

DEPARTMENT OF ENERGY**Federal Energy Regulatory Commission****Combined Notice of Filings #1**

Take notice that the Commission received the following electric rate filings:

Docket Numbers: ER19-465-001.
Applicants: Midcontinent Independent System Operator, Inc.
Description: Report Filing: 2019-11-01_Order 841 extension request to be effective N/A.
Filed Date: 11/1/19.
Accession Number: 20191101-5279.
Comments Due: 5 p.m. ET 11/8/19.
Docket Numbers: ER19-2818-001.
Applicants: Upper Missouri G. & T. Electric Cooperative, Inc.
Description: Tariff Amendment: Supplement to Initial Formula Rate Filing to be effective 11/15/2019.
Filed Date: 11/5/19.
Accession Number: 20191105-5069.
Comments Due: 5 p.m. ET 11/26/19.
Docket Numbers: ER19-2820-000.
Applicants: Upper Missouri G. & T. Electric Cooperative, Inc.
Description: Supplement to September 16, 2019 Upper Missouri G. & T. Electric Cooperative, Inc. tariff filing.
Filed Date: 11/5/19.
Accession Number: 20191105-5100.
Comments Due: 5 p.m. ET 11/26/19.
Docket Numbers: ER19-2823-000.
Applicants: Isabella Wind, LLC.
Description: Second Supplement to September 17, 2019 Isabella Wind, LLC tariff filing.
Filed Date: 11/1/19.
Accession Number: 20191101-5293.
Comments Due: 5 p.m. ET 11/15/19.
Docket Numbers: ER20-301-000.
Applicants: PJM Interconnection, L.L.C.
Description: Tariff Cancellation: Notice of Cancellation of WMPA/SA No. 4377; Queue No. AB1-040 to be effective 11/12/2019.
Filed Date: 11/4/19.
Accession Number: 20191104-5096.
Comments Due: 5 p.m. ET 11/25/19.
Docket Numbers: ER20-302-000.
Applicants: PJM Interconnection, L.L.C.
Description: § 205(d) Rate Filing: First Revised ISA, SA No. 2255, Queue AC1-100 to be effective 10/4/2019.
Filed Date: 11/4/19.
Accession Number: 20191104-5099.
Comments Due: 5 p.m. ET 11/25/19.
Docket Numbers: ER20-303-000.
Applicants: Midcontinent Independent System Operator, Inc.

Description: § 205(d) Rate Filing: 2019-11-04_CTA Continuous Improvement Filing to be effective 2/2/2020.

Filed Date: 11/4/19.
Accession Number: 20191104-5100.
Comments Due: 5 p.m. ET 11/25/19.
Docket Numbers: ER20-304-000.
Applicants: PPL Electric Utilities Corporation.

Description: § 205(d) Rate Filing: Service Agreement 941 between MAIT and PPL EU to be effective 11/4/2019.

Filed Date: 11/4/19.
Accession Number: 20191104-5103.
Comments Due: 5 p.m. ET 11/25/19.
Docket Numbers: ER20-305-000.
Applicants: Midcontinent Independent System Operator, Inc.

Description: § 205(d) Rate Filing: 2019-11-04_CTA Project Cost Definition Filing to be effective 2/2/2020.

Filed Date: 11/4/19.
Accession Number: 20191104-5101.
Comments Due: 5 p.m. ET 11/25/19.
Docket Numbers: ER20-306-000.
Applicants: PJM Interconnection, L.L.C.

Description: § 205(d) Rate Filing: Amendment to Original WMPA, SA No. 4951; Queue No. AD1-054 to be effective 2/20/2018.

Filed Date: 11/4/19.
Accession Number: 20191104-5104.
Comments Due: 5 p.m. ET 11/25/19.
Docket Numbers: ER20-307-000.
Applicants: C.P. Crane LLC.

Description: Tariff Cancellation: cancellation tariff to be effective 1/5/2020.

Filed Date: 11/5/19.
Accession Number: 20191105-5066.
Comments Due: 5 p.m. ET 11/26/19.
Docket Numbers: ER20-308-000.
Applicants: ISO New England Inc.

Description: ISO New England Inc. submits Informational filing for Qualification in the Forward Capacity Market.

