

This determination shall be published in the **Federal Register**. The designation goes into effect upon publication.

Dated: September 11, 2025.

**Marco Rubio,**

*Secretary of State.*

[FR Doc. 2025–18498 Filed 9–23–25; 8:45 am]

**BILLING CODE 4710-AD-P**

## DEPARTMENT OF STATE

[Public Notice: 12831]

### Notice of Determinations; Additional Culturally Significant Object Being Imported for Exhibition— Determinations: “Painted Worlds: Color and Culture in Mesoamerican Art” Exhibition

**SUMMARY:** On July 2, 2024, notice was published in the **Federal Register** of determinations pertaining to certain objects to be included in an exhibition entitled “We Live in Painting: The Nature of Color in Mesoamerican Art.” Notice is hereby given of the following determinations: I hereby determine that a certain additional object being imported from abroad pursuant to an agreement with its foreign owner or custodian for temporary display in the aforesaid exhibition, now entitled “Painted Worlds: Color and Culture in Mesoamerican Art,” at the Nelson-Atkins Museum of Art, Kansas City, Missouri, and at possible additional exhibitions or venues yet to be determined, is of cultural significance, and, further, that its temporary exhibition or display within the United States as aforementioned is in the national interest. I have ordered that Public Notice of these determinations be published in the **Federal Register**.

#### FOR FURTHER INFORMATION CONTACT:

Reed Liriano, Program Coordinator, Office of the Legal Adviser, U.S. Department of State (telephone: 202–632–6471; email: [section2459@state.gov](mailto: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. The notice of determinations

published on July 2, 2024, appears at 89 FR 54949.

**Stefanie E. Williams,**

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

[FR Doc. 2025–18456 Filed 9–23–25; 8:45 am]

**BILLING CODE 4710-05-P**

## DEPARTMENT OF STATE

[Public Notice: 12828]

### Specially Designated Global Terrorist Designation of Barrio 18

Acting under the authority of and in accordance with section 1(a)(ii)(A) of Executive Order 13224, as amended (“E.O. 13224” or “Order”), I hereby determine that the person known as Barrio 18 (also known as Calle 18, The Revolutionaries, Sureños) is a foreign person who has committed or has attempted to commit, poses a significant risk of committing, or has participated in training to commit acts of terrorism that threaten the security of U.S. nationals or the national security, foreign policy, or economy of the United States.

Consistent with the determination in section 10 of E.O. 13224 that prior notice to persons determined to be subject to the Order who might have a constitutional presence in the United States would render ineffectual the blocking and other measures authorized in the Order because of the ability to transfer funds instantaneously, I determine that no prior notice needs to be provided to any person subject to this determination who might have a constitutional presence in the United States, because to do so would render ineffectual the measures authorized in the Order.

This determination shall be published in the **Federal Register**.

Dated: September 11, 2025.

**Marco Rubio,**

*Secretary of State.*

[FR Doc. 2025–18492 Filed 9–23–25; 8:45 am]

**BILLING CODE 4710-AD-P**

## SURFACE TRANSPORTATION BOARD

[Docket No. MCF 21138]

### TBL Group, Inc.—Acquisition of Control—BTM Coaches, Inc.

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice Tentatively Approving and Authorizing Finance Transaction.

**SUMMARY:** TBL Group, Inc. (TBL Group), a holding company that owns multiple interstate motor passenger carriers, has filed an application for Board approval of its acquisition of an additional federally regulated motor passenger carrier, BTM Coaches, Inc. (BTM Coaches). The Board is tentatively approving and authorizing the transaction. If no opposing comments are timely filed, this notice will be the final Board action.

**DATES:** Comments must be filed by November 7, 2025. If any comments are filed, TBL Group may file a reply by November 21, 2025. If no opposing comments are filed by November 7, 2025, this notice shall be effective on November 8, 2025.

