



Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

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MASSACHUSETTS SIP STEERING COMMITTEE

Meeting Summary
May 23, 2017

In Attendance:

Anne Arnold, EPA
Dan Fefer, Epsilon
Shawn Konary, NRG
Wig Zamore, STEP

MassDEP Staff:
Stephen Coughlin
Azin Kavian
Glenn Keith
Kenneth Santlal
Sharon Weber
Mark Wert

If materials related to an agenda item were distributed or presented at the meeting it is noted below. For more information concerning the agenda item, please refer to the materials that are available at the [SIP Steering Committee website](#).

1. General Updates

(Glenn Keith, MassDEP Deputy Director, Division of Air and Climate Programs)

Under [Executive Order 562](#) MassDEP proposed revisions to its air regulations on August 12, 2016. The public comment period closed on September 26, 2016. MassDEP is currently considering the comments and preparing a final version of the regulations. Additional information is available under Amendments at [MassDEP's air regulations webpage](#).

On March 24, 2017 MassDEP proposed amendments to the Massport/Logan Airport parking freeze regulations (310 CMR 7.30) that would increase the number of allowable commercial spaces by 5,000 and require Massport to evaluate ways to reduce the number of vehicle trips to and from the airport. MassDEP held a public hearing on April 25th and the comment period closed on May 8, 2017. MassDEP is considering the comments received and preparing a final version of the regulation. Additional information is available under Amendments at [MassDEP's air regulations webpage](#). (note: the final regulations were effective on June 30, 2017 and MassDEP submitted a SIP revision to EPA Region1 on July 13, 2017.)_

Nancy Seidman retired and Christine Kirby is now the Assistant Commissioner for the Bureau of Air and Waste.

In December 2013 Massachusetts and other northeast and mid-Atlantic states (Connecticut, Delaware, Maryland, New Hampshire, New York, Pennsylvania, Rhode Island and Vermont) petitioned EPA under Section 176A of the Clean Air Act to expand the Ozone Transport Region (OTR) to include nine upwind states (Illinois, Indiana, Kentucky, Michigan, North Carolina, Ohio, Tennessee, West Virginia and Virginia). If approved, the upwind states would be required to meet OTR control requirements (e.g., RACT, I&M). EPA has proposed to deny the petition.

Maryland also filed a petition under Section 126 of the Clean Air Act asking EPA to require 36 power plants in Indiana, Kentucky, Ohio, Pennsylvania and West Virginia to consistently run existing controls to reduce NO_x during the ozone season. EPA extended the deadline for response to July. Delaware filed a similar petition and EPA has also extended that deadline.

2. GHG Update

(Sharon Weber, MassDEP Deputy Director, Division of Air and Climate Programs)

The Massachusetts Global Warming Solutions Act (GWSA) required MassDEP to inventory 1990 and subsequent years' GHG emissions and project GHG emissions for 2020. Since publishing the first inventory/projections in 2009, significant new data have become available, including revisions to the Global Warming Potentials (GWPs) of GHGs, improvements to data methodologies, and corrections to underlying data sources. Therefore, MassDEP published a revised 1990 inventory and 2020 projection for public comment (comment period ended December 23, 2015 and a response to

comments was published in July 2016). In March 2017 MassDEP also published an updated inventory with complete data through 2014 and partial 2015 and 2016 data.

Emissions in 2014 dropped 21.0% since 1990, resulting in emissions approaching the 25% reduction requirement for 2020 established by the Secretary of the Executive Office of Energy and Environmental Affairs under the GWSA. There has been a substantial reduction in emissions from the electric sector, and a flattening of emissions from the transportation sector. Together, these changes have meant that the transportation sector has become a larger portion of total GHG emissions, at 39% in 2014 as compared to 32% in 1990.

A question was asked about black carbon from mobile sources which is a short-lived climate pollutant. MassDEP does not account for black carbon in the GHG inventory, but MassDEP is implementing programs to reduce mobile source emissions, including black carbon. Additional information regarding black carbon is in the *Statewide Greenhouse Gas Emissions Level: 1990 Baseline and 2020 Business As Usual Projection Update* July 2016, pages 26-27 and Appendix B (see <http://www.mass.gov/eea/agencies/massdep/climate-energy/climate/ghg/greenhouse-gas-ghg-emissions-in-massachusetts.html>).

Executive Order 569 Update

On September 16, 2016, Governor Baker issued Executive Order 569, An Order Establishing an Integrated Climate Change Strategy for the Commonwealth. The Executive Order's requirements followed a 2016 decision by the Supreme Judicial Court, in the case of *Kain v. DEP*, where the court ruled that the GWSA requires MassDEP to promulgate new regulations that "impose a limit on [greenhouse gas] emissions that may be released, limit the aggregate emissions released from each group of regulated sources or categories of sources, set emission limits for each year, and set limits that decline on an annual basis" to meet the requirements of Section 3(d) of Chapter 21N of the General Laws. In response MassDEP proposed six regulations on December 16, 2016. The comment period ended on February 24, 2017. MassDEP is now considering the comments and preparing final

regulations. (note: the final regulations were effective on August 11, 2017 and are now available, see: <http://mass.gov/dep/gwsa-section3d>)

See [GHG Emissions Baseline & Projection Update web page](#).
See presentation at [SIP Steering Committee website](#).

