

enforcement department. His efforts resulted in a safer place to live, work, and raise a family. His proudest accomplishment, though, was leading the fight against the methamphetamine epidemic and championing legislation that strengthened controls on pseudoephedrine purchases, which dramatically reduced methamphetamine production across our State. His efforts no doubt saved thousands of lives and protected countless families in Mobile and across the State of Alabama.

Sheriff Cochran was committed to sharing knowledge, wisdom, and inspiration with the next generation of law enforcement officers. His mentorship prepared and encouraged many to lead with the same integrity, devotion, and kindness he exhibited throughout his career. In 2015, he was appointed to serve as a commissioner on the Alabama Peace Officers' Standards and Training Commission. His work helped shape future law enforcement officers, properly set training standards, and influenced officials throughout Alabama.

Sheriff Cochran's service extended far beyond the badge. He devoted decades of his life to organizations that uplifted and protected others, including the Drug Education Council, where he served for 26 years and was honored with the Joseph Treadwell Award in recognition of his leadership in prevention and education. He also generously gave his time to the Child Advocacy Center, Penelope House, the Alabama Safety Institute, the Boy Scouts of America, the Mobile County Communications District, and numerous other civic organizations dedicated to strengthening our communities.

Those who knew Sheriff Cochran understood that, to him, leadership was never about recognition; it was about service, earning trust, leading with character, and leaving every institution stronger than he found it. His life stands as a testament to the enduring values of duty, honor, and selfless service.

Today, I proudly honor Sheriff Sam Cochran, his lifetime of faithful service, and his passion for leadership. He leaves behind an extraordinary legacy that will continue to inspire future generations. May we honor his memory by striving to serve our communities with the same integrity, humility, and dedication that defined his remarkable life.●

REMEMBERING BENJAMIN RUSSELL

● Mrs. BRITT. Mr. President, today I rise to remember the exceptional and abundant life of Benjamin Russell. Mr. Russell, or as many called him, "Mr. Ben," was not just an icon in the Alexander City community; he was truly a trailblazer for the entire State of Alabama. As we celebrate his life, we honor his entrepreneurial spirit, boundless curiosity, and remarkable generosity. When you think of a life well-lived, Benjamin Russell's 88 years

here on earth immediately come to mind.

Mr. Russell was a lifelong resident of Alexander City, attending Benjamin Russell High School, named after his grandfather; Baylor School; Indian Springs School; Mercer University; and the University of Alabama. After graduating, he worked for Russell Mills for a decade before being elected president of Russell Lands, a family land and timber business. What started as a 15-person company grew into a four-pronged organization, shaping the Lake Martin region as we know it today—all thanks to the steady leadership, vision, and dedication of Mr. Russell. Russell Lands' employment of over 500 people, operation in several counties across Alabama, and continuous investment in Lake Martin's property value are in large part thanks to Mr. Russell's tireless work and devotion.

Russell Lands has continued to expand, now owning one of Alabama's top golf courses, the Willow Point Golf and Country Club, creating an entire marine division devoted to four full-service marinas on Lake Martin, and starting ECON Company to promote the use of waste wood as an energy alternative to fuel oil. Mr. Russell's leadership has been critical to identifying needs around his community and investing in smart solutions, earning him induction into the University of Alabama Business Hall of Fame.

Mr. Russell's legacy extends far beyond his exceptional professional success. In 1987, he founded CARE, the world's largest private relief and development agency. As its longtime chair, he helped raise over \$9 million for the humanitarian agency through the campaign, CARE Alabama. Alongside his beloved wife and high school sweetheart Luanne, Mr. Russell cofounded Children's Harbor, a nonprofit devoted to serving the families of seriously and chronically ill children. He was a generous contributor and supporter of the Benjamin Russell Hospital for Children at Children's of Alabama, Alexander City's Russell Medical Center, and the Benjamin Russell Center for Advanced Care. His philanthropy was transformational to the lives of children living with serious illnesses, as well as their families and loved ones.

His zeal and passion for life were evident to all who had the fortune of knowing him. Mr. Russell poured into a constantly evolving list of hobbies, from aviation to scuba diving, to demolition, to water conservation. He was endlessly curious, brave, and rich in experience. He had an insatiable desire to live life to the fullest and wore many hats throughout his 88 years: author, welder, artist, Eagle Scout, skydiver, hot air balloon aeronaut—the list goes on. But his most treasured titles were husband, father, grandfather, and uncle. His loss will leave an irreplaceable hole in his family and community.

