Office of the Legal Adviser, U.S. Department of State (telephone: 202–632–6471; email: *section2459@state.gov*). The mailing address is U.S. Department of State, L/PD, 2200 C Street NW (SA–5), Suite 5H03, Washington, DC 20522–0505.

SUPPLEMENTARY INFORMATION: The foregoing determinations were made pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.;* 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236–3 of August 28, 2000, and Delegation of Authority No. 523 of December 22, 2021.

Stefanie E. Williams,

Deputy Assistant Secretary for Professional and Cultural Exchanges, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2025–16076 Filed 8–21–25; 8:45 am]

BILLING CODE 4710–05–P

DEPARTMENT OF STATE

[Delegation of Authority No. 595]

Delegation of Authority to the Assistant Secretary of State for Political-Military Affairs Under 10 U.S.C. 352

By virtue of the authority vested in the Secretary of State, including section 1 of the State Department Basic Authorities Act (22 U.S.C. 2651a) and 10 U.S.C. 352—Naval Small Craft Instruction & Technical Training School, I hereby delegate to the Assistant Secretary of State for Political-Military Affairs, to the extent authorized by law, the authority to concur with the report required under section 352(f) of title 10 of the U.S. Code.

Any function or authority delegated herein may be exercised by the Secretary, a Deputy Secretary, or the Under Secretary for Arms Control and International Security. Any reference in this delegation of authority to any statute or delegation of authority shall be deemed to be a reference to such statute or delegation of authority as amended from time to time.

This document will be published in the **Federal Register**.

Dated: July 30, 2025.

Marco Rubio,

Secretary of State.

[FR Doc. 2025–16165 Filed 8–21–25; 8:45 am]

BILLING CODE 4710–25–P

SURFACE TRANSPORTATION BOARD

[Docket No. EP 552 (Sub-No. 29)]

Railroad Revenue Adequacy—2024 Determination

AGENCY: Surface Transportation Board.

ACTION: Notice of decision.

SUMMARY: On August 20, 2025, the Board served a decision announcing the 2024 revenue adequacy determinations for the nation's Class I railroads. Two Class I railroads (CSX Transportation, Inc., and Union Pacific Railroad Company) were found to be revenue adequate.

DATES: This decision is effective on August 20, 2025.

FOR FURTHER INFORMATION CONTACT: Pedro Ramirez, (202) 915–0862. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245.

SUPPLEMENTARY INFORMATION: Under 49 U.S.C 10704(a)(3), the Board is required to make an annual determination of railroad revenue adequacy. A railroad is considered revenue adequate under 49 U.S.C. 10704(a) if it achieves a rate of return on net investment (ROI) equal to at least the current cost of capital for the railroad industry. For 2024, this number was determined to be 10.68% in *Railroad Cost of Capital—2024,* EP 558 (Sub-No. 28) (STB served July 21, 2025). The Board then applied this revenue adequacy standard to each Class I railroad. Two Class I carriers (CSX Transportation, Inc., and Union Pacific Railroad Company) were found to be revenue adequate for 2024.

The decision in this proceeding is posted at *www.stb.gov.*

Decided: August 14, 2025.

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

Regena Smith-Bernard,

Clearance Clerk.

[FR Doc. 2025–16141 Filed 8–21–25; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. MCF 21135]

Traxx America Inc. and Beeline Tours Ltd.—Acquisition of Beeline Tours Ltd. by Traxx America Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice tentatively approving and authorizing finance transaction.

SUMMARY: On May 21, 2025, TRAXX America Inc. (TAI or the Applicant), a motor passenger carrier, filed an application for approval to acquire all or substantially all of the operating assets of Beeline Tours Ltd. (BTL), also a motor passenger carrier. The Board is tentatively approving and authorizing the transaction subject to Willard Yuill (Yuill) filing to join the application. If Yuill's filing is satisfactory and no opposing comments are timely filed, this notice will be the final Board action.

DATES: Yuill's filing to join the application must be filed by September 5, 2025. Comments must be filed by October 6, 2025. If any comments are filed, the Applicant and/or Yuill may reply by October 21, 2025. If no opposing comments are filed by October 6, 2025, and there is no intervening Board order, this notice shall be effective on October 7, 2025.