3. EPA Update

(Anne Arnold, Manager, EPA Region I Air Quality Planning Unit)

176A Petition – In January 2017 EPA proposed denial of the 2013 petition by several northeastern and mid-Atlantic states (listed above and including Massachusetts) under Section 176A of the Clean Air Act. The petition requested the addition of nine states to the Ozone Transport Region (OTR) to address interstate transport of pollution from these states into the region. The comment period ended May 15, 2017. EPA is now reviewing the comments.

2008 Ozone Standard – As the result of a law suit, EPA issued findings of failure to submit specific SIP elements for 15 states including Massachusetts. These include reasonable achievable control technology (RACT) for oxides of nitrogen (NOX) applicable to major sources, non-control techniques guidelines (non-CTG) RACT for volatile organic compounds (VOC) applicable to major sources, and CTG VOC RACT. These SIP elements are due for Massachusetts because of the nonattainment designation for Dukes County and because Massachusetts is part of the OTR.

2015 Ozone Standard – EPA proposed an implementation rule for the new standard in November 2016. The comment period ended February 13, 2017. EPA issued a Notice of Data Availability for interstate modeling for the new standard; the comment period ended April 6, 2017. Designations are scheduled for October 2017.

Regional Haze – EPA issued final revisions to the Regional Haze Rule on December 14, 2016 for the 2018-2028 planning period. This included an extension of the deadline for SIPs to 2021 and the removal of the requirement that progress reports be SIP revisions.

4. Exceptional Events Demonstration

(Stephen Coughlin, MassDEP Meteorologist)

On May 25 and 26, 2016, MassDEP monitors measured ozone levels at Ware and Chicopee that exceeded the 2015 Ozone National Ambient Air Quality Standards (NAAQS). During this same period, smoke from the Fort McMurray wildfire in Alberta, Canada, affected these monitors. In accordance with 40 CFR 50.14: Treatment of Data Influenced by Exceptional Events, MassDEP prepared an Exceptional Events Demonstration that shows the Fort McMurray wildfire affected ozone concentrations at the Ware and Chicopee monitors on the dates in question and these data should be excluded from determinations of exceedances and violations of the ozone NAAQS. MassDEP made a draft demonstration available for public comment from April 19 to May 19, 2017, as required by 40 CFR 50.14(c)(3). MassDEP received no substantive comments on the draft. [MassDEP subsequently submitted the final demonstration to the U.S. Environmental Protection Agency Region 1 on May 25, 2017.]

See presentation at [SIP Steering Committee website](#).

See demonstration submittal at the [MassDEP Designations & Attainment website](#).

4. SIP Update – Draft SIP Revisions

(Mark Wert, MassDEP Chief, Air Planning Branch)

MassDEP anticipates holding hearings on the following documents in 2017 and submitting the final versions as SIP revisions.

- Ozone Transport SIP (2008 Ozone NAAQS) – EPA screening threshold of 1% and EPA modeling indicate no significant impact from Massachusetts emissions on neighboring states.
- SO₂ Transport SIP (2010 1-hour NAAQS) – source retirements, low sulfur fuel, falling levels of SO₂, and falling emissions indicate that Massachusetts emissions will not pose a problem in the future for nearby states.
- PM_{2.5} Infrastructure SIP (2012 Annual NAAQS) – lack of nearby nonattainment areas, declining emissions, and emissions controls indicate that Massachusetts emissions will not pose a problem in the future for nearby states.
- CO 10 year Maintenance Plans – monitored levels and emissions continue to fall; monitoring is discontinued in Lowell and Springfield and the CO monitor in Boston is moved from Kenmore Square to Von Hillern Street.

- 2011 Emissions Inventory (see below)
- Regional Haze Progress Report (see below)

See presentation at [SIP Steering Committee website](#).

5. Emissions Inventory Update

(Kenneth Santlal, MassDEP Air Planning Branch)

The triennial National Emissions Inventory is used for modeling future attainment and interstate transport. States are required to submit an inventory for nonattainment areas into their SIPs. The inventory is produced from many separate emissions models as well as reporting by facilities and industries. MassDEP collaborates with other states to refine the inventory over time. The most recent inventory is for 2014. Highlights of changes since 2002 include: VOCs and NO_x down substantially even though VMT has increased; SO₂ is down by 86% (due to source retirements and low sulfur fuel); and PM_{2.5} is down by 38%.

See presentation at [SIP Steering Committee website](#).

6. Regional Haze Progress Report

(Azin Kavian, MassDEP Air Planning Branch)

The Clean Air Act and EPA's Regional Haze rule require states to submit SIPs every 10 years for reducing pollution that causes visibility impairment at federal Class I areas, which includes certain national parks, monuments, and wilderness areas. MassDEP submitted a regional haze SIP for the first 10-year planning period (2008-2018). The same rule requires states to submit progress reports during the planning period between SIPs. Monitoring demonstrates that visibility has been improved substantially in Class I areas downwind of Massachusetts (Acadia National Park, Moosehorn Wilderness, and Great Gulf Wilderness). This is in part because SO₂ from Massachusetts sources has declined substantially; SO₂ is predicted to decline further due to controls in the MassDEP SIP and source retirements. Therefore Massachusetts is meeting its regional haze SIP requirements and no SIP revisions are needed as part of the Progress Report. EPA and federal land managers concur with these conclusions.

See presentation at [SIP Steering Committee website](#).

7. Next Meeting

MassDEP will post a notice on the SIP Steering Committee website and send out meeting notices when the next meeting is scheduled.

See the [MassDEP SIP Steering Committee website](#).