Trading Session. The Exchange believes that the proposed trading session-based calculation promotes clarity and would encourage Market Maker and Specialist participation in either the Early Trading Session or the Late Trading Session without inadvertently penalizing them if they choose not to participate in either session for that day.

B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act.

Intramarket Competition

The Exchange does not believe that the proposed rule change will impose any burden on intramarket competition that is not necessary or appropriate in furtherance of the purposes of the Act as all ATP Holders with access to the Exchange may trade during Extended Hours Trading using the same ports and data feeds they use during the Core Trading Session, minimizing any preparation efforts necessary to participate during Extended Hours Trading.

ATP Holders will be authorized, but not required, to participate in trading activity during Extended Hours Trading. As such, the proposal does not impose additional burdens on a ATP Holder, particularly those that do not elect to participate. The Exchange believes the obligations imposed on ATP Holders to be eligible to trade during Extended Hours Trading is an appropriate balance of obligations of additional requirements with the benefits of additional trading sessions.

Intermarket Competition

The Exchange does not believe that the proposed rule change will impose any burden on intermarket competition that is not necessary or appropriate in furtherance of the purposes of the Act, because the proposed rule change is a new competitive initiative that will benefit the marketplace and investors. The Exchange also believes the proposed rule change will enhance competition by providing new trading sessions to investors that other options exchanges currently are not providing. Additionally, all options exchanges are free to compete in the same manner, including CBOE which had extended hours trading rules similar to those being proposed by the Exchange recently approved. The Exchange does not believe that the level of competition among options exchanges will change during the Core Trading Session because of the introduction of Extended Hours Trading for equity options. The Exchange also believes the proposed rule change would enhance its competitive position internationally by enabling market participants to access its market during hours that overlap with regular trading sessions in non-U.S. jurisdictions.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received with respect to the proposed rule change.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

Within 45 days of the date of publication of this notice in the **Federal Register** or within such longer period up to 90 days (i) as the Commission may designate if it finds such longer period to be appropriate and publishes its reasons for so finding or (ii) as to which the self-regulatory organization consents, the Commission will:

(A) by order approve or disapprove the proposed rule change, or

(B) institute proceedings to determine whether the proposed rule change should be disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

• Use the Commission's internet comment form (*https://www.sec.gov/rules/sro.shtml*); or

• Send an email to *rule-comments@sec.gov.* Please include file number SR–NYSEAMER–2026–34 on the subject line.

Paper Comments

• Send paper comments in triplicate to Secretary, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–1090.

All submissions should refer to file number SR–NYSEAMER–2026–34. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (*https://www.sec.gov/rules/sro.shtml*). Copies of the filing will be available for inspection and copying at the principal office of the Exchange. Do not include personal identifiable information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright protection.

All submissions should refer to file number SR–NYSEAMER–2026–34 and should be submitted on or before July 13, 2026.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[37]

Stephanie J. Fouse,

Assistant Secretary.

[FR Doc. 2026–12410 Filed 6–18–26; 8:45 am]

BILLING CODE 8011–01–P

SOCIAL SECURITY ADMINISTRATION

[Docket No. SSA–2025–0750]

Privacy Act of 1974; Matching Program; Correction

AGENCY: Social Security Administration (SSA).

ACTION: Notice of a new matching program; correction.

SUMMARY: We published notice in the **Federal Register** on May 7, 2026 concerning the continuation of a matching program with the Centers for Medicare & Medicaid Services (CMS). That document contained an incorrect date on which the matching program would be applicable. This notice corrects that error.

FOR FURTHER INFORMATION CONTACT: Interested parties may submit general questions to Andrea Huseth, Division Director, Privacy and Disclosure Policy, Law and Policy, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235–6401, at telephone: (410) 608–9675, or send an email to *Andrea.Huseth@ssa.gov.*

SUPPLEMENTARY INFORMATION: Correction.

On May 7, 2026, we published notice of a matching program in the **Federal Register** (91 FR 24952). The **DATES** section of the May 7, 2026 notice stated, ''The matching program will be applicable on June 20, 2025, or once a minimum of 30 days after publication of this notice has elapsed, whichever is later.'' This notice corrects the **DATES** section to state, ''The matching program will be applicable on June 20, 2026, or once a minimum of 30 days after

[37] 17 CFR 200.30–3(a)(12).

publication of this notice has elapsed, whichever is later.'' This correction makes the dates consistent within the Federal Register Notice itself and aligns the dates with the correct dates specified in the signed agreement between SSA and CMS.

Matthew Ramsey,

Head of Privacy and Disclosure Policy, Law and Policy.

[FR Doc. 2026–12354 Filed 6–18–26; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. EP 290 (Sub-No. 5) (2026–3)]

Quarterly Rail Cost Adjustment Factor

AGENCY: Surface Transportation Board.

ACTION: Approval of rail cost adjustment factor.

SUMMARY: The Surface Transportation Board has adopted the third quarter 2026 Rail Cost Adjustment Factor and cost index filed by the Association of American Railroads.

DATES: *Applicability Date:* July 1, 2026.

FOR FURTHER INFORMATION CONTACT: Dylan Richmond, (202) 915–0962. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245.