ADDRESSES: Comments, referring to Docket No. MCF 21135, may be filed with the Board either via e-filing on the Board's website or in writing addressed to: Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001. In addition, send one copy of comments to the Applicant's representative, Kyle Glickson, Flott & Co. PC, 2200 Wilson Blvd., Suite 320, Arlington, VA 22201, and to Yuill's representative at the address that will be added to the service list for this proceeding on the Board's website following the submission of Yuill's filing joining the application.

FOR FURTHER INFORMATION CONTACT: Amy Ziehm at (202) 918–5462. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245.

SUPPLEMENTARY INFORMATION: According to the application,[1] TAI is incorporated and registered to do business in the State of Washington.[2] (Appl. 3.) As depicted in the organization chart attached to TAI's July 14, 2025 supplement, Traxx Holdings Inc. (Traxx), a noncarrier, owns 100% of TAI, and Traxx is 100% owned by Monarch Ventures Inc. (Monarch Ventures), also a noncarrier.[3] (Suppl.,

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[1] The Applicant supplemented its application on July 14, 2025, and July 24, 2025. Therefore, for purposes of determining the procedural schedule and statutory deadlines, the filing date of the application is July 24, 2025. *See* 49 CFR 1182.4(a).

[2] Further information, including TAI's U.S. Department of Transportation (USDOT) number and motor carrier number can be found in Exhibit A of the application. Additionally, although the application indicates that TAI ''has a satisfactory safety rating,'' (Appl. 5), Exhibit A to the application indicates that TAI does not have a safety rating, (Appl., Ex. A).

[3] According to the Applicant, Traxx also wholly owns Traxx Coachlines Ltd., a motor passenger carrier. (Suppl., Ex. B, July 14, 2025.) The Applicant asserts that the ''TRAXX group of companies . . .

Continued

Ex. B, July 14, 2025.) Monarch Ventures is 100% owned by The Monarch Corporation (Monarch), a noncarrier, which in turn is 100% owned by Yuill. (*Id.*)

The application describes TAI as a premier bus charter rental company that provides charter services in the Seattle, Wash., area, with a particular focus on cruise transportation. (Appl. 3.) TAI's cruise transportation operations include transporting cruise ship passengers and crew between cruise terminals, hotels, airports, and local sightseeing locations. (Suppl. 1, July 14, 2025.) TAI also provides charter services to sports teams, universities, and private groups throughout the Pacific Northwest region (Washington and Oregon) and into Canada. (*Id.* at 1, 3.) TAI operates 22 coaches and employs 24 staff members. (Appl. 3)

According to the application, BTL is a Seattle-based bus charter rental company that is incorporated and registered to do business in the State of Washington.[4] (*Id.*) BTL is 100% owned by Michael Rogers,[5] (Appl. 1; Suppl., Ex. A, July 14, 2025), and operates exclusively in Washington, (Suppl. 3, July 14, 2025). The application states that BTL operates a diverse fleet of over 30 vehicles and employs more than 50 staff members. (Appl. 3.) BTL's charter services include school transportation, corporate charters, event charters, ad hoc group charters, shuttle services, and cruise and tourism-related group travel. (Suppl. 2, July 14, 2025.) BTL's cruise and tourism-related services operated under the name ''Seattle Express'' until April 2025, at which point TAI acquired the rights to the Seattle Express brand from BTL ''in preparation for the proposed transaction.'' (*Id.*)

Under the proposed transaction, TAI will acquire BTL, including all of BTL's assets, vehicles, and business operations.[6] (Appl. 3.) TAI states that following the transaction, Traxx will continue to wholly own TAI, (*id.* at 1), and TAI will continue to operate BTL's fleet and routes under the existing BTL and Seattle Express names, (*id.* at 3; Suppl. 2, July 14, 2025). Additionally, although the application states that the operations of the parties will remain unchanged except insofar as TAI's ''principals implement improvements,'' (Appl. 4), the supplement clarifies that TAI intends to expand the Seattle Express brand in the Seattle area to include private group transfers (*e.g.,* for conventions and tour groups) and mall shuttle services for select local hotels, (Suppl. 2, July 14, 2025).

