

most Americans asked one question. What stops ISIS from attacking the United States in this way? The answer is clear, nothing. This is a major political issue for the next presidential race. This attack in Paris can have an outcome on who the Americans select as their next president. The way the candidates respond to ISIS can decide who will be the next leader of our great country. This attack put ISIS at the top of the list for American issues and they will continue to be a focal point for the American government for years to come.

TRIBUTE TO ABBE LAND—28TH CONGRESSIONAL DISTRICT WOMAN OF THE YEAR

HON. ADAM B. SCHIFF

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 15, 2016

Mr. SCHIFF. Mr. Speaker, I rise today in honor of Women's History Month. Each year, we pay special tribute to the contributions and sacrifices made by our nation's women. It is an honor to pay homage to outstanding women who are making a difference in my Congressional District. I would like to recognize a remarkable woman, Abbe Land, of West Hollywood, California.

Abbe arrived in California in the late 1970s and has since dedicated her life to public service. Drawn into public life by possible eviction, she joined the Coalition for Economic Survival, a tenants' rights group to build the City of West Hollywood with LGBTQ activists, renters, and immigrants. After her appointment to the city's very first planning commission, Abbe was elected Councilmember for the City of West Hollywood and served for 23 years including serving as Mayor five times.

For much of her time on the council, she served as the sole woman, and she was instrumental in the creation of the Women's Advisory Board, Disabilities Advisory Board, and the city's domestic violence prevention program for same-sex couples. For more than two decades, she has influenced policy at the local, state, and federal levels. In 1993, she led the effort for West Hollywood to declare itself the nation's first "pro-choice city." In 1996, she led her city in enacting an important gun control ordinance which paved the way for the state of California to ban the sale of certain handguns.

Abbe is currently the Executive Director and Chief Executive Officer of the Trevor Project, a nationally recognized nonprofit providing crisis intervention and suicide prevention to LGBTQ youth. Under her leadership, the Trevor Project continues to save the lives of youth around the country. Prior to the Trevor Project, Abbe served as Co-CEO of the Saban Free Clinic, in Los Angeles, where she led the clinic's growth from a budget of \$6 million to one of \$16 million.

From Abbe's work protecting our environment to fighting for civil and reproductive rights, from her support for inclusionary housing to her efforts to combat homelessness, the people of the 28th District have benefited from her voice and steady leadership. Throughout her life's work, Abbe has been an inspiration to all who fight injustice.

Abbe continues to live in West Hollywood with her husband, artist Martin Gantman.

I ask all Members to join me in honoring an exceptional woman of California's 28th Congressional District, Abbe Land, for her extraordinary service to the community.

CELEBRATING COLUMBIA STATE COMMUNITY COLLEGE'S 50TH YEAR

HON. MARSHA BLACKBURN

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 15, 2016

Mrs. BLACKBURN. Mr. Speaker, I rise today to celebrate Columbia State Community College's 50th year of excellence in education and ask my colleagues to join with me in celebrating their success.

Columbia State is Tennessee's first community college. Their vision has been to build on its heritage of excellence through innovation in education and services that foster success and bring distinction and recognition for the quality and effectiveness of the college. At the college's convocation on September 26, 1966, former Tennessee Governor Frank G. Clement said, "Because of this school, young people who otherwise would have to terminate their academic career at the high school level will find a way into the world of higher education." Today, Columbia State has grown and expanded into five different campus locations including Columbia, Franklin, Lawrenceburg, Lewisburg, and Clifton. They also serve in nine of the Seventh District's counties. The college is home to thousands of alumni who have gone on to make an impact in all different sectors of society and industries.

I honor Columbia State Community College for serving and empowering people for the last 50 years to achieve their educational aspirations and go farther than they ever thought possible and I join with them in their celebration of achievement.

PERSONAL EXPLANATION

HON. MICHAEL T. McCAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 15, 2016

Mr. McCAUL. Mr. Speaker, on March 14, 2016, I missed a vote on S. 2426, directing the Secretary of State to develop a strategy to obtain observer status for Taiwan in the international Criminal Police Organization. However, I would like to reflect that had I been present for this vote I would have voted "yea".

40TH ANNIVERSARY OF SAMTRANS

HON. JACKIE SPEIER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, March 15, 2016

Ms. SPEIER. Mr. Speaker, I rise today to honor SamTrans, a core provider of public transit and allied services in San Mateo County and for all of Silicon Valley, upon its 40th Anniversary. This is the story of a government agency that sees mountains as molehills, and that believes that challenges are merely pot-holes to be filled.

In one of its many roles, SamTrans operates buses in San Mateo County. In its second role, it administers Caltrain service linking San Francisco, San Mateo and Santa Clara Counties—the heart of Silicon Valley. Finally, the staff of SamTrans also manage the San Mateo County Transportation Authority. This trifecta of public agencies—all operated via SamTrans—have become the backbone of mobility across three counties over the past forty years.

In 1976, SamTrans was formed through the consolidation of 11 municipal bus systems in San Mateo County. The following year, it began what was to become a decades-long effort at inclusion of our entire population in transit services with the commencement of Redi-Wheels service. Redi-Wheels offers mobility to the disabled. My mother-in-law regularly used Redi-Wheels, linking her to doctor's appointments, trips to the grocery store, and bridge club gatherings throughout the community. SamTrans is not simply a bus or train or road construction organization. It offers all of our residents dignity through mobility, an offer accepted by over 300,000 disabled residents in 2015 alone.

The success of SamTrans is evident in its expanding scope of operations during these past four decades. From operating bus service starting in 1976, SamTrans was made the managing agency of our local transportation authority—the body that funds roads—in 1988. While the board of the transportation authority sets priorities, the SamTrans staff plans and carries out those directives.

This spirit of flexibility and frugality was recognized as invaluable when, in 1992, SamTrans was made the managing partner of the newly-created Peninsula Corridor Joint Powers Board. While the Board of Directors of the joint powers board oversees Caltrain service, the staff of SamTrans makes important contributions to the planning and operating backbone of Caltrain. Baby Bullet Caltrain service, launched in 2004 and promising to cut travel times between San Francisco and San Jose by up to 50 percent, sparked a renaissance in Caltrain ridership which today is over 60,000 passengers every weekday. SamTrans and Caltrain have since worked together so that trains, buses and shuttles support these commuters throughout the week and throughout San Mateo County.

In 1992, the SamTrans board also provided 25 percent of the construction costs of the Colma BART station, bringing BART service further into northern San Mateo County. Eventually, BART arrived at San Francisco International Airport, bus service was modified to account for emerging travel patterns, and roadways were constructed, all with the participation of SamTrans staff and its board.

Mr. Speaker, you might ask why voters repeatedly approved sales tax measures to create this web of mobility. Approval arises from the confidence that voters have in the staff of SamTrans in its multiple roles serving bus riders, train travelers and motorists. Unlike some transportation agencies, there is no drama at SamTrans, only reliable delivery—of bus service, train service or road construction.

Today, the bus service that is at the core of the operations of SamTrans continues to evolve. Service has been consolidated along the El Camino corridor and increased in frequency to once every fifteen minutes. Bus service on weekends has been extended