

establishes a new term, fixes the Capacity and Base Energy charges at present rate levels for a five year period commencing on the effective date of the agreement. Southern Indiana has filed new Riders which are applicable for the Cities choosing to take service under the optional Rate Schedule RS2 which allow cities' end-use customers to receive incentives and/or bill credits for complying with the provisions of Southern Indiana's retail rate riders for "Efficiency Incentives" and "Interruptible Power".

The proposed revisions reflect a desire on the part of both parties to provide for the supply of power at more stable rates and other provisions to maximize the benefit from the interconnection of their systems. The revisions do not result in any increase in rates.

Any person desiring to be heard or to protest said filing should file a motion to intervene or protest with the Federal Energy Regulatory Commission, 888 First Street, N.E., Washington, D.C. 20426, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 18 CFR 385.214). All such motions or protests should be filed on or before July 26, 1996. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

Lois D. Cashell,
Secretary.

[FR Doc. 96-18369 Filed 7-18-96; 8:45 am]

BILLING CODE 6717-01-M

[Docket No. CP96-629-000]

Texas Eastern Transmission Corporation; Notice of Application for Abandonment

July 15, 1996.

Take notice that on July 5, 1996, Texas Eastern Transmission Corporation (Texas Eastern), P.O. Box 1642, Houston, Texas 77521-1642, filed an application pursuant to Section 7(b) of the Natural Gas Act and Part 157 of the Commission's Regulations for an order granting permission and approval to abandon five transportation agreements on file with the Commission in its FERC Gas Tariff, Original Volume No. 2. Texas Eastern states that this abandonment of service is in the public interest and will have no effect on any existing customer,

all as more fully set forth in the application which is on file with the Commission and open to public inspection.

In its application, Texas Eastern requests authorization to abandon five transportation agreements (and their respective rate schedules) with Tennessee Gas Pipeline Company (Rate Schedule X-100), El Paso Natural Gas Company (Rate Schedule X-101), Transcontinental Gas Pipe Line Corporation (Rate Schedule X-102, Southern Natural Gas Company (X-103), and Florida Gas Transmission Company (X-104). Texas Eastern entered into these transportation agreements to transport gas purchased and received from Border Gas, Inc. (Border Gas). Texas Eastern and the above-named shippers formed Border Gas to purchase up to 300,000 Mcf per day of imported gas from Petroleos Mexicanos (PEMEX) at the U.S.-Mexico border. Texas Eastern states that PEMEX suspended sales to Border Gas on November 1, 1984 and has not offered to sell gas to Border Gas since that time. Accordingly, no gas has been transported by Texas Eastern under the referenced transportation agreements. Texas Eastern also states that restructuring under Order No. 636 is incompatible with the bundled merchant service underlying the Border Gas project. Texas Eastern states that no facilities will be abandoned.

Any person desiring to be heard or to make any protest with reference to said application should on or before August 5, 1996, file with the Federal Energy Regulatory Commission, Washington, DC 20426, a motion to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 385.214) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party in any proceeding herein must file a motion to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission or its designee on this application if no motion to intervene is filed within the time required herein, if the Commission

on its own review of the matter finds that permission and approval for the proposed abandonment are required by the public convenience and necessity. If a motion for leave to intervene is timely filed, or if the Commission on its own motion believes that formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Texas Eastern to appear or to be represented at the hearing.

Lois D. Cashell,

Secretary.

[FR Doc. 96-18309 Filed 7-18-96; 8:45 am]

BILLING CODE 6717-01-M

[Docket No. ER96-2241-000]

Thicksten Grimm Burgum, Inc.; Notice of Filing

July 15, 1996.

Take notice that on June 26, 1996, Thicksten Grimm Burgum, Inc., tendered for filing an application for Blanket Authorizations, Certain Waivers, and Order approving Rate Schedule.

Any person desiring to be heard or to protest said filing should file a motion to intervene or protest with the Federal Energy Regulatory Commission, 888 First Street NE., Washington, D.C. 20426, in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 18 CFR 385.214). All such motions or protests should be filed on or before July 26, 1996. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

Lois D. Cashell,

Secretary.

[FR Doc. 96-18315 Filed 7-18-96; 8:45 am]

BILLING CODE 6717-01-M

[Project No. 5276-036 New York]

Niagara Mohawk Power Corp Northern Electric Power Co., L.P.; Notice of Availability of Environmental Assessment

July 15, 1996.

In accordance with the National Environmental Policy Act of 1969 and the Federal Energy Regulatory Commission's (Commission's) Regulations, 18 CFR Part 380 (Order

486, 52 F.R. 47897), the Commission's Office of Hydropower Licensing has reviewed a capacity-related license amendment application for the Hudson Falls Project, No. 5276-036. The Hudson Falls Project is located on the Hudson River in Saratoga and Warren Counties, New York. As licensed, the installed and hydraulic capacities are 36.034 MW and 7,500 cfs, respectively. The licensee is applying to amend the license to reflect the as-built installed and hydraulic capacities of 44 MW and 8,750 cfs, respectively. An Environmental Assessment (EA) was prepared for the application. The EA finds that approving the application would not constitute a major federal action significantly affecting the quality of the human environment.