Under 49 U.S.C. 14303(b), the Board must approve and authorize a transaction that it finds consistent with the public interest, taking into consideration at least (1) the effect of the proposed transaction on the adequacy of transportation to the public, (2) the total fixed charges resulting from the proposed transaction, and (3) the interest of affected carrier employees. The Applicant has submitted the information required by 49 CFR 1182.2, including information demonstrating that the proposed transaction is consistent with the public interest under 49 U.S.C. 14303(b), *see* 49 CFR 1182.2(a)(7), and a jurisdictional statement under 49 U.S.C. 14303(g) that the aggregate gross operating revenues of TAI and BTL exceeded $2 million during the 12-month period immediately preceding the filing of the application, *see* 49 CFR 1182.2(a)(5). (Suppl. 5, July 14, 2025.)

The Applicant asserts that the proposed transaction will have no adverse impact on the adequacy of transportation services available for the public. (Appl. 4.) According to the Applicant, the proposed transaction involves the combination of two experienced, well-established bus companies in the Seattle area, and TAI intends to continue the operations of the carriers essentially as they are now being conducted. (*Id.*) Accordingly, the Applicant asserts that the public will not experience any disruption or change in service. (*Id.*)

The Applicant also argues that the proposed transaction will not adversely affect competition in the Seattle area. (Suppl. 3–5, July 14, 2025.) According to the Applicant, although TAI and BTL both operate within the broader motor passenger transportation market in the Seattle region, there is minimal direct competition between the carriers because their service offerings and clienteles are distinct, with TAI specializing in cruise and long-distance charter and BTL specializing in local, school-based, and community-driven transportation services. (*Id.* at 4.) The Applicant also asserts that the transaction will enhance and improve service offerings, operational efficiency, resource allocation, and vehicle utilization. (*Id.* at 4–5.) Although the Applicant anticipates that, post-acquisition, TAI will ''become approximately the fourth-largest charter provider by revenue in the Seattle market,'' the Applicant asserts that there will be no significant reduction in competition ''due to the fragmented and niche-driven nature of the market.'' (Suppl. 5, July 14, 2025; *id.* at 3–4 (describing the competitive conditions in the motor coach market in Seattle and the broader Washington area).) The Applicant further states that this transaction would have no effect on total fixed charges, and that no carrier employees would be adversely affected by the contemplated transaction. (Appl. 4–5.)

The Board notes that Yuill did not join in TAI's application despite being the sole shareholder of Monarch, which wholly owns Monarch Ventures, which in turn wholly owns Traxx (TAI's 100% owner). (Suppl., Ex. B, July 14, 2025.) As TAI's ultimate owner, and without any evidence in the record suggesting otherwise, Yuill has the ''power or authority'' to exercise control of TAI. 49 U.S.C. 13102(5) (defining ''control'' to ''include[ ] actual control, legal control, and the power to exercise control,'' including through or by ''a holding or investment company''); *see also Morgan Stanley Grp.—Control Exemption—NCC L.P.,* MCF 20250, slip op. at 3 (ICC served Feb. 17, 1993) (''In determining issues of control, the Commission has focused on the ability to control as reflected in the power or authority to manage, direct, superintend, restrict, regulate, govern, administer, or oversee.''). Thus, Yuill also requires acquisition authority under 49 U.S.C. 14303. Accordingly, Yuill will be directed to submit a filing joining the application and providing all the information required of an applicant under the Board's rules at 49 CFR part 1182. *See, e.g., Bus Co. Holdings Topco LP—Acquis. of Control of Assets—Chenango Valley Bus Lines, Inc.,* MCF 21117, slip op. at 5–6 (STB served Aug. 23, 2024). Yuill's filing may incorporate the existing application by reference to the extent appropriate, supplementing as necessary with any information specific to Yuill required under 49 CFR 1182.2.

Based on the Applicant's representations, the Board finds that the acquisition as proposed in the application is consistent with the public interest. The application will be tentatively approved and authorized,

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includes affiliated carriers operating in British Columbia, Alberta, and Saskatchewan under the TRAXX brand'' and that ''[t]hese affiliates offer similar charter and tour services across Western Canada and the Pacific Northwest.'' (*Id.* at 2.)

[4] Further information, including BTL's USDOT number, motor carrier number, and safety rating can be found in Exhibit A of the application.