**ADDRESSES:** Comments referring to Docket No. MCF 21138 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 TBL Group’s representative: Gregory A. Ostendorf, Scopelitis, Garvin, Light, Hanson & Feary, P.C., 10 W Market Street, Suite 1400, Indianapolis, IN 46204.

#### 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:** On August 25, 2025, TBL Group filed an application under 49 U.S.C. 14303 and 49 CFR part 1182, for Board authority for TBL Group to control BTM Coaches, currently an interstate motor passenger carrier, from its sole shareholder, William A. Moberg (Proposed Transaction). (Appl. 1.)

According to the application, TBL Group is a Texas corporation, headquartered at 15734 Aldine Westfield Road, Houston, TX 77032. (*Id.*) TBL Group asserts that it is not a federally regulated carrier. (*Id.* at 2.) The application further states that it controls five interstate motor passenger carriers (Affiliated Carriers): GBJ Inc. (GBJ), Echo Tours & Charters, LP (Echo Tours), Echo East Cost Transportation LLC (Echo East), Echo Windy City, LLC (Echo Windy), and Reston Limousine & Travel Service, Inc. (Reston). (*Id.* at 2–5). TBL Group states that GBJ is a Texas corporation doing business as Echo AFC Transportation, AFC Transportation, and Echo AFC Medical Transportation that primarily provides charter and contract shuttle services for companies, non-profits, schools, and tour operators in Houston, Tex., but also provides interstate charter passenger

transportation service. (*Id.* at 2–3.) Echo Tours is described as a Texas limited partnership doing business as Echo Transportation that primarily provides charter and contract shuttle services for companies, non-profits, schools, and tour operators in the metropolitan area of Dallas, Tex., but also provides interstate charter passenger transportation. (*Id.* at 3.) Echo East is described in the application as a Texas limited liability company that primarily provides interstate and intrastate contract and charter services in the area of Jacksonville, Fla. (*Id.* at 4.) Echo Windy is described as a Texas limited liability company doing business as Echo Windy City Transportation that primarily provides intrastate limousine and charter passenger service in the metropolitan area of Chicago, Ill., but also provides interstate passenger limousine and charter passenger services. (*Id.* at 4.) Reston is described as a Virginia corporation that provides limousine, shuttle, and charter passenger service, interstate and intrastate, in the metropolitan area of Washington, DC (*Id.* at 5.) TBL Group states that, except for GBL, Echo Tours, Echo East, Echo Windy, and Reston, there are no other affiliated interstate carriers with which the TBL Group is involved. (*Id.* at 8.)

The application describes BTM Coaches as a Florida corporation with its primary place of business in Cocoa, Fla. (*Id.* at 6.) TBL Group describes BTM Coaches as primarily providing general charter motor coach and contract bus services to schools/universities, companies, organizations, and groups of individuals for activities such as tours, to/from airport, weddings, athletics, recreation/entertainment, and other activities favoring group transportation. (*Id.* at 7.) The application also states that BTM Coaches provides a limited amount of student home-to-school transportation in the area of Cocoa, Fla. (*Id.*) It also describes BTM Coaches' primary service area as East Central Florida, *i.e.*, the area around Daytona Beach and south to the area around Vero Beach, including Orlando and the various theme parks and resorts, and the cruise terminals at Port Canaveral (collectively, the Service Area). (*Id.*) The application also states that, in providing its services, BTM Coaches utilizes approximately 40 motor coaches, 11 minibuses, and 9 school buses. (*Id.*) It also utilizes approximately 102 drivers. (*Id.*) The application asserts that no authority from the state of Florida is required for the operations of BTM Coaches. (*Id.*)

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. TBL Group 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 the involved carriers exceeded \$2 million during a consecutive 12-month period ending not more than six months before the date of the agreement of the parties, *see* 49 CFR 1182.2(a)(5).