Copies of the EA are available for review in the Commission's Reference and Information Center, Room 1C-1, 888 First Street, N.E., Washington, D.C. 20426.

Please submit any comments within 30 days from the date of this notice. Any comments, conclusions, or recommendations that draw upon studies, reports or other working papers of substance should be supported by appropriate documentation.

Comments should be addressed to Lois D. Cashell, Secretary, Federal Energy Regulatory Commission, 888 First Street, N.E., Washington, D.C. 20426. Please affix Project No. 5276-036 to all comments. For further information, please contact the project manager, Ms. Hillary Berlin, at (202) 219-0038.

Lois D. Cashell,
Secretary.

[FR Doc. 96-18316 Filed 7-18-96; 8:45 am]

BILLING CODE 6717-01-M

ENVIRONMENTAL PROTECTION AGENCY

[FRL-5537-7]

Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses; Certification of Retrofit/Rebuild Equipment on the Basis of Life Cycle Cost Requirements

AGENCY: Environmental Protection Agency.

ACTION: Notice of agency certification of equipment on the basis of compliance with life cycle cost ceiling of the urban bus retrofit/rebuild program.

SUMMARY: This notice announces the decision of the Director of the Engine Programs and Compliance Division to expand the certification of certain

equipment to include the basis of compliance with the life cycle cost requirements of the urban bus retrofit/rebuild program.

The effective date of certification of Detroit Diesel Corporation's (DDC) equipment for upgrading its 1979 through 1989 model year urban bus engines of model 6V92TA equipped with mechanical unit injection (MUI) is October 2, 1995 (60 FR 51472). That certification was based on reduction in particulate matter (PM) of 25 per cent or more, but not on DDC's guarantee to make the equipment available to all operators for less than the applicable life cycle ceiling (hereinafter referred to as "life cycle cost requirements"). Expanding the basis of certification of DDC's upgrade kit to include the basis of life cycle cost requirements will be beneficial to the urban bus program objective of reducing ambient levels of PM emissions. This notice affects only those bus operators choosing compliance program 2.

As a result of today's notice, the certification level of the DDC kit may be considered by the Agency when "post-rebuild" PM levels are established in mid-1996. The post-rebuild levels to be established in mid-1996 must be used by operators complying with compliance program 2 when calculating average fleet emissions for 1998 and thereafter. Therefore, today's Federal Register notice will tend to lower ambient levels of PM emissions from fleets which comply with compliance program 2.

The Agency has reviewed DDC's notification of intent to certify, other information, as well as comments received, and determines that certification of the DDC equipment should be expanded to include the basis of life cycle cost requirements. Copies of both DDC's notification and other relevant information are available for review in the public docket located at the address indicated above.

Category VII of Public Docket A-93-42, entitled "Certification of Urban Bus Retrofit/Rebuild Equipment" contains DDC's notification of intent to certify, the new cost information, and comments received, and other relevant materials. This docket is located at the address below.

DATES: A letter dated June 24, 1996, from the Director of the Engine Programs and Compliance Division to DDC establishes the effective date of certification on the basis of complying with the applicable life cycle cost requirements. A copy of this letter can be found in the public docket at the address listed below.

ADDRESSES: U.S. Environmental Protection Agency, Public Docket A-93-42 (Category VII), Room M-1500, 401 M Street SW., Washington, DC 20460.

The DDC notification of intent to certify, as well as other materials specifically relevant to it, are contained in the public docket indicated above. Docket items may be inspected from 8 a.m. until 5:30 p.m., Monday through Friday. As provided in 40 CFR Part 2, a reasonable fee may be charged by the Agency for copying docket materials.

FOR FURTHER INFORMATION CONTACT: William Rutledge, Engine Programs and Compliance Division (6403J), U.S. Environmental Protection Agency, 401 M Street SW., Washington, DC 20460. Telephone: (202) 233-9297.

SUPPLEMENTARY INFORMATION:

I. Background

On April 21, 1993, the Agency published final Retrofit/Rebuild Requirements for 1993 and Earlier Model Year Urban Buses (58 FR 21359). The retrofit/rebuild program is intended to reduce the ambient levels of particulate matter (PM) in urban areas and is limited to 1993 and earlier model year urban buses operating in metropolitan areas with 1980 populations of 750,000 or more, whose engines are rebuilt or replaced after January 1, 1995. Operators of the affected buses are required to choose between two compliance options: Program 1 sets particulate matter emissions requirements for each urban bus engine in an operator's fleet which is rebuilt or replaced; Program 2 is a fleet averaging program that establishes specific annual target levels for average PM emissions from urban buses in an operator's fleet. In general, to meet either of the two compliance options, operators of the affected buses must use equipment which has been certified by the Agency.

A key aspect of the program is the certification of retrofit/rebuild equipment. Emissions requirements under either of the two compliance options depend on the availability of retrofit/rebuild equipment certified for each engine model. To be used for Program 1, equipment must be certified as meeting a 0.10 g/bhp-hr PM standard or, if equipment is not certified as meeting the 0.10 PM standard, as achieving a 25 percent reduction in PM. Equipment used for Program 2 must be certified as providing some level of PM reduction that would in turn be claimed by urban bus operators when calculating their average fleet PM levels attained under the program. For Program 1, information on life cycle costs must be