[5] According to the Applicant, Michael Rogers also wholly owns Sachelava Inc. d/b/a Show Me Seattle, a motor passenger carrier that provides transportation services for guided tours in the Seattle area. (Suppl. 2–3, July 14, 2025; *id.,* Ex. A.) These services include food tours, city sightseeing tours, nature excursions, cruise shore excursions, and private custom tours. (*Id.* at 3.)

[6] The application states that the parties have entered into an asset purchase agreement but that they will not close the agreement until the Board authorizes the transaction. (Appl. 3.)

subject to Yuill submitting a satisfactory filing, as described above, that is consistent with the Board's public interest finding by September 5, 2025. If any opposing comments are timely filed, these findings will be deemed vacated and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to reconsider the application. *See* 49 CFR 1182.6. If no opposing comments are filed and the Board does not issue a decision finding Yuill's submission unsatisfactory by the expiration of the comment period, this notice, including authority for Yuill as an applicant, will take effect automatically and will be the final Board action in this proceeding.

This action is categorically excluded from environmental review under 49 CFR 1105.6(c).

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

It is ordered:

1. The proposed transaction is approved and authorized, subject to Yuill submitting a satisfactory filing to join the application by September 5, 2025, and the filing of opposing comments.

2. If opposing comments are timely filed, the findings made in this notice will be deemed vacated.

3. This notice will be effective October 7, 2025, unless the Board finds Yuill's submission unsatisfactory or opposing comments are filed by October 6, 2025. If any comments are filed, the Applicant and/or Yuill may reply by October 21, 2025.

4. A copy of this notice will be served on: (1) the U.S. Department of Transportation, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; (2) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue NW, Washington, DC 20530; and (3) the U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Avenue SE, Washington, DC 20590.

Decided: August 17, 2025.

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

Zantori Dickerson,

Clearance Clerk.

[FR Doc. 2025–16055 Filed 8–21–25; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2025–0006]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, this notice announces that FRA is forwarding the Information Collection Request (ICR) summarized below to the Office of Management and Budget (OMB) for review and comment. The ICR describes the information collection and its expected burden. On June 20, 2025, FRA published a notice providing a 60-day period for public comment on the ICR. FRA received no comments in response to the notice.

DATES: Interested persons are invited to submit comments on or before September 22, 2025.

ADDRESSES: Written comments and recommendations for the proposed ICR should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* Find the particular ICR by selecting ''Currently under Review—Open for Public Comments'' or by using the search function.

FOR FURTHER INFORMATION CONTACT: Ms. Arlette Mussington, Information Collection Clearance Officer, at email: *arlette.mussington@dot.gov* or telephone: (571) 609–1285 or Ms. Joanne Swafford, Information Collection Clearance Officer, at email: *joanne.swafford@dot.gov* or telephone: (757) 897–9908.

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501–3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. *See* 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. On June 20, 2025, FRA published a 60-day notice in the **Federal Register** soliciting public comment on the ICR for which it is now seeking OMB approval. *See* 90 FR 26408. FRA has received no comments related to the proposed collection of information.

Before OMB decides whether to approve this proposed collection of information, it must provide 30 days' notice for public comment. Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b) and (c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983, Aug. 29, 1995. The 30-day notice informs the regulated community of their opportunity to file relevant comments and affords the agency adequate time to consider public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect.

Comments are invited on the following ICR regarding: (1) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the information will have practical utility; (2) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: Inquiry into Blocked Highway-Rail Grade Crossings Throughout the United States.

OMB Control Number: 2130–0630.

Abstract: In 2020, FRA created a dedicated website allowing the public and law enforcement personnel to use web-based forms to voluntarily submit information about blocked highway-rail grade crossings to FRA.[1] Under the currently approved ICR, users provide information regarding the location, date, time, duration, and immediate impacts of highway-rail grade crossings blocked by slow-moving or stationary trains. FRA uses the data collected to gain a more complete picture of where, when, and for how long blocked crossings occur, and what impacts result from those incidents.[2] In addition, FRA uses the information to respond to inquiries from members of Congress and their constituents. FRA also uses the

[1] Access to the web-based form used by the public is unrestricted.

[2] The data collection is not designed to provide a representative sample or create generalizable statistics. In addition, the data gathered from this collection is not suitable for use in budgetary requests or regulatory proposals.