

- Sanford-Orlando International Airport, Sanford, Florida (SFB);
- Tampa International Airport, Tampa, Florida (TPA);
- Hartsfield-Jackson Atlanta International Airport, Atlanta, Georgia (ATL);
- Honolulu International Airport, Honolulu, Hawaii (HNL);
- Chicago O'Hare International Airport, Chicago, Illinois (ORD);
- Baltimore/Washington International Thurgood Marshall Airport, Baltimore, Maryland (BWI);
- Boston-Logan International Airport, Boston, Massachusetts (BOS);
- Detroit Metropolitan Wayne County Airport, Romulus, Michigan (DTW);
- Minneapolis-St. Paul International Airport, Minneapolis, Minnesota (MSP);
- Las Vegas-McCarran International Airport, Las Vegas, Nevada (LAS);
- Newark Liberty International Airport, Newark, New Jersey (EWR);
- John F. Kennedy International Airport, Jamaica, New York (JFK);
- Charlotte Douglas International Airport, Charlotte, North Carolina (CLT);
- Raleigh-Durham International Airport, Morrisville, North Carolina (RDU);
- Portland International Airport, Portland, Oregon (PDX);
- Philadelphia International Airport, Philadelphia, Pennsylvania (PHL);
- San Juan-Luis Munoz Marin International Airport, San Juan, Puerto Rico (SJU);
- Dallas Fort Worth International Airport, Dallas, Texas (DFW);
- George Bush Intercontinental Airport, Houston, Texas (IAH);
- San Antonio International Airport, San Antonio, Texas (SAT);
- Salt Lake City International Airport, Salt Lake City, Utah (SLC);
- Washington Dulles International Airport, Sterling, Virginia (IAD);
- Seattle-Tacoma International Airport-SEATAC, Seattle, Washington (SEA).

The preamble to the Global Entry final rule states that when CBP is ready to expand Global Entry to additional airports and has selected the airports, CBP will publish an announcement in the **Federal Register** and post the information on the Web site, <http://www.globalentry.gov>.

Expansion of Global Entry Program to Seven Additional Airports

CBP is designating seven additional airports for Global Entry. Each of these airports will have Global Entry kiosks for the use of participants. The additional airports, listed alphabetically by state, are:

- Ted Stevens Anchorage International Airport, Anchorage, Alaska (ANC);
- Chicago Midway International Airport, Chicago, Illinois (MDW);
- Cincinnati/Northern Kentucky International Airport, Hebron, Kentucky (CVG);
- Cleveland Hopkins International Airport, Cleveland, Ohio (CLE);
- Pittsburgh International Airport, Pittsburgh, Pennsylvania (PIT);
- Austin-Bergstrom International Airport, Austin, Texas (AUS);
- General Mitchell International Airport, Milwaukee, Wisconsin (MKE).

Global Entry will become operational at all seven airports on or before July 13, 2015. The exact starting dates of Global Entry at each airport location will be announced on the Web site, <http://www.globalentry.gov>.

Dated: January 7, 2015.

John P. Wagner,
Acting Assistant Commissioner, Office of Field Operations.

[FR Doc. 2015-00256 Filed 1-9-15; 8:45 am]

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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. FR-5807-N-04]

Final Fair Market Rents for the Housing Choice Voucher Program and Moderate Rehabilitation Single Room Occupancy Program Fiscal Year 2015; Revised

AGENCY: Office of the Assistant Secretary for Policy Development and Research, HUD.

ACTION: Notice of Final Fiscal Year (FY) 2015 Fair Market Rents (FMRs), Update.

SUMMARY: Today's notice updates the FY 2015 FMRs for Seattle-Bellevue, WA, HUD Metro FMR Area (HMFA), based on surveys conducted in October 2014 by the area public housing agencies

(PHAs). The FY 2015 FMRs for these areas reflect the estimated 40th percentile rent levels trended to April 1, 2015.

DATES: *Effective Date:* The FMRs published in this notice are effective on January 12, 2015.