It is an honor and a privilege to remember and honor Mr. Russell's con-

sequential life. He was a cornerstone of Lake Martin and a driving force behind Alabama's success, and he leaves an indelible mark on our great State through his entrepreneurial spirit, overflowing generosity, and love of adventure. His legacy lives on in the countless lives he touched, Alabamians and Americans who visit beautiful Lake Martin, and generations to come who will continue to benefit from his vision and leadership. May we all look to his example and be inspired to leave our own communities better than we found them.●

TRIBUTE TO RENEE BLACKEN OF BETHLEHEM

● Ms. HASSAN. Mr. President, I am honored to recognize Renee Blacken of Bethlehem as August's Granite Stater of the Month for her extraordinary resilience, adventurous spirit, and commitment to expanding access to trauma recovery resources in northern New Hampshire.

Earlier this year, Renee became the first American and first solo female to complete the Atlantic Dash, rowing more than 3,200 miles alone across the Atlantic Ocean in a 6-meter wooden boat without a chase boat or resupply. After 65 days at sea, she arrived in Antigua, becoming the oldest American woman to complete a solo Atlantic row.

Renee undertook this extraordinary challenge not only to test her own limits, but also to support a cause deeply personal to her. After overcoming physical and mental health challenges with the help of trauma recovery resources, she founded the New Hampshire nonprofit Outdoor Adventuring for Good to expand access to trauma recovery programs throughout northern New Hampshire. Today, the organization is helping fund programs that support first responders, veterans, survivors of domestic abuse and sexual assault, and others on their healing journeys.

Throughout her voyage, Renee remained connected to Granite Staters by sharing updates with supporters and exchanging videos with students in classrooms across New Hampshire. She taught young people to embrace challenges, that extraordinary achievements are possible through courage, preparation, and perseverance, to believe in themselves, and to understand the importance of asking for help when facing difficult times.

Renee's historic achievement, courage, and dedication to ensuring others have access to the support they need are why I am proud to name her August's Granite Stater of the Month.●

RECOGNIZING AMERICA250 PENNSYLVANIA YOUTH ESSAY CONTEST

● Mr. MCCORMICK. Mr. President, I rise today to recognize two outstanding young Pennsylvanians, Brady

Sirochman and Ronit Luthra, whose essays were selected as the winners of my America250 Pennsylvania Youth Essay Contest.

As our Nation celebrates the 250th anniversary of its founding, there is no more fitting place to reflect on the American story than Pennsylvania. Our Commonwealth was the birthplace of American independence and has stood at the center of our Nation's history ever since. From the signing of the Declaration of Independence to the fields of Gettysburg, from the furnaces and factories that powered America's rise to the communities that continue to strengthen our country today, Pennsylvania has helped define the American character.

Brady, a 10th-grade student at Laurel Highlands High School in Uniontown, wrote about General George C. Marshall, a fellow Uniontown native whose extraordinary life demonstrated that the defense of liberty requires both the strength of a soldier and the wisdom of a diplomat. Ronit, an 11th-grade student at Downingtown High School East, wrote about Pittsburgh inventor and industrialist George Westinghouse, whose ingenuity, courage, and faith in the ideas of others helped electrify the modern world.

Brady and Ronit did more than recount the accomplishments of two remarkable Pennsylvanians. They considered what those lives tell us about America: that service matters, that bold ideas can change the world, and that our country is strongest when talented and determined people are given the opportunity to rise.

Their essays also offer great reason for confidence in America's future. Brady and Ronit represent the kind of thoughtful, curious, and engaged young leaders our Nation needs now more than ever. As we honor the Americans who shaped our first 250 years, we should also celebrate the young people who will carry their legacy forward and lead our country into its next 250. I congratulate Brady and Ronit on this well-deserved recognition, and I ask that their winning essays be printed in the RECORD below.

Brady Sirochman Essay: There stands a soldier in the middle of Uniontown, Pennsylvania. His look of determination, loaded musket, and bronze tint make him conspicuous to any passerby who roams through the five-way intersection which he watches. Behind the soldier, a series of nineteen flags tower above the streets below in unison as a symbol of prosperity. For the most part, Uniontown is a quiet place, situated on the border of the Keystone State and submerged in the rolling hills of the Appalachian Mountains. One would not expect a hero of international fame and notoriety to have been born here, and yet across the road from the soldier, on a bench flanked by a series of plaques, sits the statue of one, George Catlett Marshall Jr.

Marshall's story began in Uniontown over one hundred years ago on a cold New Year's Eve. The fourth child born of George Catlett Marshall Sr., a wealthy coke businessman, and Laura Emily Bradford Marshall, George C. Marshall grew up in Uniontown before

leaving for the Virginia Military Institute to pursue a career in the armed forces. After graduating, Marshall was commissioned as a second lieutenant of Infantry in February of 1902, in time to serve in the Philippine-American War. Marshall would continue to rise through the ranks of the military in the lead-up to World War I, during which he achieved the position of assistant chief of staff for the newly created 1st Division.

