discuss that funding is dangerous, irresponsible, and, frankly, unacceptable: dangerous because millions of Americans every day are driving across dilapidated bridges, riding on outdated trains, and stuck in endless traffic when traveling to work, to school, and medical care; irresponsible because news coverage and the looming highway trust fund depletion have made transportation infrastructure a national focus; unacceptable because transportation infrastructure has traditionally been a bipartisan issue that affects how every single one of our constituents gets where they need to go. Still we stand here today waiting for the House majority to bring forth a good-faith, comprehensive surface transportation reauthorization that makes investments to give us the transportation system—rail, car, air, and sea—that we need.

Transportation infrastructure is critical for the businesses and employers in our district that ship goods to consumers across the globe. Transportation infrastructure creates good-paying jobs here, jobs that can't be outsourced, and jobs that will actually