

Boston, who has contributed a lifetime of service to ensure that electricity in America is available reliably and at a reasonable price.

By the end of the year, Mr. Boston will retire from the role of president and chief executive officer of PJM, a position he has held since 2008. PJM is a world-class institution that oversees the largest power grid in North America and employs over 600 people in Audubon, PA. PJM performs the critical function of keeping the lights on 24 hours a day, 7 days a week for over 51 million people in all or portions of Pennsylvania, New Jersey, Delaware, Maryland, West Virginia, Virginia, North Carolina, Tennessee, Kentucky, Ohio, Michigan, Indiana, Illinois, and the District of Columbia.

In addition to his work at PJM, Mr. Boston serves as president of the Association of Edison Illuminating Companies, Inc., and was the immediate past president of the GO 15, an association of the world's largest power grid operators. Mr. Boston was recently elected to the National Academy of Engineering, one of the highest professional honors accorded an engineer, and is a member of the board for the Electric Power Research Institute.

Prior to joining PJM, Mr. Boston was the executive vice president of the Tennessee Valley Authority, the Nation's largest public power provider. In his 35 years at TVA, Mr. Boston directed divisions in transmission and power operations, pricing, contracts, and electric system reliability.

Mr. Boston is a past chair of the North American Transmission Forum, dedicated to excellence in performance and sharing industry best practices. He also was one of the eight industry experts selected to direct the North American Reliability Corporation investigation of the August 2003 Northeast-Midwest blackout.

Terry Boston is one of the most qualified engineers and leaders in the electric industry. I wish him well in his future endeavors.

REMEMBERING WAYNE TOWNSEND

Mr. DONNELLY. Mr. President, today, I wish to recognize and honor the extraordinary service of Wayne Townsend, a lifelong Hoosier who spent 23 years in the Indiana State legislature and was the 1984 Democratic nominee for Governor.

Wayne passed away on July 3, 2015, at the age of 89. A native of Grant County, Wayne dedicated his life to Indiana and embodied the true definition of a public servant.

Throughout his legislative career, Wayne was a tireless advocate for Hoosier public schools and helped lead the effort to pass the School Reorganization Act of 1959 and its reauthorization in 1965. He also was a strong advocate for equal rights.

Throughout his political career, Wayne remained humble and caring. He served as a role model to all Hoosiers

and tirelessly fought to improve the lives of millions.

I had the privilege of meeting Wayne on several occasions. His dedication to public service inspired me to create the Wayne Townsend Legislative Program in his honor. The Townsend Program affords college students and recent graduates the opportunity to serve Indiana by working in our Washington, DC, office for a semester. Wayne has been an important mentor to me during my own legislative career, and his legacy continues to motivate me today.

Born on May 1, 1926, on his family's farm in Grant County, the youngest of six children, Wayne graduated from Jefferson Township High School and went on to study agriculture at Purdue University. He joined the Army during the Korean War and served in the Counterintelligence Corps. In 1951, Wayne started his own farming business, which he eventually grew from 225 acres to 2,500 acres. He was elected to the Indiana General Assembly in 1958 at 32 years old and elected to the Indiana Senate in 1970. During his legislative career, Wayne was a member of the house ways and means committee and the senate finance committee.

Outside of politics, Wayne was a loving husband, father, and grandfather. He married Helen Hardin, his college sweetheart, in 1953, and they had five children together: Jay, Mark, Lisa, Steve, and Alan. All five of their children went to Blackford High School and graduated from Purdue University. He was also a proud grandfather to 18 grandchildren.

Wayne continued to play a prominent role in Indiana after his time in the state legislature. He was president of the Grant County Purdue Agricultural Alumni Association and a director of the Purdue Agricultural Alumni Association. Wayne also continued his involvement in education, serving as a trustee for Earlham College for 8 years and a trustee for Purdue University for 15 years. In 2007 he received the Frank O'Bannon Public Service Award, and in 2014 he received Purdue University's highest honor, the Order of the Griffin.

Wayne will be deeply missed by all Hoosiers. His integrity, tireless efforts, and strong leadership helped to make Indiana a better place, and we will always be grateful for his service. May God welcome him home and bring comfort to his family and friends.