This role put him in prime position to be the first soldier of the AEF to step foot on European soil, and one of the first to enter the trenches of the Western Front. In addition, his dauntless planning in the Battle of Cantigny delivered the first American victory of the Great War. The culmination of Marshall's triumphs came not on the battlefield, but from Washington, when on September first, 1939, Marshall was sworn in as Army Chief of Staff by Franklin D. Roosevelt, just hours after the invasion of Poland. While serving as Army Chief of Staff, he organized the largest military expansion in American history, had a role in selecting the majority of American generals, and helped plan the D-day Invasion.

Most importantly, on December 16, 1944, Marshall was the first American general promoted to the five-star rank of General of the Army, placing him on par with his European counterparts. For his part in planning and carrying out the Allied victory, Winston Churchill once called him the "Organizer of Victory", while Harry Truman once stated "Millions of Americans gave their country outstanding service. George C. Marshall gave it victory." After the war, a change began to take shape in Marshall, transforming the five-star general into a peacekeeper. Shortly after retiring from his position as Army Chief of Staff, Marshall was sent on a mission to broker a peace deal in the Chinese Civil War.

Although a failure, Marshall remained committed to maintaining peace with the new Communist government in his position as Secretary of State, against the wishes of the Department of Defense and voices within his own department. While serving in his position as Secretary of State, he began the program which he is possibly most famous for today, the Marshall Plan. Through it, American aid would be sent to Europe in order to help rebuild from the destruction caused by World War II. In many ways Marshall not only won peace in Europe but also provided for its continued existence, while enhancing American interests in the region and preventing the spread of Communism into Western Europe.

For his work on the Marshall Plan, and other post-war achievements such as advocating for peace in the Middle East, bringing the Netherlands to negotiate with Indonesia, and serving as President of the American Red Cross, Marshall was awarded the Nobel Peace Prize in 1953, the only American army official to gain such recognition. On a bench, only a stroll away from where he was born, sits the statue of George C. Marshall as he watches over the soldier whom he organized the victory of and the flags of the nations whom he helped rebuild. The entire scene, and the story of Marshall's life, highlights America's role as both a sword and shield against the forces of tyranny.

Through his military career spanning service from the Philippines to Europe, and later his organization of the armed forces in World War II, we see his life as a personification of America's willingness to defend liberty aggressively. However, through his career post-war in the fields of diplomacy and government aide, we see his life as a personification of America's willingness to defend liberty peacefully. George C. Marshall is a unification of these two necessities, as at America's

best, we understand the need for a soldier, as well as the need for a diplomat.

Ronit Luthra Essay: Every American schoolchild learns the name Thomas Edison. On the other hand, far fewer learn George Westinghouse, even though it was Westinghouse, working out of Pittsburgh, who won the argument that decided how the modern world would be powered. His story deserves a place in our national memory, not because he was a genius, though he was, but because his life shows the greatness America produces when real talent meets a country willing to reward it. His combination of mechanical brilliance with a sense of obligation to the fellow citizens around him flourished in a country of opportunity such as that prevalent in the United States of America.

Westinghouse arrived in Pittsburgh following the Civil War, a young veteran who had served in both the Union Army and Navy. He carried no Ivy League pedigree and no inherited fortune. What he did have was a restless mechanical mind and a willingness to bet everything on his own judgment. At just twenty-two, he patented the railway air brake, a device that let an engineer stop an entire train at once rather than relying on brakemen scrambling between cars. The invention not only saved countless lives, but turned railroads from a dangerous form of transportation into the dependable network that carried and continues to carry a growing nation's people and goods. Such an invention also made him a man with the capital to think bigger.

And thinking bigger is exactly what he did. In the 1880s, when a major dispute broke out over the future of electricity, Westinghouse decided to throw himself into the center of it. While Edison had staked his reputation on direct current, a source of energy offering limited range, he was opposed by Westinghouse, who believed alternating current, a source of energy offering a greater range and power, was the answer. Ultimately, the conclusion of the controversy would be one to determine whether electricity stayed a luxury confined to a few wealthy city blocks or became something available to nearly every home in the country.

Over time, the fight escalated. Edison ran a public effort to frighten Americans away from the technology, arranging disturbing demonstrations meant to paint alternating current as deadly. Westinghouse answered not with theatrics but with results. He recognized the brilliance of an eccentric immigrant inventor named Nikola Tesla, bought his patents, and gave him the freedom to perfect the alternating-current motor. Where Edison offered fear, Westinghouse offered proof, and he let the better system speak for itself.

The verdict came in 1893, when Westinghouse won the contract to illuminate the World's Columbian Exposition in Chicago. Before an audience of millions, he switched on a hundred thousand lamps at once, and the fair blazed with a light no city had ever seen. Two years later his company harnessed Niagara Falls, sending its power all the way to Buffalo and proving that the force of a river could run the machinery of an entire economy. Nearly every outlet in America today traces its lineage to a decision made in Pittsburgh by a man who trusted the evidence over the noise.

