

launched in 2000. The Millennium Development Goals brought together nations, businesses, international organizations, and foundations in a focused and coordinated effort to reduce poverty and disease by 2015.

By any and every metric, the initial set of MDGs has resulted in tangible, concrete progress. One goal was to cut extreme poverty by half as measured by the proportion of people living on less than \$1.25 a day. That goal was met 5 years ahead of schedule. Meanwhile, maternal mortality was cut nearly in half. We've also made progress in global education, with a 20 percent increase in primary school enrollment in sub-Saharan Africa and a nearly 50 percent decrease in the number of out-of-school children of primary school age. When it comes to combating HIV/AIDS, we've made truly incredible strides over the past 15 years. New HIV infections have dropped by 40 percent between 2000 and 2013, and the number of people living with HIV that were receiving antiretroviral therapy increased seventeenfold from 2003 to 2014.

In some areas, like gender equality, we still have a long way to go. But we can cheer the fact that, in 90 percent of countries today, women have greater parliamentary representation than they did just 20 years ago.

So there is no doubt that we've seen real growth around the world. Millions of lives have been saved and enriched. But we still have more progress to make.

The old Millennium Development Goals have laid the groundwork for the 2030 Agenda for Sustainable Development, which was adopted by the U.N. over the weekend. The new agenda sets out an ambitious global development framework that includes 17 Sustainable Development Goals.

These new goals were negotiated with strong engagement by the U.S. government, business leaders, and civil society members over the last 3 years. American and international corporations worked closely with the U.N. because many business leaders correctly believe that, to end extreme poverty and open new markets, we must increase government transparency, root out corruption, and accelerate inclusive economic growth.

Many of these new goals focus on the areas where we hope to see additional progress, such as maternal and child health, environmental sustainability, and gender equality. But they also focus on good governance and corruption.

I am particularly pleased at the addition of goal No. 16, which is to "promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels." Including that goal wasn't easy—it was met by resistance from many other countries—but no one can ignore the fact any longer that good governance and anticorruption efforts are critical to development.

Truly sustainable and inclusive development depends on governments and institutions that are accountable and transparent and that respect human rights and deliver justice for everybody, not just some. The U.N. has noted that "lessons learned from MDG implementation showed the importance of incorporating human rights, the rule of law and personal security to ensure progress towards development goals. Effective and inclusive governance and robust institutional capacity are instrumental in achieving this."

The necessity of incorporating good governance and strong anticorruption measures in sustainable development efforts is most evident when we look at resource rich countries in Africa and the extraordinary development challenges there. The Democratic Republic of the Congo, DRC, for example, is a country rich in minerals, water resources, and agricultural potential. And it has experienced high annual economic growth in recent years. Yet most of its people continue to live in extreme poverty. DRC's progress on sustainable development is hindered by minimal central government control over large parts of the national territory, poor transportation and electricity infrastructure, the government's inability to manage and monitor extraction of its natural resources, and broad governance problems including endemic corruption and barely functional state institutions.

Without progress on justice and effective and accountable institutions, corruption will continue to infect governments around the world, like the DRC, creating greater economic and political instability, which often leads to violent conflict.

The DRC is just one example of why we need goal 16. The desperate refugees streaming into Europe provide another sad example. Most of these people are coming from places where ordinary people have experienced long-term repression and other human rights abuses at the hands of deeply corrupt governments. Consequently, many of these countries are now consumed by violent conflict. Most of the people crossing the Mediterranean in rafts are fleeing wars in Syria, Afghanistan, Iraq, and Somalia.

The Syrians are the largest group. They are fleeing a deadly combination of their own government's indiscriminate barrel bomb attacks on crowded markets, schools, and clinics; suffocating sieges; and atrocities committed by the Islamic State in Iraq and Syria, ISIS and other extremist groups. We know that only a minority of migrants arriving in Europe are motivated solely by economic betterment.

As the world focuses on the wave of refugees and migrants arriving in Europe, we must not lose our focus on the roots of this crisis. We must pay attention to why these desperate men, women, and children are on the move. The misery of many of these refugees is the direct result of the conflicts and

human rights abuses of governments that are ineffective or illegitimate, or both, and mostly likely corrupt.

