

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

workforce assessment, established a formal mentoring program, developed the leadership for innovation decision-making program and expanded the Leadership Development Academy, and instilled in leadership ranks throughout the FHWA the value of expanding opportunity. Initiatives of this type are valuable to employees and their families, but are also critical to ensuring the FHWA can meet the challenges of the future by helping the agency to recruit and retain the best public servants our Nation has to offer. Through these and other initiatives, Jeff helped make FHWA successful not only in accomplishing its vitally important mission, but in making the agency a better place to work. Among agencies of its size, FHWA has ranked in the top 10 best places to work in the Federal Government among agency subcomponents for the past 3 years. Under Jeff's leadership, FHWA moved from No. 33 in 2009 to No. 5 in 2013, an impressive achievement in a short period of time.

Jeff will be retiring this month after 32 years of Federal service to become president and chief executive officer of the Institute of Transportation Engineers. After his long career and especially his 7½ years as executive director, Jeff leaves FHWA a better place, which is good for America. I am proud to represent Jeff and so many other Federal workers. I believe our Federal workforce is the best in the world. We are fortunate to have dedicated, talented, creative, hard-working, and patriotic public servants like Jeff. I ask my colleagues to join me in thanking Jeff for serving the American public with such distinction and devotion and wishing him much success as he leaves Federal service. We also need to thank his wife, Kim, and his children Chris and Lauren for supporting him in his public career.

TRIBUTE TO SYLVIA OLIVER

Mr. CARDIN. Mr. President, there are many people who work behind the scenes to help the Senate function. We tend to take them for granted, but we shouldn't. I would like to take this opportunity to acknowledge one such Senate staffer, Sylvia Oliver, who is leaving at the end of this week. I won't say that Sylvia is retiring because there is a chance we can coax her into returning at some point. But she is leaving her job as coordinator of the CONGRESSIONAL RECORD in the Office of the Official Reporters of Debates because she wants to spend more time at home with her daughter, Lily, who is a senior in high school. That is a completely understandable and laudable desire.

Few people appreciate that even though the Office of the Official Reporters of Debates has embraced the latest information technology, producing the CONGRESSIONAL RECORD remains a painstaking, labor-intensive process. Even fewer people appreciate that the officials and employees like

Sylvia who are responsible for its production typically have to work for several hours each night after the Senate has adjourned making sure the RECORD is accurate and complete before sending it to the Government Publishing Office. We take for granted that a printed copy of the RECORD, one of the most important documents in our Nation, will be delivered to our offices the next morning. There are many people who work late into the night without fanfare or accolades to make this possible. They are an invaluable part of what I call the Senate family.

Sylvia is a Vermont native and graduated from the University of Vermont. She still visits her mother, Betty Reid, in Barre as often as possible and is close to her siblings, John Reid, Betsy Reid, David Reid, and Sarah Schroeder. She started her congressional service on the House side in 1988 working for then-Representative Jim Jeffords of Vermont. She came with him to the Senate in 1989. She returned to the House for a few years, working as an executive assistant to the House Sergeant at Arms. Then, she came back to the Senate in 1993, where she worked as a scheduler and executive assistant for Senator Byron Dorgan of North Dakota and the Senate Committee on Indian Affairs before assuming her current job with the Office of the Official Reporters of Debates. She is unfailingly professional and polite. We will all miss her, but I know her colleagues in the Office of the Official Reporters of Debates will miss her the most because she is such a kind and gentle and pleasant person.

I am proud to have Sylvia as a constituent. She lives near Annapolis; and, true to the rural roots of her Vermont upbringing, she has made her home atop a converted barn. Even though she works long hours in the Senate, she has usually done more each morning before she arrives here than most people accomplish in a week. She maintains a small farm and looks after three horses whose names are Conge, Chance, and Love It. She starts most mornings by mowing acres of pasture, hauling dozens of bales of hay, and feeding the chickens. She also has a small pumpkin patch. But that is not enough for Sylvia—she has a number of bee hives to look after, too.

Lily Oliver, who has graciously shared her mother with us, has said, "My mom is the most beautiful person I know. She makes the world a better place by always treating those around her with compassion and patience. I am so fortunate to have such a strong, genuine, resourceful, mother to emulate throughout life." Well, we have been so fortunate to have Sylvia in the Senate family for the past 20-plus years. The American people are so fortunate to have talented and dedicated public servants like Sylvia. I truly believe our Federal workforce is the best in the world.

I ask my colleagues to join me in thanking Sylvia Oliver for her exem-

plary service and wishing her well as she begins the next chapter in her life with the most important family of all, her own.

ADDITIONAL STATEMENTS

ROBIN TRIPOD PATTEN

• Mr. BOOZMAN. Mr. President, I wish to honor Robin Tripod Patten as a 2015 Angel in Adoption award recipient for her outstanding advocacy of adoption issues. Robin serves as Director of Social Services at Arkansas Methodist Medical Center, AMMC, in Paragould, AR. One of her many responsibilities in this position includes coordinating adoptions.

Being a bereaved parent herself, Robin offers a unique perspective to the adoption process because she understands the pain of giving birth and leaving the hospital without a baby. She provides emotional support to both the birth mother and the adoptive parents and assists new and prospective parents in navigating complicated legal matters when contemplating adoption.

Robin is a Licensed Master Social Worker, LMSW, and dedicates her life to children. She is a mandated child abuse reporter who directs care of infants whose birth mothers had illegal substances in her system during pregnancy. For 11 years, she has served on the Greene County multidisciplinary child abuse task force working to ensure no child is overlooked or forgotten.

I am proud of Robin for her dedication to adoption services and for investing in the lives of families in northeast Arkansas and am glad to recognize Robin as an Angel in Adoption for her efforts to connect children to permanent families. I commend her for her service and ask my colleagues to join me in honoring her and the many other advocates who continue to selflessly work to ensure that all children grow up in safe, healthy, and loving homes.●

OBSERVING THE 250TH ANNIVERSARY OF THE REPUDIATION OF THE BRITISH STAMP ACT

• Mr. CARDIN. Mr. President, I wish to honor the actions of "12 immortal justices" of the Frederick County Court in Maryland who refused to discharge the British Stamp Act on November 23, 1765. This first official act of defiance against the British Government's "taxation without representation" in the Thirteen Original Colonies—8 years before the Boston Tea Party—helped set the stage for the American Revolution that would lead to a free and independent United States of America.

The Stamp Act the British Parliament passed in early 1765 exacted revenue from the Colonies by imposing a stamp duty on newspapers and legal and commercial documents. Colonists