

## RESPONSE TO COMMENTS

MassDEP issued for public review and comment a proposed Massachusetts State Implementation Plan Revision to Meet Clean Air Act Section 110(a)(2)(D)(i) Interstate Air Pollution Transport Requirements (Transport SIP). The comments received, and MassDEP's responses thereto, are discussed below. In addition to the comments noted below, the single commenter pointed out minor errors or suggested points of clarification. Minor corrections and clarifications are addressed in the final Transport SIP, but are not discussed below.

### Comments Were Received From:

U.S. Environmental Protection Agency.

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#### 1. Comment:

MassDEP should revise the PM<sub>2.5</sub> discussion to clarify that it is referencing the 1997 PM<sub>2.5</sub> standards in Section III.B.

#### Response:

MassDEP clarified the references to distinguish between the 1997 PM<sub>2.5</sub> standard and the revised PM<sub>2.5</sub> standard, which EPA adopted in 2006.

#### 2. Comment:

The first paragraph incorrectly states that Massachusetts can increase the NSR (New Source Review) NO<sub>x</sub> threshold to 100 tons per year since the entire state is classified as "moderate" under the 8-hour ozone standard. This discussion should be revised to reflect the Phase I court ruling on anti-backsliding, which requires Massachusetts to maintain the 50 ton per year threshold for VOC and NO<sub>x</sub> based on its "serious" classification under the one-hour ozone standard. (Section III.C)

#### Response:

MassDEP made the suggested correction.

#### 3. Comment:

MassDEP should correct the dates in the last sentence of the first paragraph to reflect the current timetable for submission of the attainment demonstration. (Section III.C)

#### Response:

MassDEP made the suggested correction.