

associated rules and regulatory requirements. The roundtable is open to the public, who must register by December 15, 2025.

CONTACT PERSON FOR MORE INFORMATION: For further information, please contact Vanessa A. Countryman from the Office of the Secretary at (202) 551-5400.

Authority: 5 U.S.C. 552b.

Dated: December 9, 2025.

Stephanie J. Fouse,
Assistant Secretary.

[FR Doc. 2025-22620 Filed 12-10-25; 11:15 am]

BILLING CODE 8011-01-P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #21381 and #21382; California Disaster Number CA-20037]

Administrative Declaration of a Disaster for the State of California

AGENCY: U.S. Small Business Administration.

ACTION: Notice.

SUMMARY: This is a notice of an Administrative declaration of a disaster for the State of California dated December 9, 2025.

Incident: Pack Fire.

Incident Period: November 13, 2025 through December 4, 2025.

DATES: Issued on December 9, 2025.

Physical Loan Application Deadline Date: February 9, 2026.

Economic Injury (EIDL) Loan Application Deadline Date: September 9, 2026.

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 & Resilience, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205-6734.

SUPPLEMENTARY INFORMATION: Notice is hereby given that as a result of the Administrator's disaster declaration, applications for disaster loans may be submitted online using the MySBA Loan Portal <https://lending.sba.gov> or other locally announced locations. Please contact the SBA disaster assistance customer service center by email at disastercustomerservice@sba.gov or by phone at 1-800-659-2955 for further assistance.

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

Primary Counties: Mono.

Contiguous Counties:

California: Alpine, Fresno, Inyo,

Madera, Tuolumne.
Nevada: Douglas, Esmeralda, Lyon, Mineral.

The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Homeowners with Credit Available Elsewhere	5.750
Homeowners without Credit Available Elsewhere	2.875
Businesses with Credit Available Elsewhere	8.000
Businesses without Credit Available Elsewhere	4.000
Non-Profit Organizations with Credit Available Elsewhere ...	3.625
Non-Profit Organizations without Credit Available Elsewhere	3.625
<i>For Economic Injury:</i>	
Business and Small Agricultural Cooperatives without Credit Available Elsewhere	4.000
Non-Profit Organizations without Credit Available Elsewhere	3.625

The number assigned to this disaster for physical damage is 213815 and for economic injury is 213820.

The States which received an EIDL Declaration are California and Nevada.

(Catalog of Federal Domestic Assistance Number 59008)

(Authority: 13 CFR 1234.3(b))

James Stallings,

Associate Administrator, Office of Disaster Recovery & Resilience.

[FR Doc. 2025-22647 Filed 12-11-25; 8:45 am]

BILLING CODE 8026-09-P

SURFACE TRANSPORTATION BOARD

[Docket No. MCF 21140]

Van Pool Transportation LLC and AG Van Pool Holdings, LP—Acquisition of Control—Lavdas Enterprises, Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice tentatively approving and authorizing finance transaction.

SUMMARY: Van Pool Transportation LLC (Van Pool) and AG Van Pool Holdings, LP (AG Holdings) (collectively, Applicants), both noncarriers, have filed an application to acquire control of an interstate passenger motor carrier, Lavdas Enterprises, Inc. dba Lavdas Limousines, Inc. (Lavdas). 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 January 26, 2026. If any comments are

filed, Applicants may file a reply by February 10, 2026. If no opposing comments are filed by January 26, 2026, this notice shall be effective on January 27, 2026.

ADDRESSES: Comments, referring to Docket No. MCF 21140, 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 Applicants' representative: Kiefer A. Light, Beacon Mobility Corp., 3700 Embassy Parkway, Suite 500, Akron, OH 44333.

FOR FURTHER INFORMATION CONTACT: Amanda Gorski at (202) 748-3874. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

SUPPLEMENTARY INFORMATION: On November 14, 2025, Van Pool and AG Holdings, both noncarriers, filed an application to acquire control of an interstate passenger motor carrier, Lavdas. According to the Applicants, Van Pool is a Delaware limited liability company indirectly controlled by AG Holdings through intermediary holding companies.¹ (Appl. 2-3.) Neither Van Pool nor AG Holdings is a federally regulated carrier. (*Id.* at 2-3.) However, Van Pool directly owns and controls all equity and voting interests in the following 22 interstate passenger motor carriers (the Affiliated Carriers):²