REMEMBERING LIEUTENANT CALVIN SPANN

Mr. BOOKER. Mr. President, I wish to celebrate the remarkable life and accomplishments of a great American and New Jerseyan, Lieutenant Calvin Spann. As a boy in Rutherford, NJ, Calvin was amazed by the miracle of flight, watching as planes took off from nearby Teterboro Airport. This early passion for aviation, coupled with a determination to prove that as an African American he was as capable as

anyone to fly a plane, would eventually motivate him to take a courageous risk as a young man. Lieutenant Spann enlisted in the Army Air Forces at a time when all branches of the U.S. military were still segregated. He left home behind when he was assigned by the Army to attend Flight Training School at Tuskegee University in Alabama.

In earning his wings at Tuskegee and serving in Europe during World War II as a member of the 100th Fighter Squadron and 332nd Fighter Group, Lieutenant Spann proved not only that he could fly but that he could do it with unusual bravery and skill. Lieutenant Spann flew 26 missions during the war, including what was at the time the longest bomber escort mission in history. Lieutenant Spann received numerous awards for his military service, including—much too late—a Congressional Gold Medal in 2006. The distinction with which Lieutenant Spann and his fellow Tuskegee Airmen served paved the way for President Truman to desegregate the U.S. military in 1948.

Lieutenant Spann, unfortunately, returned home at a time in which racial discrimination still outweighed his distinguished military service. Trying to build flight hours in an effort to remain a pilot, he was denied access to planes at Teterboro, and commercial airlines would not hire him simply because of his race. With characteristic resilience, he earned a living for himself and his family as a factory supervisor, sales representative, restaurant owner, and real estate broker. Fifty years later, he was inducted into the New Jersey Aviation Hall of Fame.

Lieutenant Spann pushed against a system that held all Americans back by denying some individuals the ability to contribute their talent and passion simply because of their identity. The United States of America is a better, stronger country because of Lieutenant Spann. For having the courage to pursue his dreams in the face of tremendous obstacles and at great risk to himself, Lieutenant Spann deserves our deepest respect and gratitude. May he rest in peace.

RECOGNIZING THE 100TH ANNIVERSARY OF ALLISON TRANSMISSION

Mr. DONNELLY. Mr. President, today I recognize the 100th anniversary of Allison Transmission, a company that traces its history back to the founding of the Indianapolis Speedway Team Co. in 1915. As a co-founder of the Indianapolis Motor Speedway and part owner of several racing teams, James A. Allison established a machine shop on Main Street in Speedway, IN. Allison's initial focus was racing. However, in 1917 when the United States entered World War I, Allison shifted focus to produce parts and tooling for Liberty engines used by many Allied airplanes in the war.

After a brief return to racing at the war's end in late 1918 and a win at the

1919 Indianapolis 500, Allison continued to focus on engineering aircraft and marine products. When James Allison died in 1928, General Motors bought the company. Shortly before the start of World War II, aircraft engines became the Allison Division's focus. Later, as part of GM, Allison Transmission developed the first cross-drive hydraulic unit for the M-41 Patton tank. Since then the company has made transmissions for most of the U.S. military's armored and tactical wheeled vehicles.

Further development of transmissions for buses, automatics for trucks and buses, hydraulically controlled trucks and buses, and transmissions with electronic controls were developed by Allison from the 1950s through the 1990s. GM sold Allison Transmission in 2007 to a pair of private equity firms, and in March 2012, Allison Transmission Holdings Inc. became a public company with its shares trading on the New York Stock Exchange.

Today, Allison Transmission, a company founded on the values of innovation and Hoosier hard work, continues to deliver quality products and reliable services with a current focus on fuel economy. Headquartered in Indianapolis, Allison Transmission is the world's largest manufacturer of fully automatic commercial-duty transmissions and a leader in hybrid-propulsion systems. Today, vehicles powered by an Allison fully automatic transmission can be found on every continent doing everything from transporting school children, fighting fires, and unlocking oil beneath the earth's surface. Allison Transmission currently has approximately 2,700 employees and a presence in more than 80 countries, including manufacturing facilities in the United States, Hungary, and India.

On behalf of the citizens of Indiana, I would like to congratulate Allison Transmission on 100 years of success. As a multinational company that grew out of a humble machine shop in Speedway, IN, Allison Transmission has served as an economic and community anchor for the greater Indianapolis area and beyond.

On this special occasion, we congratulate Allison Transmission on 100 years of excellence in innovation and service, and honor the generations of Hoosiers who have devoted their careers to manufacturing excellence under the Allison Transmission brand. We are proud that Allison Transmission calls Indiana home, and we wish them continued success for many years to come.

ADDITIONAL STATEMENTS

TRIBUTE TO JOSEPH CASEY

• Mr. CASEY. Mr. President, today I wish to congratulate Mr. Joseph M. Casey for his years of renowned service to the Southeastern Pennsylvania

Transit Authority, SEPTA, and the Commonwealth of Pennsylvania. On September 30, 2015, Mr. Casey will retire as general manager of SEPTA.