TBL Group asserts that granting the application is not expected to have any detrimental impact on the adequacy of transportation services available to the public in the Service Area. (Appl. 9.) TBL Group anticipates that services available for the public will improve as operating efficiencies are realized and additional services and capacity are made available. (*Id.*) TBL Group further states that for the foreseeable future, the services currently provided by BTM Coaches will continue to be provided by BTM Coaches under the same name used to provide such services prior to the Proposed Transaction. (*Id.*) TBL Group asserts that its experience in the same market segments served by BTM Coaches, charter transportation and contract shuttle services, is expected to result in improved operating efficiencies, increased equipment utilization rates, and cost savings derived from economies of scale, all of which will help ensure the provision of adequate service to the public. (*Id.* at 9–10.) TBL Group also asserts that BTM Coaches' Service Area is geographically diverse from the areas served by the Affiliated Carriers except for Echo East. (*Id.* at 12.) TBL Group states that it is estimated that Echo East and BTM Coaches each generate less than five percent of their respective revenues from the overlap in their service areas. (*Id.*) TBL Group also represents that in the overlapping geographic area the services provided by Echo East tend to involve smaller vehicles and shorter moves, while the services provided by BTM Coaches tend to involve larger motor coaches and longer trips and/or longer periods of time. (*Id.* at 13.) In addition, TBL Group asserts that BTM Coaches competes directly with other passenger transportation service

providers in the Service Area, which is a very competitive market due to the significant number of national, regional, and local providers operating within that area, including Academy Bus, Lamers Bus Lines, Motor Coach Class A Transportation, Inc., Escot Bus Lines, Empire Coach Lines, Inc., and Mears Transportation, LLC. (*Id.* at 12.)

TBL Group states that the Proposed Transaction would increase fixed charges, in the form of interest expenses, because funds will be borrowed to assist in the financing of the Proposed Transaction. (*Id.* at 10.) TBL Group asserts that the increase will not impact the provision of transportation services to the public. (*Id.*) TBL Group further asserts that it is the current intention of TBL Group to continue the existing operations of BTM Coaches, and as such, the Proposed Transaction is not expected to have substantial impacts on employees or labor conditions. (*Id.*) TBL Group does not expect or contemplate a measurable reduction in force or changes in compensation levels and/or benefits, although staffing redundancies could potentially result in limited downsizing of back-office and/or managerial level personnel. (*Id.*)

Based on TBL Groups' 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. 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 by the expiration of the comment period, this notice 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](http://www.stb.gov).

*It is ordered:*

1. The Proposed Transaction is approved and authorized, subject to 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 on November 8, 2025, unless opposing comments are filed by November 7, 2025. If any comments are filed, TBL Group may file a reply by November 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: September 18, 2025.

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

**Kenyatta Clay,**  
Clearance Clerk.

[FR Doc. 2025-18471 Filed 9-23-25; 8:45 am]

**BILLING CODE 4915-01-P**

## **SURFACE TRANSPORTATION BOARD**

[Docket No. EP 519 (Sub-No. 5)]

### **Renewal of National Grain Car Council**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of intent to renew charter.

**SUMMARY:** In accordance with the Federal Advisory Committee Act, notice is hereby given that the Surface Transportation Board (Board) intends to renew the charter of the National Grain Car Council (NGCC or Council).

**ADDRESSES:** A copy of the charter will be available on the Board's website at <https://www.stb.gov/resources/stakeholder-committees/grain-car-council/>.

**FOR FURTHER INFORMATION CONTACT:** Jeremy Lutes, Designated Federal Officer, at (202) 900-5226. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

**SUPPLEMENTARY INFORMATION:** The NGCC functions as a continuing working group to facilitate private-sector solutions and recommendations to the Board on matters affecting grain transportation. The NGCC functions solely as an advisory body and complies with the provisions of the Federal Advisory Committee Act (FACA), 5 U.S.C. 10, and its implementing regulations.