The 2030 Agenda for Sustainable Development Goals is remarkable for the historic inclusion of goal 16. It acknowledges the centrality of good governance and accountable and transparent institutions as prerequisites for sustainable development. If nations across the globe truly embrace goal 16, I am convinced we will also witness far fewer men, women, and children being forced to endure extraordinary misery, violence, displacement, and exploitation as refugees. Surely, that must be our collective goal.

RENAMING OF THE U.S. NAVAL ACADEMY ADMINISTRATION BUILDING FOR ADMIRAL CHARLES R. LARSON

Mr. MCCAIN. Mr. President, this Friday, October 2, 2015, the U.S. Naval Academy will honor ADM Charles R. Larson, class of 1958, by naming the administration building in his honor. Coming just a week before the Naval Academy celebrates its 170th anniversary, this is fitting tribute to man who has made such immeasurable contributions to this fine institution.

Chuck Larson grew up thousands of miles from the nearest ocean. However, the calling of the sea brought him to Annapolis and the start of a career dedicated to the service of this great Nation. It was at the Academy where I had the distinct pleasure of getting to know this great man. Chuck's Academy experience was somewhat different than mine, where he would go on to become the brigade commander, president of the class of 1958, and graduate near the top of the class. I finished some distance behind that mark. Even though our paths were different, I cherished our friendship forged in those shared Academy experiences, a friendship that would last a lifetime.

After graduation in the summer of 1958, Chuck would continue his exemplary career, eventually attaining the rank of admiral. He has led at every level from command at sea to theater command, as commander of the 2nd Fleet, a Deputy Chief of Naval Operations, commander of the Pacific Fleet, and finally as the commander of United States Pacific Command. Impressive as this resume was, the two jobs Chuck cherished most were his two tours as the Superintendent of the Naval Academy.

As the only two-time Superintendent of the Academy in its 170-year history, Chuck left an indelible mark on the institution he so loved. Returning from retirement in 1994 to lead the Academy after serious problems left the institution with an uncertain future, Chuck focused on character development and fundamental leadership training to return to the founding principles of the Academy. In 4 years, he returned the institution to greatness and, in the process, trained the officers that would

become the leaders in the fight against terrorism that would define a generation.

As a result of Chuck's tireless efforts and the lasting initiatives he put in place, today the Naval Academy consistently ranks among the top schools in the Nation. His legacy of service to the Academy and the Nation will be felt in the decades to come as graduates from the institution become leaders in the military, government, and corporate venues. I can think of no better way to honor the legacy of Chuck's service than with the rededication of the administration building as Larson Hall. It will stand as an ever present reminder to the dedication and the ideals of great naval officer, leader, and dear friend.

NATIONAL MANUFACTURING DAY

Mr. REED. Mr. President, today I join with my colleagues, led by Senators COONS and BALDWIN, to recognize the significant role manufacturing plays in the United States and in my home State of Rhode Island. According to facts compiled by the National Association of Manufacturers, over 41,000 Rhode Islanders, nearly 9 percent of the workforce, work in manufacturing. Those workers were responsible for \$4.1 billion in economic output, just under 8 percent of the State's total output, in 2013. On average these workers brought in over \$67,000 in annual compensation.

Manufacturing is a highly technical and innovative industry that creates good-paying jobs for skilled workers. It is also an industry that is expanding; in Rhode Island manufacturing jobs have increased by 1,100 compared to a year ago. And just last week I joined a Rhode Island advanced manufacturer, Yushin America, Inc., to celebrate a ribbon cutting for its \$2 million expansion.

This sort of expansion is representative of the type of highly technical growth we see in manufacturing. Moreover, these good-paying, highly-skilled, middle-class jobs are what will help further support widespread economic growth. That is why I look forward to celebrating National Manufacturing Day with the mayor of Providence and my delegation colleagues on Monday and continuing to work to advance measures that support manufacturers and job creation back home.

TRIBUTE TO JEFFREY F. PANIATI

Mr. CARDIN. Mr. President, I wish to pay tribute to an outstanding civil servant and constituent, Jeffrey F. Paniati, executive director of the Federal Highway Administration, FHWA, who is retiring after 32 years of Federal service.