¹ Specifically, Applicants state that Van Pool is wholly owned by VP Intermediate Company (VP Intermediate), a Delaware corporation and noncarrier holding company, and that VP Intermediate is wholly owned by Beacon Mobility Corp. (Beacon Mobility), a Delaware corporation and noncarrier holding company. (Appl. 13.) Beacon Mobility is wholly owned by Beacon Mobility Intermediate Corp. (Beacon Intermediate), a Delaware corporation and noncarrier holding company. (*Id.*) Beacon Intermediate is wholly owned by Beacon Mobility Preferred Issuer, LLC (Beacon Preferred), a Delaware limited liability company and noncarrier holding company, and Beacon Preferred is wholly owned by Van Pool Group Holdings, L.P. (Group Holdings), a Delaware limited partnership and noncarrier holding company. (*Id.*) Group Holdings is majority-owned and controlled by AG Holdings, a Delaware limited partnership and noncarrier holding company. (*Id.*) AG Holdings is owned by investment funds affiliated with Audax Management Company, LLC (the Audax Funds), a Delaware limited liability company. (*Id.* at 13-14.) According to Applicants, none of these entities has interstate passenger motor carrier authority, a U.S. Department of Transportation (USDOT) Number, or a USDOT Safety Rating, and none of the entities control any regulated interstate passenger carriers other than as set forth in the application. (*Id.* at 14.)

² Applicants state that Van Pool directly owns or controls all equity and voting interests in 21 interstate passenger motor carriers. (*Id.* at 2.) However, in the application, Applicants identify 22 such carriers. (*Id.* at 2-3, 4-11.) Additionally, in a separate application filed with the Board on

- NRT Bus, Inc., which primarily provides non-regulated student transportation services for schools in Massachusetts (Essex, Middlesex, Norfolk, Suffolk, and Worcester Counties), and occasional charter services, (Appl. at 2, 4);
- Trombly Motor Coach Service, Inc., which primarily provides non-regulated student transportation services for schools in Massachusetts (Essex and Middlesex Counties), and occasional charter services, (*id.*);
- Salter Transportation, Inc., which primarily provides non-regulated student transportation services for schools in Massachusetts (Essex County) and New Hampshire, and occasional charter services, (*id.* at 2, 4–5);
- Easton Coach Company, LLC, which provides (i) intrastate paratransit, shuttle, and line-run services under contracts with regional transportation authorities and other organizations, primarily in New Jersey and eastern Pennsylvania, and (ii) private intrastate and interstate charter motor coach and shuttle services, primarily in eastern Pennsylvania, (*id.* at 2–3, 5);
- F. M. Kuzmeskus, Inc., dba Travel Kuz, which provides (i) non-regulated school bus transportation services, (ii) intrastate and interstate motor coach and limousine charter services, and (iii) limited intrastate and interstate charter services using school buses, all in western Massachusetts and southern Vermont, (*id.* at 3, 5–6);
- Alltown Bus Service Inc. (Alltown), which primarily provides non-regulated student transportation services for schools in the metropolitan area of Chicago, Ill. and its northern suburbs. Alltown also provides occasional charter services, (*id.* at 3, 6);
- DS Bus Lines, Inc., which primarily provides (i) non-regulated student transportation services for schools in Kansas (Beloit, Kansas City, Lincoln, Olathe, and Shawnee), Missouri (Belton and Smithville), Colorado (the metropolitan area of Denver), and Oklahoma (the metropolitan area of Tulsa), (ii) intrastate employee shuttle services in Colorado and Texas, and (iii) occasional charter services, (*id.*);
- Royal Coach Lines, Inc., which primarily provides (i) non-regulated student transportation services for schools in the metropolitan area of Westchester County, N.Y. and southern Connecticut and (ii) contract and charter

transportation services in the same areas for activities such as summer camps, events, and group trips, (*id.* at 3, 6–7);

