in the industry and evolving customer needs.

The Exchange also does not believe the proposed fees would cause any unnecessary or inappropriate burden on intermarket competition, as other exchanges are free to introduce their own comparable reports with additional data points and lower prices to better compete with the Exchange's offerings. The Exchange operates in a highly competitive environment, and its ability to price the TBT Report is constrained by competition among exchanges that offer similar products. Setting fees that are not commensurate with the value of the TBT Report relative to fees for similar data products would simply serve to reduce demand for the TBT Report, which market participants are under no obligation to purchase. In this competitive environment, potential purchasers are free to choose which, if any, similar product to purchase to satisfy their need for market information. As a result, the Exchange believes this proposed rule change permits fair competition among national securities exchanges.

The Exchange does not believe the proposed rule change would cause any unnecessary or inappropriate burden on intramarket competition. The TBT Report is entirely optional and available to anyone who believes the data will be helpful for their purposes, and the proposed fees apply uniformly to any purchaser, in that the Exchange does not differentiate between the different market participants that may purchase the report, other than through the free sample, which is available on equal terms to all eligible purchasers.

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

The Exchange has not solicited, and does not intend to solicit, comments on this proposed rule change. The Exchange has not received any unsolicited written comments from Trading Permit Holders or other interested parties.

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

Because the foregoing proposed rule change does not:

A. significantly affect the protection of investors or the public interest;

B. impose any significant burden on competition; and

C. become operative for 30 days from the date on which it was filed, or such shorter time as the Commission may designate, it has become effective pursuant to Section 19(b)(3)(A) of the Act[21] and Rule 19b–4(f)(6)[22] thereunder. At any time within 60 days of the filing of the proposed rule change, the Commission summarily may temporarily suspend such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act. If the Commission takes such action, the Commission will institute proceedings to determine whether the proposed rule change should be approved or 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–C2–2026–029 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–C2–2026–029. 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–C2–2026–029 and should be submitted on or before November 27, 2026.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.[23]

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2026–22652 Filed 11–5–26; 8:45 am]

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[21] 15 U.S.C. 78s(b)(3)(A).

[22] 17 CFR 240.19b–4(f)(6).

[23] 17 CFR 200.30–3(a)(12).

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36958 (Sub-No. 1)]

Wilkes-Barre Terminal Railway Company—Acquisition, Operation and Change of Operator Exemption—Luzerne County Redevelopment Authority and Luzerne County Rail Corporation, and R.J. Corman Railroad Company/Luzerne & Susquehanna Line, LLC

Wilkes-Barre Terminal Railway Company (WBT), a noncarrier, has filed a supplemented and restated verified notice of exemption under 49 CFR 1150.31 to acquire approximately 59.65 miles of rail line (the Line) from the Luzerne County Redevelopment Authority (LCRA) and the operating rights from LCRA's non-operating subsidiary Luzerne County Rail Corporation (LCRC), in Luzerne County, Pa. WBT also seeks authority to terminate the leasehold common carrier operations for the incumbent operator, R.J. Corman Railroad Company/Luzerne & Susquehanna Line, LLC (RJLS), for a portion of the Line that it operates. *See R.J. Corman R.R. Co./Luzerne & Susquehanna Line—Change in Operators, Lease and Operation Exemption—Luzerne and Susquehanna Ry. Co. and Luzerne Cnty. Rail Corp.,* Docket No. FD 36429 (STB served Nov. 6, 2020).[1] The Line consists of the following in-service segments: (1) the Dunmore Secondary Track, between milepost 6.5, at Avoca, Pa., and milepost 10+/− North side Montage Road Crossing, a distance of 4.5 miles;[2] (2) the Avoca Industrial Track, between milepost 1.8, at Number 7 Junction, and milepost 6.5, at Avoca, a distance of 4.7

[1] WBT previously filed a verified notice of exemption for the acquisition and operation of the Line in Docket No. FD 36958. *See Wilkes-Barre Terminal Ry.—Acquis. & Operation Exemption—Luzerne Cnty. Redevelopment Auth. & Luzerne Cnty. Rail Corp.,* FD 36958 (STB served Oct. 15, 2026). The supplemented and restated verified notice adds the change in operator authority for WBT to replace RJLS as a common carrier on a portion of the Line.

[2] The portion of the Dunmore Secondary Track, between milepost 8.6, at Rocky Glen, Pa., and milepost 10+/− north side Montage Road crossing, a distance of 1.4 miles, is out of service.

