	Percent
For Physical Damage:	
Private Non-Profit Organizations with Credit Available Elsewhere	3.625
Private Non-Profit Organizations without Credit Available Elsewhere	3.625
For Economic Injury:	
Private Non-Profit Organizations without Credit Available Elsewhere	3.625

The number assigned to this disaster for physical damage is 21647B and for economic injury is 216480.

(Catalog of Federal Domestic Assistance Number 59008)

(Authority:13 CFR 123.3(b).)

James Stallings,

Associate Administrator, Office of Disaster Recovery & Resilience.

[FR Doc. 2026–12305 Filed 6–17–26; 8:45 am]

BILLING CODE 8026–09–P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #21646; NEW JERSEY Disaster Number NJ–20010 Declaration of Economic Injury]

Administrative Declaration of an Economic Injury Disaster for the State of New Jersey

AGENCY: U.S. Small Business Administration.

ACTION: Notice.

SUMMARY: This is notice of an Economic Injury Disaster Loan (EIDL) declaration for the state of New Jersey dated June 12, 2026.

Incident: 12-Alarm Warehouse Fire.

DATES: Issued on June 12, 2026.

Incident Period: May 3–14, 2026.

Economic Injury (EIDL) Loan Application Deadline Date: March 12, 2027.

ADDRESSES: *Visit the MySBA Loan Portal at https://lending.sba.gov* to apply for a disaster assistance loan.

FOR FURTHER INFORMATION CONTACT: Sharon Henderson, Office of Disaster Recovery and Resilience, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205–6734.

SUPPLEMENTARY INFORMATION: Notice is hereby given as a result of the Administrator's EIDL declaration, applications for disaster loans may be submitted online using the MySBA Loan Portal *https://lending.sba.gov* or in person at other locally announced locations. For further assistance please contact the SBA disaster assistance customer service center by email at *disastercustomerservice@sba.gov* or by phone at 1–800–659–2955. If you are deaf, hard of hearing, or have a speech disability, please dial 7–1–1 to access telecommunications relay services.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties: Essex.

Contiguous Counties:

New Jersey: Bergen, Hudson, Morris, Passaic, Union.

The Interest Rates are:

	Percent
Business and Small Agricultural Cooperatives without Credit Available Elsewhere	4.000
Private Non-Profit Organizations without Credit Available Elsewhere	3.625

The number assigned to this disaster for economic injury is 216460.

The states which received an EIDL declaration are New Jersey.

(Catalog of Federal Domestic Assistance Number 59008)

(Authority: 13 CFR 123.3(b).)

James Stallings,

Associate Administrator, Office of Disaster Recovery & Resilience.

[FR Doc. 2026–12298 Filed 6–17–26; 8:45 am]

BILLING CODE 8026–09–P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #21581 and #21582; TEXAS Disaster Number TX–20081]

Administrative Declaration Amendment of a Disaster for the State of Texas

AGENCY: U.S. Small Business Administration.

ACTION: Amendment 3.

SUMMARY: This is an amendment of the Administrative declaration of disaster for the State of TEXAS dated May 7, 2026.

Incident: Severe Storms and Tornadoes.

DATES: Issued on June 15, 2026.

Incident Period: April 24, 2026 through May 9, 2026.

Physical Loan Application Deadline Date: July 6, 2026.

Economic Injury (EIDL) Loan Application Deadline Date: February 8, 2027.

ADDRESSES: *Visit the SBA Loan Portal at https://lending.sba.gov* to apply for a disaster assistance loan.

FOR FURTHER INFORMATION CONTACT: Jennifer Talarico, Office of Disaster Recovery and Resilience, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205–6734.

SUPPLEMENTARY INFORMATION: The notice of an Administrative declaration for the State of Texas, dated May 7, 2026, is hereby amended to update the incident period for this disaster as beginning April 24, 2026 and continuing through May 9, 2026.

All other information in the original declaration remains unchanged.

(Catalog of Federal Domestic Assistance Number 59008)

(Authority:13 CFR 123.(b).)

James Stallings,

Associate Administrator, Office of Disaster Recovery & Resilience.

[FR Doc. 2026–12304 Filed 6–17–26; 8:45 am]

BILLING CODE 8026–09–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36935]

BLPIRR LLC—Lease and Operation—Washington State Department of Transportation

BLPIRR LLC (BLPI), a Class III rail carrier, has filed a verified notice of exemption [1] pursuant to 49 CFR part 1150, subpart E, to lease from the Washington State Department of Transportation (WSDOT) and operate (1) the ''Washington, Idaho, and Montana (WIM) Industrial Lead'' (approximately 3.27 miles of rail line extending from a point off the P&L Branch along the WIM Industrial Lead (WIM MP 0.05) to the Idaho State Line (WIM MP 3.32)), (2) the ''Peterson Crossover'' (approximately 950 feet of rail line extending from ''the 14' clearance point between the P & L Branch and the Peterson Crossover'' to ''the Peterson Crossover and Peterson House Track switch''), and (3) the ''Peterson House Track'' (approximately 2,075 feet of rail line extending from ''the WIM Industrial Lead and Peterson House Track switch'' to ''the termination of the track at State Route 272'') (collectively, the Line).[2]

[1] BLPI filed a supplement with additional information on June 4, 2026. The filing date of the supplement will be deemed the filing date of the verified notice.