Yet the wattage is not what makes Westinghouse worth remembering. It is the character behind it. He treated his workers with a decency rare for his era, granting them a half-day off on Saturdays, building housing and pension plans, and sharing the rewards of the enterprise with the people who built it. When the panic of 1907 stripped him of control of the company he had founded, he

did not retreat into bitterness. He kept inventing until the end of his life, holding over three hundred patents. Ultimately, his life reveals what America is capable of at its best. Here was a nation that let a self-taught veteran with no advantages rise on the strength of his ideas alone, then rewarded him for backing an immigrant genius whom nearly everyone else had written off. The country asked no permission of any ministry or court before a private citizen remade the daily life of the entire world. The lightbulb over a farmhouse in Kansas and the current that today powers a data center racing to keep America ahead in the race for technological supremacy both owe a debt to Westinghouse's stubborn confidence in a better system.

While we tend to celebrate the loudest inventors, truthfully, it was people like Westinghouse, a determined Pennsylvanian, who got it right. He built things that lasted while treating people fairly, expanding what ordinary Americans could expect from their lives. In an age when many wonder whether the country's best days are behind it, his story reminds us that renewal has always been our national habit. America has produced individuals like him before, and if it stays true to the conditions that made him possible, it will produce them again.●

MEASURES PLACED ON THE CALENDAR

The following bills were read the second time, and placed on the calendar:

S. 5271. A bill to amend the Help America Vote Act of 2002 to require voters to provide photo identification.

H.R. 7008. An act to amend chapter 131 of title 5 to require certain restrictions on stocks for Members of Congress and their spouses and dependents, and for other purposes.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, and were referred as indicated:

EC-4325. A communication from the Supervisory Attorney Advisor, Office of Economics and Analytics, Federal Communications Commission, transmitting, pursuant to law, the report of a rule entitled "Auction of FM Broadcast Construction Permits Scheduled for February 2, 2027; Notice and Filing Requirements, Minimum Opening Bids, Upfront Payments, and Other Procedures for Auction 114" (DA 26-798) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4326. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Textron Aviation Inc. Airplanes; Amendment 39-23417" ((RIN2120-AA64) (Docket No. FAA-2026-7223)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4327. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; The Boeing Company Airplanes; Amendment 39-23414" ((RIN2120-AA64) (Docket No. FAA-2025-2546)) received

in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4328. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Bombardier, Inc. Airplanes; Amendment 39-23410" ((RIN2120-AA64) (Docket No. FAA-2025-3435)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4329. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Textron Aviation Inc. Airplanes; Amendment 39-23411" ((RIN2120-AA64) (Docket No. FAA-2026-7217)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4330. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class D Airspace and Class E Airspace Over New Bedford, Massachusetts" ((RIN2120-AA66) (Docket No. FAA-2026-4819)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4331. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Bell Textron Canada Limited Helicopters; Amendment 39-23408" ((RIN2120-AA64) (Docket No. FAA-2025-3436)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4332. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Diamond Aircraft Industries GmbH; Amendment 39-23409" ((RIN2120-AA64) (Docket No. FAA-2026-7216)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4333. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; General Electric Company Engines; Amendment 39-23404" ((RIN2120-AA64) (Docket No. FAA-2026-2717)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4334. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments; Amendment No. 4225" ((RIN2120-AA65) (Docket No. 31672)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4335. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Take-

off Minimums and Obstacle Departure Procedures; Miscellaneous Amendments; Amendment No. 4226" ((RIN2120-AA65) (Docket No. 31673)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4336. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments; Amendment No. 4228" ((RIN2120-AA65) (Docket No. 31675)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4337. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments; Amendment No. 4227" ((RIN2120-AA65) (Docket No. 31674)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4338. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Amendment of Class D Airspace and Class E Airspace Over Westfield, Massachusetts" ((RIN2120-AA66) (Docket No. FAA-2026-5248)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4339. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Stemme GmbH Gliders; Amendment 39-23416" ((RIN2120-AA64) (Docket No. FAA-2026-7222)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4340. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Bombardier, Inc., Airplanes; Amendment 39-23401" ((RIN2120-AA64) (Docket No. FAA-2026-3872)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4341. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; CFM International, S.A. Engines; Amendment 39-23407" ((RIN2120-AA64) (Docket No. FAA-2026-7214)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.

EC-4342. A communication from the Manager of Legal Litigation and Support, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Airbus SAS Airplanes; Amendment 39-23425" ((RIN2120-AA64) (Docket No. FAA-2026-3874)) received in the Office of the President of the Senate on August 4, 2026; to the Committee on Commerce, Science, and Transportation.