- Local Motion, LLC, which provides non-regulated school bus, charter, and shuttle services in the metropolitan area of Boston, Mass., (*id.* at 3, 7);
- Butler's Bus Service, Inc. (BBS), which primarily provides non-regulated student transportation services for schools in the New Hampshire cities of Manchester, North Haverhill, Milford, and Center Barnstead, and the Vermont cities of Orleans, Lyndonville, and White River Junction. BBS also provides occasional charter services, (*id.*);
- TransAction Corporate Shuttles, Inc., which provides shuttle, on-demand transportation, and charter services in Massachusetts, (*id.* at 3, 7–8);
- Dell Transportation Corp. (Dell), which primarily provides non-regulated student transportation for schools, and occasional charter services. The geographic service area of Dell is primarily the towns of Hempstead, N.Y., Port Washington, N.Y., and Great Neck, N.Y., (*id.* at 3, 8);
- Hendrickson Bus Corporation (Hendrickson), which primarily provides non-regulated student transportation for schools, and charter transportation for school-related extracurricular activities such as athletic events, field trips, and other school-sponsored functions. The geographic service area of Hendrickson is primarily Bayville, N.Y. and Port Washington, N.Y., (*id.* at 3, 8);
- Huntington Coach Corporation (Huntington Corp.), which provides primarily non-regulated student transportation for schools, and charter transportation for school-related extracurricular activities such as athletic events, field trips, and other school-sponsored functions. The geographic service area that Huntington Corp. serves is primarily Northport, N.Y. and Huntington Station, N.Y.; (*id.* at 3, 8–9);
- Huntington Coach, L.L.C. (Huntington LLC), which primarily provides non-regulated student transportation for schools, and charter transportation for school-related extracurricular activities such as athletic events, field trips, and other school-sponsored functions. The geographic service area of Huntington LLC is primarily Huntington Station, N.Y., (*id.* at 3, 9);
- Towne Bus Corp. (Towne Corp.), which primarily provides non-regulated student transportation for schools, and charter transportation for school-related extracurricular activities such as athletic events, field trips, and other school-sponsored functions. The geographic

service area of Towne Corp. is primarily Long Island, N.Y., (*id.* at 3, 9);

- Towne Bus LLC (Towne LLC), which primarily provides non-regulated student transportation for schools, and transportation for school-related extracurricular activities such as athletic events, field trips, and other school-sponsored functions. The geographic service area of Towne LLC is primarily Long Island, N.Y., (*id.* at 3, 9–10);
 - Van Trans LLC (Van Trans), which primarily provides non-regulated student transportation for schools, and transportation for school-related extracurricular activities such as athletic events, field trips, and other school-sponsored functions. The geographic service area of Van Trans is primarily Bronx, N.Y., (*id.* at 3, 10);
 - WE Transport (NY) LLC (WE NY), which primarily provides non-regulated student transportation for schools, and transportation for school-related extracurricular activities such as athletic events, field trips, and other school-sponsored functions. The geographic service area of WE NY is primarily Long Island, N.Y., (*id.* at 3, 10);
 - WE Transport LLC (Connecticut) (WE CT), which primarily provides non-regulated student transportation for schools, and transportation for school-related extracurricular activities such as athletic events, field trips, and other school-sponsored functions. The geographic service area of WE CT is primarily Bridgeport, Conn., (*id.* at 3, 10–11);
 - WE Transport, Inc. (WE Transport), which primarily provides non-regulated student transportation for schools, and transportation for school-related extracurricular activities such as athletic events, field trips, and other school-sponsored functions. The geographic service area of WE Transport is primarily Long Island, N.Y., (*id.* at 3, 11);
 - George M. Carroll Transportation, Inc. dba George M. Carroll Inc. (GMCT), which primarily provides (i) regular home-to-school transportation services, with a focus on special needs students and (ii) charter services that primarily involve transportation to and from school-related extracurricular activities such as athletic events, field trips, and other school-sponsored functions, with a focus on special needs students. GMCT also provides occasional non-school-related charter services for special occasions such as weddings, wine tours, proms, sporting events, and airport trips. The geographic service area of GMCT is primarily within Orange County, N.Y., (*id.* at 3, 11).
- Additional information about these motor carriers, including USDOT

November 26, 2025, Applicants seek Board authority to acquire control over Rolling V Bus Corp. and STS of New Mexico, LLC, upon becoming regulated passenger carriers. *Van Pool Transp. LLC—Acquis. of Control—Rolling V Bus Corp.*, Docket No. MCF 21141. The Board will address that application in a separate decision.

numbers, motor carrier numbers, and USDOT safety fitness ratings, can be found in the application. (*See id.* at 4–11; *id.*, Ex. A.)