Jeff Paniati received his master of science degree in civil engineering from the University of Maryland. He joined FHWA in 1983 as a highway engineer trainee and rose through the ranks to join the Senior Executive

Service in 2000 and eventually became executive director in April 2008. The executive director, the number three official in FHWA, is the only civil service position in the agency that requires the approval of the President. As executive director, Jeff assists the Federal Highway Administrator and Deputy Administrator in establishing policies, programs, and priorities for the \$40 billion annual Federal aid highway program. As FHWA's chief operating officer, he oversees a workforce of approximately 2,900 transportation professionals and an annual operating budget of \$400 million.

One of the biggest challenges Jeff faced came just months after he became executive director. The economic collapse in the fall of 2008 brought the country into the worst recession since the Great Depression of the 1930s. On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act, ARRA, into law. ARRA, also known as the stimulus act, authorized \$26.6 billion for road and bridge projects that would create construction jobs to help the economy recover while providing transportation facilities to make our communities safer, greener, more livable, less congested, and economically stronger. This funding was in addition to the regular \$40 billion a year Federal aid highway program.

At the time, Jeff was the highest ranking FHWA official because the President had not yet nominated a new Federal Highway Administrator or Deputy Administrator. It fell to Jeff, serving as acting Deputy Administrator, to ensure the agency was able to absorb the additional funds, deploy them to State and local officials for shovel-ready projects, ensure proper oversight of record numbers of projects, and help deliver the jobs the country so desperately needed. The result was more than 13,000 highway and bridge projects across the country that put tens of thousands of people to work, in addition to the thousands of projects and jobs resulting from regular program funds. All of this was accomplished within ARRA's deadlines, without any increase in staff by FHWA but with the full cooperation of State and local transportation officials under the familiar Federal-State partnership of the Federal aid highway program.

President Obama remarked that there has never been a program of this scale, moving at this speed, enacted as effectively, and meeting such high standards of transparency and accountability. The stimulus provided by implementation of the Recovery Act paved the foundation for the economic growth that has continued to this day. Many people deserve credit for this outstanding accomplishment, including FHWA employees around the country, especially Jeff Paniati.

Throughout Jeff's earlier career in FHWA, he accumulated a diverse range of experience in helping to make America's transportation systems work safe-

ly and efficiently. He served as chief of the safety design division, a research office helping to advance the state of the art in highway safety. As program manager for Intelligent Transportation Systems, ITS, he led the more than \$100 million annual Federal ITS program. He directed day-to-day operations of the ITS Joint Program Office, which focuses on bringing advanced communication and information system technologies to the management and operation of our Nation's surface transportation system. At the time of his appointment as executive director, he was FHWA's associate administrator for operations; in this capacity, he provided national leadership in system management and operations, ITS deployment, and freight management. Throughout Jeff's career, he has worked closely with the Transportation Research Board, the American Association of State Highway and Transportation Officials, and ITS America—to name just a few of FHWA's many partners and stakeholders.

Jeff's extensive experience throughout the agency gave him the background to move FHWA forward. He oversaw the successful implementation of the many program changes required under the Moving Ahead for Progress in the 21st Century Act, MAP-21, in 2012. Perhaps the most significant change was that MAP-21 shifted FHWA to risk-based stewardship and oversight that redefined FHWA's role in working with its State and local partners. It also gave FHWA the leadership role in transitioning with its partners to a transportation performance management focus that emphasizes a strategic approach by using data to make investment and policy decisions to achieve national performance goals. These dramatic changes in operation of the Federal aid highway program required extensive outreach, which Jeff coordinated, to explain the shifts to FHWA's partners and gain their support for them.

Jeff played a leadership role in advancing U.S. interests and bolstering international cooperation under the auspices of the World Road Association, where he served as U.S. first delegate and chair of the strategic planning commission. He led an international team in overseeing the work of the association's 15 technical committees and the development of its next strategic plan. He also facilitated efforts to advance special reports on the importance of road maintenance and helped produce a climate change adaptation framework. Jeff's involvement in the association enabled the U.S. to further enhance our international leadership and expertise in the design, delivery, and operation of highway and road networks.

Closer to home, Jeff never forgot the importance of giving all FHWA employees the opportunity to advance in their careers. He listened to employee feedback, administered a strategic