[2] BLPI filed the verified notice of exemption jointly with Washington, Idaho & Montana Railway LLC (WIMR) in both this docket and Docket No. FD 36936, *Washington, Idaho & Montana Railway—Lease and Operation—BLPIRR LLC.* The jointly filed verified notice also contains WIMR's related request for a lease and operation exemption for the Line. The Board will address WIMR's request separately in Docket No. FD 36936.

According to BLPI, the Line is located in Whitman County, Wash.

According to BLPI, the lease agreement does not involve any commitments or provisions that would limit future interchange with a third-party connecting carrier. Further, BLPI certifies that its projected annual revenue will not exceed $5 million and represents that the transaction will not result in the creation of a Class I or II rail carrier.

The earliest this transaction may be consummated is July 4, 2026, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than June 26, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36935, should be filed with the Surface Transportation Board via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on BLPI's representative: John K. Fiorilla, 322 U.S. Highway 46, Suite 220, Parsippany, NJ 07054.

According to BLPI, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at *www.stb.gov.*

Authority: 49 CFR 1150.42.

Decided: June 15, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2026–12291 Filed 6–17–26; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36941]

Terramont Infrastructure Partners LLC—Control Exemption—Hainesport Transportation Group, LLC, Hainesport Industrial Railroad, LLC, and Hainesport Secondary Railroad, LLC

Terramont Infrastructure Partners LLC (Terramont), a noncarrier, filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to acquire direct control of Hainesport Transportation Group, LLC (HTG), a noncarrier that, in turn, directly controls two Class III rail carriers, Hainesport Industrial Railroad, LLC (HIRR), and Hainesport Secondary Railroad, LLC (HSR, and together with HIRR, the Hainesport Railroads). According to the verified notice, each of the Hainesport Railroads is located in the Hainesport Industrial Park in Burlington County, N.J.[1]

The verified notice states that, pursuant to a signed Letter of Intent (LOI)[2] dated April 1, 2026, Terramont has agreed to acquire from HTG all existing outstanding ownership interests in HTG and, in turn, indirect control of the Hainesport Railroads. Currently, HTG directly controls the Hainesport Railroads. *See Hainesport Transp. Grp., LLC—Corp. Fam. Transaction Exemption,* FD 36184 (STB served May 24, 2018).

Terramont states that: (1) the Hainesport Railroads would not connect with any railroads that would be in the Terramont corporate family following the transaction; (2) the transaction is not part of a series of anticipated transactions that would connect the Hainesport Railroads with any railroad in the Terramont corporate family; and (3) the transaction does not involve a Class I rail carrier. Therefore, the proposed transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. *See* 49 CFR 1180.2(d)(2).

The earliest this transaction may be consummated is July 4, 2026, the effective date of the exemption (30 days after the verified notice was filed).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than June 26, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36941, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street, SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Terramont's representative, Valerie O. Quinn, Fletcher & Sippel LLC, 975 F Street NW, Suite 301, Washington, DC 20004.

According to Terramont, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at *www.stb.gov.*

Decided: June 15, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

Andrea Pope-Matheson,

Clearance Clerk.

[FR Doc. 2026–12249 Filed 6–17–26; 8:45 am]

BILLING CODE 4915–01–P

[1] HIRR became a rail common carrier in 2005. *Hainesport Indus. R.R.—Acquis. & Operation Exemption—Hainesport Indus. Park R.R. Ass'n, Inc.,* FD 34695 (STB served May 18, 2005). HSR became a rail common carrier in 2013. *Hainesport Indus. R.R.—Corp. Fam. Transaction,* FD 35760 (STB served Sept. 11, 2013).

[2] Public and confidential versions of the LOI were filed with the verified notice. The confidential version was submitted under seal concurrently with a motion for protective order, which is addressed in a separate decision.

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36936]

Washington, Idaho & Montana Railway LLC—Lease and Operation—BLPIRR LLC

Washington, Idaho & Montana Railway LLC (WIMR), a Class III rail carrier, has filed a verified notice of exemption[1] pursuant to 49 CFR part 1150 subpart E to lease from BLPIRR LLC (BLPI) and operate (1) the ''Washington, Idaho, and Montana (WIM) Industrial Lead'' (approximately 3.27 miles of rail line extending from a point off the P&L Branch along the WIM Industrial Lead (WIM MP 0.05) to the Idaho State Line (WIM MP 3.32)), (2) the ''Peterson Crossover'' (approximately 950 feet of rail line extending from ''the 14' clearance point between the P & L Branch and the Peterson Crossover'' to ''the Peterson Crossover and Peterson House Track switch''), and (3) the ''Peterson House Track'' (approximately 2,075 feet of rail line extending from ''the WIM Industrial Lead and Peterson House Track switch'' to ''the

[1] WIMR filed a supplement with additional information on June 4, 2026. The filing date of the supplement will be deemed the filing date of the verified notice.