FOR FURTHER INFORMATION CONTACT: For technical information on the methodology used to develop FMRs or a listing of all FMRs, please call the HUD USER information line at 800-245-2691 or access the information on the HUD USER Web site: <http://www.huduser.org/portal/datasets/fmr.html>. FMRs are listed at the 40th or 50th percentile in Schedule B. For informational purposes, 40th percentile recent-mover rents for the areas with 50th percentile FMRs will be provided in the HUD FY 2015 FMR documentation system at <http://www.huduser.org/portal/datasets/fmr/fmrs/docsys.html&data=fmr15> and 50th percentile rents for all FMR areas are published at <http://www.huduser.org/portal/datasets/50per.html>.

Questions related to use of FMRs or voucher payment standards should be directed to the respective local HUD program staff. Questions on how to conduct FMR surveys or concerning further methodological explanations may be addressed to Marie L. Lihn or Peter B. Kahn, Economic and Market Analysis Division, Office of Economic Affairs, Office of Policy Development and Research, telephone 202-708-0590. Persons with hearing or speech impairments may access this number through TTY by calling the toll-free Federal Relay Service at 800-877-8339. (Other than the HUD USER information line and TDD numbers, telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The FMRs appearing in the following table supersede the values found in Schedule B that became effective on October 1, 2014, and were printed in the October 3, 2014 (79 FR 59786) **Federal Register** (available from HUD at: http://www.huduser.org/portal/datasets/fmr/fmr2015f/FR_Published_Preamble_FY2015F.pdf).

The FMRs for the affected area are revised as follows:

2015 Fair Market Rent Area	FMR by number of bedrooms in unit				
	0 BR	1 BR	2 BR	3 BR	4 BR
Seattle-Bellevue, WA HMFA	972	1150	1415	2085	2506

Dated: January 5, 2015.

Katherine M. O'Regan,
Assistant Secretary for Policy Development
& Research.

[FR Doc. 2015-00198 Filed 1-9-15; 8:45 am]

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DEPARTMENT OF THE INTERIOR

[FWS-R2-FHC-2014-N178;
FVHC98120208440-XXX-FF02ETTX00]

Texas City Y Oil Spill; Notice of Intent To Conduct Restoration Planning

AGENCY: Interior.

ACTION: Notice of Intent.

SUMMARY: Under the Oil Pollution Act (OPA), Federal and State trustees for natural resources are authorized to assess natural resource injuries resulting from an oil discharge or the substantial threat of discharge, as well those injuries that result from response activities. The trustees develop and implement a restoration plan to identify and quantify injuries to natural resources and the restoration required to compensate for those injuries. This notice announces the intent of the Federal and State trustees to conduct restoration planning regarding the discharge of oil from the Kirby Barge 27706 resulting from the collision with an inbound bulk carrier, the M/V SUMMER WIND, an incident that occurred in the Houston Ship Channel near Texas City, Texas on March 22, 2014.

FOR FURTHER INFORMATION CONTACT: Benjamin Tuggle, Regional Director, Southwest Region, U.S. Fish and Wildlife Service, (505) 248-6911.

SUPPLEMENTARY INFORMATION: The Texas City Y Oil Spill occurred on March 22, 2014, in Galveston Bay in the vicinity of the Houston Ship Channel near Texas City, Texas, when the inbound bulk carrier M/V SUMMER WIND collided with the oil tank-barge KIRBY 27706. At the time of the collision, the M/V MISS SUSAN was towing the oil tank-barges KIRBY 27705 and KIRBY 27706. As a result of the collision, the number 2 starboard tank of KIRBY 27706 was punctured discharging approximately 168,000 gallons (4,000 barrels) of intermediate fuel oil (IFO-380) into Galveston Bay and subsequently entered the waters of the Gulf of Mexico (referred to as the "Texas City Incident").

