notification when a document is added to a subscribed docket(s). For assistance with any FERC Online service, please email FERCONlineSupport@ferc.gov, or call (866) 208–3676 (toll free). For TTY, call (202) 502–8659.

Comment Date: 5:00 p.m. Eastern Time on April 16, 2018.


Nathaniel J. Davis, Sr.,
Deputy Secretary.

[FR Doc. 2018–07281 Filed 4–9–18; 8:45 am]
BILLING CODE 6717–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

Combined Notice of Filings #1

Applicants: Bayonne Plant Holding, L.L.C.
Filed Date: 4/3/18.
Accession Number: 20180403–5206.
Comments Due: 5 p.m. ET 4/24/18.
Docket Numbers: EC18–81–000.
Applicants: Allegheny Ridge Wind Farm, LLC, Aragonine Wind LLC, Blue Canyon Windpower LLC, Buena Vista Energy, LLC, Caprock Wind LLC, Cedar Creek Wind Energy, LLC, Crescent Ridge LLC, Goshen Phase II LLC, GSG, LLC, Kumeyaay Wind LLC, Mendota Hills LLC, Rockland Wind Farm LLC, Wolverine Creek Goshen Interconnection LLC, Commodore US Holdings Corporation.
Filed Date: 4/3/18.
Accession Number: 20180403–5208.
Comments Due: 5 p.m. ET 4/24/18.

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

Description: Notice of Non-Material Change in Status of the GE MBR Affiliates.
Filed Date: 4/3/18.
Accession Number: 20180403–5214.
Comments Due: 5 p.m. ET 4/24/18.
Docket Numbers: ER18–1294–000.
Applicants: Montpelier Generating Station, LLC.
Description: Compliance filing: Reactive Service Rate Schedules Compliance Filing to be effective 3/27/2018.
Filed Date: 4/4/18.
Accession Number: 20180404–5088.
Comments Due: 5 p.m. ET 4/25/18.
Docket Numbers: ER18–1295–000.
Applicants: O.H. Hutchings CT, LLC.
Description: Compliance filing: Reactive Service Rate Schedules Compliance Filing to be effective 3/27/2018.
Filed Date: 4/4/18.
Accession Number: 20180404–5136.
Comments Due: 5 p.m. ET 4/25/18.
Docket Numbers: ER18–1296–000.
Applicants: Power 52 Inc.
Description: Compliance filing: Reactive Service Rate Schedules Compliance Filing to be effective 3/27/2018.
Filed Date: 4/4/18.
Accession Number: 20180404–5140.
Comments Due: 5 p.m. ET 4/25/18.
Docket Numbers: ER18–1297–000.
Applicants: Southern California Edison Company.
Description: Compliance filing: Reactive Service Rate Schedules Compliance Filing to be effective 3/27/2018.
Filed Date: 4/4/18.
Accession Number: 20180404–5142.
Comments Due: 5 p.m. ET 4/25/18.
Docket Numbers: ER18–1298–000.
Applicants: Southern California Edison Company.
Description: § 205(d) Rate Filing: LGIA—SCE & Desert Quartzite, LLC for Quartz 3 Solar Project to be effective 4/4/2018.
Filed Date: 4/4/18.
Accession Number: 20180403–5179.
Comments Due: 5 p.m. ET 4/24/18.
Docket Numbers: ER18–1299–000.
Applicants: Midcontinent Independent System Operator, Inc.
Description: § 205(d) Rate Filing: 2018–04–04 SA 3106 Dodge County Wind-SMMPA GIA (J441) to be effective 3/21/2018.
Filed Date: 4/4/18.
Accession Number: 20180404–5101.
Comments Due: 5 p.m. ET 4/25/18.
Docket Numbers: ER18–1300–000.
Applicants: Woomera Energy, LLC.
Description: Compliance filing: Reactive Service Rate Schedules Compliance Filing to be effective 3/27/2018.
Filed Date: 4/4/18.
Accession Number: 20180404–5118.
Comments Due: 5 p.m. ET 4/25/18.
Docket Numbers: ER18–1301–000.
Applicants: PacifiCorp.
Description: § 205(d) Rate Filing: RMP & Heber Construct Agmt for Heber?
Midway Line to be effective 4/3/2017.
Filed Date: 4/4/18.
Accession Number: 20180404–5109.
Comments Due: 5 p.m. ET 4/25/18.
Docket Numbers: ER18–1302–000.
Applicants: Power 52 Inc.
Description: Compliance filing: Reactive Service Rate Schedules Compliance Filing to be effective 3/27/2018.
Filed Date: 4/4/18.
Accession Number: 20180404–5116.
Comments Due: 5 p.m. ET 4/25/18.
Docket Numbers: ER18–1303–000.
Applicants: Southern California Edison Company.
Filed Date: 4/4/18.
Accession Number: 20180404–5118.
Comments Due: 5 p.m. ET 4/25/18.
Docket Numbers: ER18–1304–000.
Applicants: Duke Energy Florida, LLC.
Description: § 205(d) Rate Filing: DEF–SA No. 230 Shady Hills LGIA to be effective 4/5/2018.
Filed Date: 4/4/18.
Accession Number: 20180404–5133.
Comments Due: 5 p.m. ET 4/25/18.
Docket Numbers: ER18–1305–000.
Applicants: Westar Energy, Inc.
Description: Expedited Petition of Westar Energy, Inc. for Waiver of Tariff Provision.
SUMMARY: The Environmental Protection Agency (EPA) is requesting comment on applications from Fiat Chrysler Automobiles (FCA), and Toyota Motor North America (TG-ja) for off-cycle carbon dioxide (CO\textsubscript{2}) 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” \text{CO}_2 credits. Under the regulations, a manufacturer may apply for \text{CO}_2 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. These manufacturers have submitted applications that describe methodologies for determining off-cycle credits from technologies described in their applications. Pursuant to applicable regulations, EPA is making the descriptions of each manufacturer’s off-cycle credit calculation methodologies available for public comment.

DATES: Comments must be received on or before May 10, 2018.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA–HQ–OAR–2018–0168, to the Federal eRulemaking Portal: https://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 https://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 (\text{CO}_2) credits for those technologies that achieve \text{CO}_2 reductions in the real world but where those reductions are not adequately captured on the test used to determine compliance with the \text{CO}_2 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.\footnote{See 40 CFR 86.1869–12(b).} 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, as long as 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 \text{CO}_2 credits.\footnote{See 40 CFR 86.1869–12(c).} 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 \text{CO}_2 credits.\footnote{See 40 CFR 86.1869–12(d).} 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 \text{CO}_2 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