The NGCC consists of approximately 40 voting members, excluding governmental representatives. The membership comprises a balanced representation of individuals knowledgeable in the transportation of grain, including no fewer than 12 members from the Class I railroads (one marketing and one car management representative from each Class I), seven representatives from Class II and III carriers, 14 representatives from grain shippers and receivers, and seven

representatives from private car owners and car manufacturers. All voting members of NGCC serve on the Council in a representative capacity on behalf of their respective industry or stakeholder group. The members of the Board are *ex officio* (non-voting) members of the NGCC, and the Vice Chair of the Board is designated as Co-Chair of the NGCC. Representatives from the U.S. Departments of Agriculture and Transportation may be invited to serve on the Council in an advisory capacity as *ex officio* (non-voting) members. Non-voting members of NGCC may consist of regular government employees, and, in some circumstances, special government employees.

The NGCC meets at least annually, and meetings are open to the public, consistent with the Government in the Sunshine Act, Public Law 94-409 (1976).

Further information about the NGCC is available on the Board's website (<https://www.stb.gov/resources/stakeholder-committees/grain-car-council/>) and at the General Services Administration's FACA database (<https://facadatabase.gov/>).

Decided: September 19, 2025.

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

**Zantori Dickerson,**  
Clearance Clerk.

[FR Doc. 2025-18458 Filed 9-23-25; 8:45 am]

**BILLING CODE 4915-01-P**

## **SURFACE TRANSPORTATION BOARD**

[Docket No. EP 670 (Sub-No. 3)]

### **Renewal of Rail Energy Transportation Advisory Committee**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of intent to renew charter.

**SUMMARY:** In accordance with the Federal Advisory Committee Act, notice is hereby given that the Surface Transportation Board (Board) intends to renew the charter of the Rail Energy Transportation Advisory Committee (RETAC).

**ADDRESSES:** A copy of the charter is available on the Board's website at <https://www.stb.gov/resources/stakeholder-committees/retac/>.

**FOR FURTHER INFORMATION CONTACT:** Elizabeth McGrath, Designated Federal Officer, at (202) 748-4566. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

**SUPPLEMENTARY INFORMATION:** RETAC was established by the Board on

September 24, 2007, to provide advice and guidance to the Board, on a continuing basis, and to provide a forum for the discussion of emerging issues and concerns regarding the transportation by rail of energy resources, including, but not necessarily limited to, coal and biofuels (such as ethanol), and petroleum. RETAC functions solely as an advisory body and complies with the provisions of the Federal Advisory Committee Act (FACA), 5 U.S.C. Chapter 10, and its implementing regulations.

RETAC consists of approximately 31 voting members, excluding governmental representatives. The membership embraces a balanced representation of individuals experienced in issues affecting the transportation of energy resources, including no fewer than: 1 representative from each of the 6 Class I railroads; 3 representatives from Class II and III railroads; 3 representatives from coal producers; 5 representatives from electric utilities (including at least one rural electric cooperative and one state- or municipally-owned utility); 4 representatives from biofuel feedstock growers or providers and biofuel refiners, processors, and distributors; 2 representatives from private car owners, car lessors, or car manufacturers; 3 representative from the petroleum shipping industry; 2 representatives from renewable energy sources; and 1 representative from a labor organization. The Committee may also include up to two members with relevant experience but not necessarily affiliated with one of the aforementioned industries or sectors. All voting members of the Committee serve in a representative capacity on behalf of their respective industry or stakeholder groups. The members of the Board are *ex officio* (non-voting) members of RETAC. Representatives from the U.S. Departments of Agriculture, Energy, and Transportation, and the Federal Energy Regulatory Commission may be invited to serve on the Committee in an advisory capacity as *ex officio* (non-voting) members. Non-voting members of RETAC may consist of regular government employees and, in some circumstances, special government employees.

RETAC meets at least twice a year, and meetings are open to the public, consistent with the Government in the Sunshine Act, Public Law 94-409 (1976).

Further information about RETAC is available on the Board's website (<https://www.stb.gov/resources/stakeholder-committees/retac/>) and at the General Services Administration's