SUPPLEMENTARY INFORMATION: The rail cost adjustment factor (RCAF) is an index formulated to represent changes in railroad costs incurred by the nation's largest railroads over a specified period of time. The Surface Transportation Board (Board) is required by law to publish the RCAF on at least a quarterly basis. Each quarter, the Association of American Railroads computes three types of RCAF figures and submits those figures to the Board for approval. The Board has reviewed the submission and adopts the RCAF figures for the third quarter of 2026. The third quarter 2026 RCAF (Unadjusted) is 1.096. The third quarter 2026 RCAF (Adjusted) is 0.417. The third quarter 2026 RCAF–5 is 0.396. Additional information is contained in the Board's decision, which is available at *www.stb.gov.*

Decided: June 16, 2026.

By the Board, Board Members Fuchs, Hedlund, Kloster and Schultz.

Regena Smith-Bernard,

Clearance Clerk.

[FR Doc. 2026–12476 Filed 6–18–26; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36847]

Laredo Gateway Industrial Railway—Construction and Operation Exemption—In Webb County, Tex.

On December 8, 2025, Laredo Gateway Industrial Railway, LLC (LGIR), a noncarrier subsidiary of Kraus Development (Kraus), filed a petition for exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10901 to construct and operate a new rail line in Webb County, Tex. (the Line). According to LGIR, the Line would extend approximately 13,707 feet from a switch off the Union Pacific Railroad Company (UP) Laredo Subdivision and terminate within the Gateway Industrial Park (the Park), a new industrial park being developed by Kraus. LGIR explains that although it is seeking operating authority over the Line, it intends to hold only a residual common carrier obligation, as it has entered into an agreement with Iron Horse Resources, Inc. (IHR), to operate the Line. LGIR states that IHR will separately seek Board authority to operate on the Line.

On March 5, 2026, the Board instituted a proceeding under 49 U.S.C. 10502(b). *Laredo Gateway Indus. Ry.—Constr. & Operation Exemption—in Webb Cnty., Tex,* FD 36847 (STB served Mar. 5, 2026).

The Board's Office of Environmental Analysis (OEA) prepared an Environmental Assessment (EA) analyzing the potential environmental impacts of construction and operation of the Line, as required by the National Environmental Policy Act (NEPA), 42 U.S.C. 4321–4370m-11. OEA issued a Draft EA on April 10, 2026, providing a 30-day period for public comments, and a Final EA on May 27, 2026, responding to the comments received and recommending two environmental conditions to avoid, minimize, or mitigate the potential environmental impacts of the proposed construction and operation of the Line.

After considering both the rail transportation merits and the potential environmental impacts, the Board will grant LGIR's petition for exemption, authorizing LGIR to construct and operate over the Line, subject to the environmental mitigation measures set forth in the Appendix to this decision.

Background

According to LGIR, the Line would extend approximately 13,707 feet from a switch off of UP's Laredo Subdivision and terminate within the Park. (Pet. 1–2.) LGIR notes that Kraus is developing the Park to create warehousing for the logistics industry. (*Id.*) The Park is approximately 3,300 acres and is bisected by I–35 and UP's Laredo Subdivision mainline. (*Id.* at 3.) Another segment of the park is divided by state highway 255. (*Id.*) LGIR states that the Line will not cross any public rights-of-way, will be supported by sidings, and will connect with customers via private industrial tracks. (*Id.*) LGIR further notes that it has entered into an agreement with IHR to be the common carrier operator on the Line and granted IHR the right to conduct ancillary railroad operations depending on available commercial opportunities. (*Id.*)

LGIR argues that construction and operation of the Line would ''serve shippers utilizing the port-of-entry at Laredo.'' (*Id.* at 2.) According to LGIR, the Laredo Port of Entry has the largest freight volume of the ports of entry along the southern border and is the fastest growing in terms of rail and truck traffic. (*Id.*) LGIR states that over half of the current Laredo truck traffic utilizes local warehouses and transloads commodities from truck to truck before transporting commodities across the U.S.-Mexico border, and that it would like to construct the Line to provide shippers with a rail alternative at the Park so that commodities may be transloaded between truck and rail and interchanged with UP. (*Id.*) LGIR posits that the Class I rail carriers in the area are not primarily focused on serving local traffic in the region because they are primarily focused on their own respective cross-border rail traffic in the region; therefore, it ''sees a gap in the marketplace for local rail freight accessibility and local rail/truck transloading capacity that will produce manifest carloads of rail traffic.'' (*Id.* at 2–3.)

A letter supporting LGIR's petition was filed by Webb County Judge Tano E. Tijerina on December 10, 2025. (*See* Tijerina Ltr., Dec. 10, 2025.)

Discussion

Rail Transportation Policy Analysis. The construction and operation of new railroad lines requires prior Board authorization, either through a certificate under 49 U.S.C. 10901 or, as requested here, an exemption under 49 U.S.C. 10502 from the prior approval requirements of section 10901. ''In either case, the [statute] expresses a clear presumption in favor of approving railways.'' *Seven Cnty. Infrastructure Coal.* v. *Eagle Cnty.,* 605 U.S. 168, 194 (2025) (Sotomayor, J., concurring); *see also N. Plains Res. Council* v. *STB,* 668 F.3d 1067, 1091–92 (9th Cir. 2011)