Mr. Casey has worked in the transportation sector for over 30 years. His efforts have helped propel SEPTA, the sixth largest transit system in the Nation, to new heights in an era of great change and innovation within the transportation industry. Joe has been at the forefront of this innovation, leading the charge to transform SEPTA from a dependable transportation service to a nationwide leader and trailblazer in public transportation.

During his tenure as general manager of SEPTA, Mr. Casey demonstrated a steadfast dedication to customer service, infrastructural innovation, and business integrity.

Mr. Casey is committed to the principle of putting the customer first. He established SEPTA's first customer service division, which worked endlessly to ensure customer service was the cornerstone of SEPTA and its employees. Mr. Casey's "Four Cs" of customer service—cleanliness, convenience, courtesy, and communication—quickly became doctrine engrained in the daily operations of the authority. Mr. Casey's unwavering dedication to customer service helped propel SEPTA to record ridership numbers and mold SEPTA into the authority it is today.

Mr. Casey not only helped SEPTA become a more advanced and innovative authority, he worked tirelessly to improve the entire transportation infrastructure of Southeastern Pennsylvania. He supervised the attainment of 120 new Silverliner V rail cars and 700 hybrid buses, which were major improvements to SEPTA's operation. Mr. Casey also testified before the U.S. and Pennsylvania House and Senate committees regarding infrastructure and the need for investment. His testimonies helped lead to the passage of Act 89 in the Commonwealth of Pennsylvania, which provides necessary funding for critical infrastructural advancements for both rail and highway projects.

Mr. Casey's reputation of integrity and character is reflected in his commitment to economic, environmental, and social sustainability. His dedication to sustainability resulted in SEPTA earning awards such as the 2012 American Public Transportation Association Outstanding Public Transportation System and the Gold Sustainability Recognition. These awards highlight the bright and successful tenure of Mr. Joe Casey as general manager of SEPTA.

After his retirement, Mr. Casey will apply his transportation expertise as chair of the transportation committee tasked with planning and coordinating transportation logistics for the 2016 Democratic National Convention in Philadelphia.

I want to once more congratulate Joe Casey on his career as an innovative

and honorable leader of SEPTA. His efforts and accomplishments have helped Pennsylvania grow and prosper. I wish him the best of luck and a happy and healthy retirement.●

TRIBUTE TO MAJOR GENERAL WALTER ZINK

• Mrs. FISCHER. Mr. President, I rise to recognize one of my Nebraska constituents, MG Walter Zink. For the last 45 years of Major General Zink's professional career, he has served our country, its military, and the great State of Nebraska. His work has spanned many areas of public service, and I wish to recognize Major General Zink and his family as he moves on to the next stage of retirement.

As a young man from Sterling, NE, Major General Zink felt the call to public service early. He enlisted in the Nebraska Army National Guard in 1970 after completing his undergraduate course work at Nebraska Wesleyan University. Major General Zink received his commission as an infantry officer through the Nebraska Military Academy in June of 1972. He spent 4 years drilling as a young officer in the 134th Infantry Battalion while he completed his law degree at the University of Nebraska College of Law. Major General Zink went on to serve as a staff judge advocate at the brigade and State headquarters level before being selected as the Nebraska assistant adjutant general for the Army. Major General Zink retired in 2008 after becoming commander of the U.S. Army North's Operational Command Post One.

Working in the legal community as an attorney, Major General Zink specialized in worker's compensation practices and tort law, while also donning the uniform on weekends to assist soldiers and the Nebraska National Guard with legal issues.

After he left the service, Zink continued to work for the State of Nebraska. Serving as State chair of the Nebraska Committee for Employer Support of the Guard and Reserve for over 5 years, Major General Zink has been an advocate for Nebraska servicemembers and their employers. His leadership helped to strengthen employer knowledge regarding the value of military experience in the workplace. Under Zink's watch, 11 Nebraska employers finished in the top 30 finalists for the Secretary of Defense Employer Support Freedom Award. The Burt County Sheriff's Office and Electrical Contractors, Inc., also took home the Defense Department's highest honor for employers in support of National Guard and Reserve employees.

In 2009, Major General Zink ran for office and won a position with the Airport Authority. Throughout his 6-year term, he worked to strengthen economic prosperity for the community of Lincoln. Additionally, Major General Zink served the governor of Nebraska and the State's National Guard by