According to Applicants, if the transaction is approved, Van Pool will acquire all of the issued and outstanding equity stock of Lavdas, the effect of which will be to place Lavdas under control of Applicants. (*Id.* at 12–13.) The application describes Lavdas as a Michigan corporation with its principal place of business located in Warren, Mich., and with a core service area of the southeast region of Michigan, particularly the Metro Detroit region and Wayne, Oakland, and Macomb Counties (the Service Area). (*Id.* at 12.) Lavdas operates as a motor carrier primarily providing premiere luxury charter transportation service within the Service Area. (*Id.*) However, based on customer needs, on rare occasions Lavdas's charter operations extend beyond the Service Area to include interstate service into surrounding states, including Illinois. (*Id.*) Lavdas's fleet consists of approximately 63 mini-buses, 10 vans (1 to 8 passengers), 4 vans (9 to 15 passengers), 2 limousines (1 to 8 passengers), 4 limousines (9 to 15 passengers), and 14 limousines (16+ passengers). (*Id.*) Applicants also provide details about Lavdas's USDOT number, Federal Motor Carrier Safety Administration docket number, and safety rating in the Summary Table submitted as part of its application. (*Id.*, Ex. A.)

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. Applicants have 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). (Appl. 14–15.)

Applicants do not expect the transaction to have any detrimental impact on the adequacy of transportation services available for the public in Lavdas's service area. (*Id.* at

15.) According to Applicants, the transaction, combined with Applicants' passenger carrier management capacity, is expected to result in improved operating efficiencies, increased equipment utilization rates, and cost savings derived from economies of scale within Applicants' subsidiaries. (*Id.*) Applicants anticipate that the services available to the public will improve as operating efficiencies are realized and additional services and capacity are made available. (*Id.*) Applicants state that for at least the foreseeable future, the services currently provided by Lavdas will continue to be provided by Lavdas under the same name used to provide such services prior to the transaction. (*Id.*) The addition of Lavdas to Applicants' holdings will serve to enhance the viability of the Applicants' organization. (*Id.*) The Applicants assert that these enhancements will help ensure the provision of adequate service to the public. (*Id.*)

Applicants state that there is strong demand for passenger surface transportation in Lavdas's service area, which is projected to grow in the foreseeable future. (*Id.* at 17.) They state that Lavdas competes directly with other passenger service providers in the Service Area, which is a very competitive market due to the significant number of national, regional, and local providers operating there, including Dream Limousines, Inc., Metro Cars, Allstar Chauffeured Services, and Golden Limousine International. (*Id.* at 17–18.) The Service Area is geographically dispersed from the areas in which Applicants' Affiliated Carriers offer service. (*Id.* at 18.) While Applicants acknowledge an overlap in customer bases and service offerings between Lavdas and the Affiliated Carriers, they state that this overlap is minimal, thereby reducing any potential competitive concerns. (*Id.*) In light of the highly competitive nature of Lavdas's operating environment and the limited intersection between its operations and those of the Affiliated Carriers, Applicants argue that the impact of the transaction on the regulated motor carrier industry will be minimal at most, and neither competition nor the public interest will be adversely affected. (*Id.*)

Applicants concede that the transaction will increase fixed charges in the form of interest expense, explaining that funds will be borrowed to finance the transaction. (*Id.* at 16.) However, Applicants state that the increase in fixed charges will not affect the provision of transportation to the public. (*Id.*)

Applicants do not expect that the transaction will have substantial impacts on employees or labor conditions because Applicants intend to provide the interstate service using Lavdas's employee drivers that are already qualified to provide interstate service. (*Id.*) Applicants do not anticipate a measurable increase or reduction in force or changes in compensation levels or benefits, as Applicants plan to continue the existing operations of Lavdas. (*Id.*) However, they note that staffing redundancies could result in limited downsizing of back-office and/or managerial level personnel. (*Id.*)

Based on Applicants' representations, the Board finds that the transaction 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.

It is ordered:

1. The 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 January 27, 2026, unless opposing comments are filed by January 26, 2026. If any comments are filed, Applicants may file a reply by February 10, 2026.
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: December 8, 2025.

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

Zantori Dickerson,
Clearance Clerk.

[FR Doc. 2025-22592 Filed 12-11-25; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. EP 526 (Sub-No. 24)]

Notice of Railroad-Shipper Transportation Advisory Council Vacancies

AGENCY: Surface Transportation Board (Board).

ACTION: Notice of vacancies on the Railroad-Shipper Transportation Advisory Council (RSTAC) and solicitation of nominations.

SUMMARY: The Board hereby gives notice of vacancies on RSTAC for two large shipper representatives and one small shipper representative. The Board seeks nominations for candidates to fill these vacancies.

DATES: Nominations are due on January 12, 2026.

ADDRESSES: Nominations should be submitted via e-filing on the Board's website at www.stb.gov or in writing addressed to: Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001. Submissions will be posted to the Board's website under Docket No. EP 526 (Sub-No. 24).