Filed Date: 11/5/19.
Accession Number: 20191105-5086.
Comments Due: 5 p.m. ET 11/20/19.
Docket Numbers: ER20-310-000.
Applicants: Tampa Electric Company.

Description: Compliance filing: Compliance Filing Changes to Market-Based Rate Tariff to be effective 1/1/2020.

Filed Date: 11/5/19.
Accession Number: 20191105-5089.
Comments Due: 5 p.m. ET 11/26/19.
Docket Numbers: ER20-311-000.
Applicants: ISO New England Inc.
Description: ISO New England Inc. submits Installed Capacity Requirement, Hydro Quebec Interconnection

Capability Credits and Related Values for the 2023/2024 Capacity Commitment Period.

Filed Date: 11/5/19.
Accession Number: 20191105-5112.
Comments Due: 5 p.m. ET 11/26/19.
Docket Numbers: ER20-312-000.
Applicants: PJM Interconnection, L.L.C.

Description: Tariff Cancellation: Notice of Cancellation of WMPA/SA No. 4378; Queue No. AB1-041 to be effective 11/12/2019.

Filed Date: 11/5/19.
Accession Number: 20191105-5114.
Comments Due: 5 p.m. ET 11/26/19.
Docket Numbers: ER20-313-000.
Applicants: Sun Streams 2, LLC.

Description: Baseline eTariff Filing: Certificate of Concurrence for Shared Facilities Common Ownership Agreement to be effective 11/6/2019.

Filed Date: 11/5/19.
Accession Number: 20191105-5115.
Comments Due: 5 p.m. ET 11/26/19.
Docket Numbers: ER20-314-000.
Applicants: Sun Streams 4, LLC.

Description: Baseline eTariff Filing: Certificate of Concurrence for Shared Facilities Common Ownership Agreement to be effective 11/6/2019.

Filed Date: 11/5/19.
Accession Number: 20191105-5116.
Comments Due: 5 p.m. ET 11/26/19.
Docket Numbers: ER20-315-000.
Applicants: PJM Interconnection, L.L.C.

Description: Tariff Cancellation: Notice of Cancellation of WMPA/SA No. 4379; Queue No. AB1-042 to be effective 11/12/2019.

Filed Date: 11/5/19.
Accession Number: 20191105-5128.
Comments Due: 5 p.m. ET 11/26/19.
Docket Numbers: ER20-316-000.
Applicants: Sun Streams PVS, LLC.

Description: Baseline eTariff Filing: Certificate of Concurrence for Shared Facilities Common Ownership Agreement to be effective 11/6/2019.

Filed Date: 11/5/19.
Accession Number: 20191105-5132.
Comments Due: 5 p.m. ET 11/26/19.
Docket Numbers: ER20-317-000.
Applicants: Sun Streams Expansion, LLC.

Description: Baseline eTariff Filing: Certificate of Concurrence for Shared Facilities Common Ownership Agreement to be effective 11/6/2019.

Filed Date: 11/5/19.
Accession Number: 20191105-5133.
Comments Due: 5 p.m. ET 11/26/19.
Take notice that the Commission received the following electric securities filings:

Docket Numbers: ES19-25-001.

Applicants: NSTAR Electric Company.

Description: Supplement to April 24, 2019 Application under Section 204 of the Federal Power Act for Authorization to Issue Securities of NSTAR Electric Company.

Filed Date: 11/1/19.

Accession Number: 20191101–5316.

Comments Due: 5 p.m. ET 11/22/19.

The filings are accessible in the Commission's eLibrary system by clicking on the links or querying the docket number.

Any person desiring to intervene or protest in any of the above proceedings must file in accordance with Rules 211 and 214 of the Commission's Regulations (18 CFR 385.211 and 385.214) on or before 5 p.m. Eastern time on the specified comment date. Protests may be considered, but intervention is necessary to become a party to the proceeding.

eFiling is encouraged. More detailed information relating to filing requirements, interventions, protests, service, and qualifying facilities filings can be found at: <http://www.ferc.gov/docs-filing/efiling/filing-req.pdf>. For other information, call (866) 208–3676 (toll free). For TTY, call (202) 502–8659.

