

Economic Injury (EIDL) Loan Application Deadline Date: April 22, 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: The notice of the President’s major disaster declaration for Private Non-Profit organizations in the Commonwealth of Kentucky, dated July 22, 2025, is hereby amended to include the following areas as adversely affected by the disaster.

Primary Counties: Anderson, Ballard, Bracken, Bullitt, Carlisle, Clay, Crittenden, Daviess, Fulton, Hardin, Harrison, Jessamine, Leslie, Lewis, Lincoln, Livingston, Madison, Marshall, McCracken, Mercer, Monroe, Ohio, Oldham, Robertson, Simpson, Todd.

All other information in the original declaration remains unchanged.

(Catalog of Federal Domestic Assistance Number 59008)

(Authority: 13 CFR 1234.3(b).)

James Stallings,
Associate Administrator, Office of Disaster Recovery & Resilience.
[FR Doc. 2025–14427 Filed 7–29–25; 8:45 am]
BILLING CODE 8026–09–P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #21197 and #21198; KENTUCKY Disaster Number KY–20021]

Presidential Declaration of a Major Disaster for Public Assistance Only for the Commonwealth of Kentucky

AGENCY: U.S. Small Business Administration.
ACTION: Notice.

SUMMARY: This is a Notice of the Presidential declaration of a major disaster for Public Assistance Only for the Commonwealth of Kentucky (FEMA–4864–DR), dated July 22, 2025.

Incident: Severe Storms, Straight-line Winds, Tornadoes, Flooding, Landslides, and Mudslides.

DATES: Issued on July 22, 2025.
Incident Period: April 2, 2025 through May 16, 2025.

Physical Loan Application Deadline Date: September 22, 2025.
Economic Injury (EIDL) Loan Application Deadline Date: April 22, 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 President’s major disaster declaration on July 22, 2025, Private Non-Profit organizations that provide essential services of a governmental nature may file disaster loan applications 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: Allen, Barren, Breathitt, Breckinridge, Butler, Caldwell, Calloway, Campbell, Carroll, Carter, Casey, Christian, Clark, Edmonson, Elliott, Estill, Floyd, Franklin, Gallatin, Garrard, Graves, Grayson, Green, Greenup, Hancock, Hart, Henderson, Hickman, Hopkins, Jackson, Jefferson, Johnson, Kenton, LaRue, Lawrence, Lee, Logan, Lyon, Magoffin, Marion, Martin, McLean, Meade, Metcalfe, Morgan, Muhlenberg, Nelson, Nicholas, Owen, Owsley, Pendleton, Perry, Powell, Rockcastle, Spencer, Taylor, Trigg, Trimble, Union, Warren, Washington, Webster, Wolfe, Woodford.

The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Non-Profit Organizations with Credit Available Elsewhere ...	3.625
Non-Profit Organizations without Credit Available Elsewhere	3.625
<i>For Economic Injury:</i>	
Non-Profit Organizations without Credit Available Elsewhere	3.625

The number assigned to this disaster for physical damage is 211976 and for economic injury is 211980.

(Catalog of Federal Domestic Assistance Number 59008)

(Authority: 13 CFR 1234.3(b).)

James Stallings,
Associate Administrator, Office of Disaster Recovery & Resilience.
[FR Doc. 2025–14426 Filed 7–29–25; 8:45 am]
BILLING CODE 8026–09–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36866]

OPSEU Pension Plan Trust Fund, Jaguar Transport Holdings, LLC, and Jaguar Rail Holdings, LLC—Control Exemption—Central Washington Railroad Company, LLC

OPSEU Pension Plan Trust Fund (OPTrust), Jaguar Transport Holdings, LLC (JTH), and Jaguar Rail Holdings, LLC (JRH) (collectively, Jaguar), each a noncarrier, have filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to acquire control of Central Washington Railroad Company, LLC (CWAR). CWAR¹ is an existing Class III railroad common carrier.²

According to the verified notice, OPTrust indirectly controls JTH, which, in turn, directly controls JRH. JTH currently controls, indirectly, 11 Class III railroads. Of the 11 railroads currently under JTH’s indirect control, eight³ are controlled directly by JRH. JRH also indirectly controls two⁴ other railroads through WYCO. JTH indirectly controls West Memphis Base Railroad, L.L.C., through Jaguar Transport, LLC, a separate JTH subsidiary affiliated with JRH.⁵

Pursuant to a Unit Purchase Agreement, Jaguar proposes to acquire

¹ The verified notice indicates that CWAR was formerly a corporation—Central Washington Railroad Company—that has reconstituted as a limited liability company).

² See *Cent. Wash. R.R.—Lease & Operation Exemption—The Burlington N. & Santa Fe Ry, FD 34640* (STB served Jan. 21, 2005).

³ Those carriers, and the states in which they operate, are: (1) Southwestern Railroad, Inc. (New Mexico, Texas, and Oklahoma); (2) Texas & Eastern Railroad, LLC (Texas); (3) Wyoming and Colorado Railroad, Inc. (WYCO) (Oregon); (4) Missouri Eastern Railroad, LLC (Missouri); (5) Charlotte Western Railroad, LLC (North Carolina); (6) Kinston Railroad LLC (North Carolina); (7) Waterloo Railroad LLC (Iowa); and (8) Kansas City West Bottoms Railroad, LLC (Missouri and Kansas).

⁴ Those carriers, and the states in which they operate, are: (1) Cimarron Valley Railroad, L.C. (Kansas, Colorado, and Oklahoma); and (2) Washington Eastern Railroad, LLC (Washington).