FOR FURTHER INFORMATION CONTACT: Stephanie Lyons at (202) 997-7813. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

SUPPLEMENTARY INFORMATION: The Board exercises broad authority over transportation by rail carriers, including regulation of railroad rates, practices, and service issues, (49 U.S.C. 10701-47, 11101-24), the construction, acquisition, operation, and abandonment of rail lines (49 U.S.C. 10901-07), as well as railroad line sales, consolidations, mergers, and common control arrangements, (49 U.S.C. 10902, 11323-27).

Pursuant to 49 U.S.C. 1325, RSTAC was established to advise the Board's Chairman; the Secretary of Transportation; the Committee on Commerce, Science, and Transportation of the Senate; and the Committee on Transportation and Infrastructure of the House of Representatives with respect to rail transportation policy issues RSTAC considers significant. RSTAC focuses on issues of importance to shippers and railroads. The ICC Termination Act of 1995 instructs RSTAC to endeavor to

develop private sector mechanisms to prevent, or identify and address, obstacles to the most effective and efficient transportation system practicable. The members of RSTAC also prepare an annual report concerning RSTAC's activities. RSTAC is not subject to the Federal Advisory Committee Act.

RSTAC's 15 appointed members include representatives of small and large shippers, and small and large railroads. These members are appointed by the Chairman of the Board. In addition, members of the Board and the Secretary of Transportation serve as ex officio members. Of the 15 appointed members, nine are voting members and are appointed from senior executive officers of organizations engaged in the railroad and rail shipping industries. At least four of the voting members must be representatives of small shippers as determined by the Chairman of the Board, and at least four of the voting members must be representatives of Class II or III railroads. The remaining voting member has traditionally been an at-large representative. The other six members—three representing Class I railroads and three representing large shipper organizations—serve in a nonvoting, advisory capacity, but may participate in RSTAC deliberations.

Meetings of RSTAC are required by statute to be held at least semi-annually. RSTAC typically holds meetings quarterly at the Board's headquarters in Washington, DC, although some meetings are held virtually or in other locations.

The members of RSTAC receive no compensation for their services and are required to provide for the expenses incidental to their service, including travel expenses. Currently, RSTAC members have elected to submit annual dues to pay for certain RSTAC expenses.

RSTAC members must be citizens of the United States and represent as broadly as practicable the various segments of the railroad and rail shipper industries. They may not be full-time employees of the United States Government. According to revised guidance issued by the Office of Management and Budget, it is permissible for federally registered lobbyists to serve on advisory committees, such as RSTAC, as long as they do so in a representative capacity, rather than an individual capacity. See *Revised Guidance on Appointment of Lobbyists to Fed. Advisory Comms., Bds., & Comm'ns*, 79 FR 47,482 (Aug. 13, 2014). Members of RSTAC are appointed to serve in a representative capacity.

Each RSTAC member is appointed for a term of three years. No member will be eligible to serve in excess of two consecutive terms. However, a member may serve after the expiration of his or her term until a successor has taken office.

Due to the expiration of the terms of two large shipper representatives and one small shipper representative, the Board is seeking to fill three RSTAC positions. Nominations for candidates to fill a vacancy should be submitted in letter form, identifying the name of the candidate and the vacancy for which the candidate is being nominated, providing a summary of why the candidate is qualified to serve on RSTAC, and containing representations that the candidate is willing to serve as an RSTAC member effective immediately upon appointment. Candidates may nominate themselves. RSTAC candidate nominations should be filed with the Board by January 12, 2026. Members selected to serve on RSTAC are chosen at the discretion of the Board's Chairman.

Please note that submissions will be posted on the Board's website under Docket No. EP 526 (Sub-No. 24) and can also be obtained by contacting the Office of Public Assistance, Governmental Affairs, and Compliance at RCPA@stb.gov or (202) 245-0238.

(Authority: 49 U.S.C. 1325.)

Decided: December 10, 2025.

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

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2025-22689 Filed 12-11-25; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. AB 55 (Sub-No. 822X)]

CSX Transportation, Inc.—Discontinuance of Service Exemption—in Robeson and Bladen Counties, N.C.

CSX Transportation, Inc. (CSXT), has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue service over an approximately 21.72-mile rail line on its Southeast Division, Wilmington Subdivision from milepost SEA 297.61 to milepost SEA 311.19 and milepost SEB 311.19 to milepost SEB 319.33 in Robeson and Bladen Counties, N.C. (the