Pursuant to Section 1006 of the Oil Pollution Act of 1990 (OPA), 33 U.S.C. 2706, Federal and State trustees for natural resources are authorized to (1) assess natural resource injuries resulting

from a discharge of oil or the substantial threat of a discharge and from response activities, and (2) develop and implement a plan for restoration of such injured resources and their services. The Federal trustees are designated pursuant to the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) (40 CFR 300.600) and Executive Order 12777. State trustees are designated by the governors of each State pursuant to the NCP, 40 CFR 300.605, OPA 33 U.S.C. 2706(b)(3), Clean Water Act (CWA), 33 U.S.C. 1321(f)(5), and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA; 42 U.S.C. 9607(f)(2)(B)). The following agencies are designated natural resources trustees under OPA and are currently acting as trustees for this Incident: The United States Department of the Interior (DOI), as represented by the United States Fish and Wildlife Service and the National Park Service; the National Oceanic and Atmospheric Administration (NOAA) on behalf of the United States Department of Commerce; and the Texas Parks and Wildlife Department (TPWD), Texas Commission on Environmental Quality (TCEQ) and Texas General Land Office (GLO) for the State of Texas (collectively, the Trustees). In addition to acting as Trustees for this Incident under OPA, the State of Texas is also acting pursuant to its applicable state laws and authorities, including the Texas Oil Spill Prevention and Response Act of 1991, Tex. Nat. Res. Code Chapter 40.

The Responsible Party (RP) identified for this Incident thus far is Kirby Inland Marine, LP ("Kirby"), owner of the M/V MISS SUSAN, KIRBY 27705 and KIRBY 27706. Pursuant to 15 CFR 990.14(c), the Trustees have invited the RP identified above to participate in a cooperative Natural Resource Damage Assessment (NRDA) process. To date, the Trustees have coordinated with Kirby representatives on activities undertaken as part of the NRDAR process.

The Trustees initiated the Preassessment Phase of the NRDA in accordance with 15 CFR 990.40 to determine if they have jurisdiction to pursue restoration under OPA and, if so, whether it is appropriate to do so. During the Preassessment Phase, the Trustees collected and analyzed the following: (1) Data reasonably expected to be necessary to make a determination of jurisdiction and a determination to conduct restoration planning, (2) ephemeral data, and (3) information needed for assessment activities as part of the Restoration Planning Phase. The

collection and analysis of the data and information listed above continues to date.

Under the NRDA regulations applicable to OPA, 15 CFR part 990 (NRDA regulations), the Trustees prepare and issue a notice of intent to conduct restoration planning (notice) to demonstrate that conditions have been met that establish that the Trustees have jurisdiction over this matter and that restoration of natural resources is feasible and appropriate.

Pursuant to 15 CFR 990.44, this notice announces that the Trustees have determined to proceed with restoration planning to fully evaluate, assess, quantify and develop plans for restoring, replacing or acquiring the equivalent of injured natural resources and services losses resulting from the Texas City Y Incident. The restoration planning process will include collection of information for evaluating and quantifying injuries, and use of that information to determine the need for, and type and scale of restoration actions.

Determination of Jurisdiction

The Trustees have made the following findings pursuant to 15 CFR 990.41:

1. The Texas City Y Incident resulted in discharges of oil into and upon navigable waters of the United States, including the Gulf of Mexico, as well as adjoining shorelines, all of which constitute an "incident" within the meaning of 15 CFR 990.30.

2. The discharge(s) are not permitted pursuant to federal, state, or local law; are not from a public vessel; and are not from an onshore facility subject to the Trans-Alaska Pipeline Authority Act, (43 U.S.C. 1651 *et seq.*).

3. Natural resources under the trusteeship of the Trustees have been and continue to be injured or threatened as a result of discharged oil and associated removal efforts. The discharged oil is harmful to natural resources exposed to the oil, including aquatic organisms, birds, wildlife, vegetation, and habitats. Discharged oil and the response activities to address the discharges of oil have resulted in adverse effects on natural resources in and around the coastal waters of Texas and along its adjoining shorelines, and impaired services that those resources provide. The full extent of potential injuries is currently unknown; however current natural resources and resource services that have been impacted due to the discharged oil include but are not limited to the following:

- Over 160 miles of shoreline habitats, including salt marshes, sandy beaches, and mangroves.