⁵ Concurrent with this acquisition of control notice of exemption, Jaguar is filing a separate notice of exemption to authorize Jaguar’s acquisition of control of another Class III rail carrier, Columbia Basin Railroad Company, LLC (CBRW), in Docket No. FD 36865. CWAR’s lines and CBRW’s lines are each located in the State of Washington, but CWAR’s and CBRW’s railroad networks do not connect or intersect.

control of CWAR.⁶ According to the verified notice, the primary purpose of the transaction is for Jaguar to add CWAR to its various short line holdings. The verified notice further states that the transaction will promote Jaguar's investment objectives and sustain its railroads' efficiency, financial strength, and ability to meet customer needs. Jaguar also states that the agreement does not include any provision that would limit the future interchange of traffic with a third-party connecting carrier.

Jaguar represents that its acquisition of control of CWAR is not a transaction where: (1) CWAR would connect with any of the Jaguar railroads, (2) Jaguar plans through its acquisition of control of CWAR to connect to any of the Jaguar railroads, or to connect any of the Jaguar railroads to one another; or (3) a Class I carrier is involved. The proposed transaction is therefore exempt from the prior approval requirements of 49 U.S.C. 11323 pursuant to 49 CFR 1180.2(d)(2).

This transaction may be consummated on or after August 13, 2025, the effective date of the exemption (30 days after the verified notice was filed).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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 August 6, 2025.

All pleadings, referring to Docket No. FD 36866, 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, one copy of each pleading must be served on Jaguar's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker

Drive, Suite 800, Chicago, IL 60606-3208.

According to Jaguar, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic reporting requirements under 49 CFR 1105.8(b).

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

Decided: July 25, 2025.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Kenyatta Clay,

Clearance Clerk.

[FR Doc. 2025-14383 Filed 7-29-25; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36865]

OPSEU Pension Plan Trust Fund, Jaguar Transport Holdings, LLC, and Jaguar Rail Holdings, LLC—Control Exemption—Columbia Basin Railroad Company, LLC

OPSEU Pension Plan Trust Fund (OPTrust), Jaguar Transport Holdings, LLC (JTH), and Jaguar Rail Holdings, LLC (JRH) (collectively, Jaguar), each a noncarrier, have filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to acquire control of Columbia Basin Railroad Company, LLC (CBRW). CBRW¹ is an existing Class III railroad common carrier.²

According to the verified notice, OPTrust indirectly controls JTH, which, in turn, directly controls JRH. JTH currently controls, indirectly, 11 Class III railroads. Of the 11 railroads currently under JTH's indirect control, eight³ are controlled directly by JRH. JRH also indirectly controls two⁴ other railroads through WYCO. JTH indirectly controls West Memphis Base Railroad, L.L.C., through Jaguar Transport, LLC, a

¹ The verified notice indicates that CBRW was formerly a corporation—Columbia Basin Railroad Company, Inc.—that has reconstituted as a limited liability company.

² See *Columbia Basin R.R.—Acquisition & Operation Exemption—BNSF Ry.*, FD 35066 (STB served Nov. 16, 2007).

³ Those carriers, and the states in which they operate, are: (1) Southwestern Railroad, Inc. (New Mexico, Texas, and Oklahoma); (2) Texas & Eastern Railroad, LLC (Texas); (3) Wyoming and Colorado Railroad, Inc. (WYCO) (Oregon); (4) Missouri Eastern Railroad, LLC (Missouri); (5) Charlotte Western Railroad, LLC (North Carolina); (6) Kinston Railroad, LLC (North Carolina); (7) Waterloo Railroad LLC (Iowa); and (8) Kansas City West Bottoms Railroad, LLC (Missouri and Kansas).

⁴ Those carriers, and the states in which they operate, are: (1) Cimarron Valley Railroad, L.C. (Kansas, Colorado, and Oklahoma); and (2) Washington Eastern Railroad, LLC (Washington).

separate JTH subsidiary affiliated with JRH.⁵

Pursuant to a Unit Purchase Agreement, Jaguar proposes to acquire control of CBRW.⁶ According to the verified notice, the primary purpose of the transaction is for Jaguar to add CBRW to its various short line holdings. The verified notice further states that the transaction will promote Jaguar's investment objectives and sustain its railroads' efficiency, financial strength, and ability to meet customer needs. Jaguar also states that the agreement does not include any provision that would limit the future interchange of traffic with a third-party connecting carrier.

Jaguar represents that its acquisition of control of CBRW is not a transaction where: (1) CBRW would connect with any of the Jaguar railroads, (2) Jaguar plans through its acquisition of control of CBRW to connect CBRW to any of the Jaguar railroads, or to connect any of the Jaguar railroads to one another; or (3) a Class I carrier is involved. The proposed transaction is therefore exempt from the prior approval requirements of 49 U.S.C. 11323 pursuant to 49 CFR 1180.2(d)(2).

This transaction may be consummated on or after August 13, 2025, the effective date of the exemption (30 days after the verified notice was filed).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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 August 6, 2025.

⁵ Concurrent with this acquisition of control notice of exemption, Jaguar is filing a separate notice of exemption to authorize Jaguar's acquisition of control of another Class III rail carrier, Central Washington Railroad Company, LLC (CWAR), in Docket No. FD 36866. CWAR's lines and CBRW's lines are each located in the State of Washington, but CWAR's and CBRW's railroad networks do not connect or intersect.

⁶ Public and confidential versions of the agreement were filed with the verified notice. The confidential version was submitted under seal concurrent with a motion for protective order, which was granted on July 25, 2025.

⁶ Public and confidential versions of the agreement were filed with the verified notice. The confidential version was submitted under seal concurrent with a motion for protective order, which was granted on July 25, 2025.