Dated: November 5, 2019.

Kimberly D. Bose,

Secretary.

[FR Doc. 2019–24566 Filed 11–8–19; 8:45 am]

BILLING CODE 6717–01–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OAR–2019–0588; FRL–10001–99–OAR]

Alternative Methods for Calculating Off-Cycle Credits Under the Light-Duty Vehicle Greenhouse Gas Emissions Program: Applications From Nissan North America, Inc.

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: EPA is requesting comment on applications from Nissan North America, Inc. (“Nissan”) for off-cycle carbon dioxide (CO₂) credits under EPA's light-duty vehicle greenhouse gas emissions standards. “Off-cycle” emission reductions can be achieved by employing technologies that result in real-world benefits, but where that benefit is not adequately captured on the test procedures used by manufacturers to demonstrate compliance with emission standards. EPA's light-duty vehicle greenhouse gas

program acknowledges these benefits by giving automobile manufacturers several options for generating “off-cycle” CO₂ credits. Under the regulations, a manufacturer may apply for CO₂ credits for off-cycle technologies that result in off-cycle benefits. In these cases, a manufacturer must provide EPA with a proposed methodology for determining the real-world off-cycle benefit. Nissan has submitted applications that describe methodologies for determining off-cycle credits from technologies described in their application. Pursuant to applicable regulations, EPA is making Nissan's off-cycle credit calculation methodologies available for public comment.

DATES: Comments must be received on or before December 12, 2019.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA–HQ–OAR–2019–0588, to the Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the online instructions for submitting comments. Once submitted, comments cannot be edited or withdrawn. The EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.* on the web, cloud, or other file sharing system). For additional submission methods, the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <http://www2.epa.gov/dockets/commenting-epa-dockets>.

FOR FURTHER INFORMATION CONTACT:

Roberts French, Environmental Protection Specialist, Office of Transportation and Air Quality, Compliance Division, U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105. Telephone: (734) 214–4380. Fax: (734) 214–4869. Email address: french.roberts@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

EPA's light-duty vehicle greenhouse gas (GHG) program provides three pathways by which a manufacturer may accrue off-cycle carbon dioxide (CO₂) credits for those technologies that

achieve CO₂ reductions in the real world but where those reductions are not adequately captured on the test used to determine compliance with the CO₂ standards, and which are not otherwise reflected in the standards' stringency. The first pathway is a predetermined list of credit values for specific off-cycle technologies that may be used beginning in model year 2014.¹ This pathway allows manufacturers to use conservative credit values established by EPA for a wide range of technologies, with minimal data submittal or testing requirements, if the technologies meet EPA regulatory definitions. In cases where the off-cycle technology is not on the menu but additional laboratory testing can demonstrate emission benefits, a second pathway allows manufacturers to use a broader array of emission tests (known as “5-cycle” testing because the methodology uses five different testing procedures) to demonstrate and justify off-cycle CO₂ credits.² The additional emission tests allow emission benefits to be demonstrated over some elements of real-world driving not adequately captured by the GHG compliance tests, including high speeds, hard accelerations, and cold temperatures. These first two methodologies were completely defined through notice and comment rulemaking and therefore no additional process is necessary for manufacturers to use these methods. The third and last pathway allows manufacturers to seek EPA approval to use an alternative methodology for determining the off-cycle CO₂ credits.³ This option is only available if the benefit of the technology cannot be adequately demonstrated using the 5-cycle methodology. Manufacturers may also use this option for model years prior to 2014 to demonstrate off-cycle CO₂ reductions for technologies that are on the predetermined list, or to demonstrate reductions that exceed those available via use of the predetermined list.

Under the regulations, a manufacturer seeking to demonstrate off-cycle credits with an alternative methodology (*i.e.*, under the third pathway described above) must describe a methodology that meets the following criteria:

- Use modeling, on-road testing, on-road data collection, or other approved analytical or engineering methods;
- Be robust, verifiable, and capable of demonstrating the real-world emissions benefit with strong statistical significance;

¹ See 40 CFR 86.1869–12(b).

² See 40 CFR 86.1869–12(c).

³ See 40 CFR 86.1869–12(d).