miles,[3] including the connection with the track of Reading Blue Mountain & Northern Railroad Company (RBMN) between LB Junction and the switch of the Dunmore Secondary Track, a distance of 0.123 miles, and the Langcliff Connecting Track, between milepost 0.0, at Duryea, Pa., and the connection with Norfolk Southern Railway in the middle of York Avenue, at milepost 0.867, a distance of 0.867 miles; (3) the Suscon Industrial Track, between milepost 154.5, at Suscon, Pa., and milepost 158.7, at Hillside, Pa., a distance of 4.2 miles; (4) the Wilkes-Barre Secondary, between milepost 169.2, at Ashley, Pa., and milepost 185.5, at Pittston, Pa., a distance of 16.3 miles; (5) the GWBP Industrial Track, between milepost 0.0, at Ashley, and milepost 0.5, at Hanover Industrial Track, a distance of 0.5 miles; (6) the Brownsville Industrial Track, between milepost 0.0, at Hillside, and milepost 1.0, at Brownsville, Pa., a distance of 1.0 miles; (7) the Wilkes-Barre Industrial Track, between milepost 59.9, at Ferry Street, and milepost 62.9, at Wilkes-Barre, Pa., a distance of 3.0 miles; (8) the Kingston Industrial Track, between milepost 142.7, at Pittston Junction, and Railroad Station 8594+58, a distance of 8.1 miles; (9) the D&H Wilkes-Barre Connector, from milepost A–208.08, Hudson Yard, to Conyngham Avenue, City of Wilkes-Barre, Pa., a distance of 2.5 miles; and (10) the APC line, between milepost 0.0 and 0.6 in Wilkes-Barre, a distance of 0.6 miles.

The Line consists of the following out-of-service segments: (1) the West Pittston Running Track, between milepost 0.0, at West Pittston, Pa., and milepost 3.0, at Harding, Pa., a distance of 3.0 miles, and between milepost 186.4, at West Pittston, and milepost 190.2, at Wyoming, Pa., a distance of 3.8 miles, and between milepost 194.2, at Wyoming, and milepost 194.4, in Kingston, Pa., a distance of 0.2 miles; (2) the Nanticoke Industrial Track, between milepost 0.0, at Ashley, and milepost 2.6 at Central Scrap, a distance of 2.6 miles; (3) the Harry E. Breaker Spur, between milepost 0.1, at Maltby Junction, and milepost 0.5, a distance of 0.4 miles; (4) the Miner's Mills Industrial Track, between milepost 173.6, at North Wilkes-Barre, and milepost 176.1, at Hudson, Pa., a distance of 2.5 miles; and (5) the Pettibone Branch, between milepost 0.0 and milepost 0.759, at Dorranceton, Pa., a distance of 0.759 miles.[4]

According to the supplemented and restated verified notice, WBT will enter into an agreement with LCRA and LCRC for the acquisition of the Line and operating rights to ensure continued rail service to customers. WBT states that RJLS is currently the common carrier operator for approximately 41.19 miles of the Line pursuant to a lease that has expired. According to the supplemented and restated verified notice, RJLS will be replaced as the common carrier operator, and RJLS's common carrier status over the 41.9-mile portion will terminate.

According to the supplemented and restated verified notice, WBT will grant local trackage rights to RBMN to provide immediate rail service to customers on the Line following the expiration of the incumbent operator's lease. *See Reading Blue Mountain & Northern R.R.—Trackage Rights Exemption—Wilkes-Barre Terminal Ry.,* Docket No. FD 36959 (STB served Oct. 15, 2026), (authorizing RBMN to acquire local trackage rights over the in-service segments of the Line).[5]

According to WBT, the proposed transaction does not contain an interchange commitment. WBT certifies that its projected annual revenues resulting from the transaction will not exceed $5 million and will not result in WBT's becoming a Class I or Class II rail carrier.

Under 49 CFR 1150.32(b), a change in operator requires that notice be given to shippers. WBT certifies that it has contacted all customers on the Lines to advise them of the planned change in operators.[6] WBT also certifies that it conferred with RJLS concerning the termination of RJLS's common carrier status and that RJLS consents to the change of operator arrangement.

The earliest this transaction may be consummated is November 22, 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 November 13, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36958 (Sub-No. 1), 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 WBT's representative, Justin J. Marks, Clark Hill PLC., 601 13th Street NW, Suite 600, Washington, DC 20005.

According to WBT, 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: November 3, 2026.

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

Stefan Rice,

Clearance Clerk.

[FR Doc. 2026–22666 Filed 11–5–26; 8:45 am]

BILLING CODE 4915–01–P

[3] The portion of the Avoca Industrial Track, between milepost 1.8, at Number 7 Junction, and milepost 4, at Rock Street, a distance of 2.2 miles, is out of service.

[4] According to the verified notice, the out-of-service segments are included as part of the proposed transaction because WBT has found no regulatory history to suggest that these segments have been abandoned. WBT states that, although these segments are unlikely to be placed back into active service, WBT recognizes that it will have a common carrier obligation over the out-of-service segments.

[5] Upon consummation of its acquisition authority in this docket, WBT will become a Class III rail carrier. The trackage rights authority in Docket No. FD 36959 cannot be consummated until WBT has exercised its acquisition authority.

[6] WBT also states in its verified notice that it served each affected customer with a copy of the verified notice.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No: FAA–2026–13267]

Deadline for Submitting Intent To Use Airport Improvement Program (AIP) Apportioned Funds for Fiscal Year (FY) 2027

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation.

ACTION: Notice.

SUMMARY: Title 49 U.S.C. 47105(f) provides that every sponsor of an airport for which AIP funds are apportioned shall notify the Secretary, by such time and in a form prescribed by the Secretary, of its intent to submit a grant application for its available entitlement funds. This notice establishes the annual national deadline and requirements for every airport sponsor to signal their intent to submit applications for FY 2027 AIP entitlement funds. This is necessary to ensure the FAA has sufficient time to convert and carry over (protect) undeclared apportionment funds.