

STATE OF CONNECTICUT
COUNCIL ON
ENVIRONMENTAL QUALITY



THIRD ANNUAL REPORT
APRIL 1975



STATE OF CONNECTICUT

COUNCIL ON ENVIRONMENTAL QUALITY

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THE GOVERNOR:

Madam: The Council on Environmental Quality herewith submits its third Annual Environmental Quality Report, April 1975, in accordance with Section 438 of Public Act No. 872 of the 1971 General Assembly (Sec. 22a-12, 1971 Supp., Conn. Gen. Stats.).

Respectfully,

Dale Van Winkle
Chairman

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FORWARD

The Council on Environmental Quality was established on June 25, 1971 by Public Act 872 and was given a three-fold responsibility: the first is to submit an annual report to the governor on the status of Connecticut's natural environment; secondly, to render environmental assessments of the construction activities of state agencies; and finally, to receive and investigate citizen complaints pertaining to the environment.

This Third Annual Report of the Council addresses each of four principal areas of environmental concern -- air quality, water quality, land use and energy. It was prepared with the intention of examining certain specific issues rather than making the broader environmental assessments that appeared in the preceding report.

LAND USE

Of the numerous and varied forms which environmental quality can assume, it is widely agreed that land use planning or management presently ranks as the most urgent and essential. Air and water quality are essential to public health and welfare, but no issue can affect the future of Connecticut's citizens as profoundly as land use. No other changes are as irreversible as those which have taken place and continue to take place ever more rapidly in land use. In this portion of its Annual Report this Council has striven to make a frank and realistic assessment of land use in Connecticut.

ONLY A START

One of the first steps toward a state-wide land use plan was the "Plan for Conservation and Development for Connecticut" prepared by the Planning Section of the Department of Finance and Control. First offered in draft form in 1973 as the Proposed Plan for Conservation and Development, this work was released in September, 1974 together with the Governor's Executive Order Number 28 which called for its use as a guide for state agencies. This Plan for Conservation and Development is described as "policies for land and water resources" and although it does consist of policies and recommendations, it represents only a start as a comprehensive and effective plan for the intelligent use of the state's precious and limited land resources.

As the Plan for Conservation and Development indicates, water resources are a vital part of any land use considerations.

The Plan recognizes open space and urban development as additional land use elements to be factored into the planning process. When the Plan was in the proposed draft form and being reviewed by means of a commendable series of discussion meetings with the public, two points that received particular comment were air quality and agriculture. Since the Plan's release last September both these areas of concern have become increasingly more important relative to land use. Indirect source regulations have focused new attention on the relationships of air quality and land use. Food shortages and the alarming rate of disappearance of Connecticut's farmland prompted corrective recommendations from agricultural leaders to the 1975 Legislature. These issues are expanded upon in their respective sections of this report.

The Plan for Conservation and Development provides an accurate inventory of existing land use in Connecticut. Its policies and recommendations are sound but broad and less than specific. There remains a distinct and urgent need for a comprehensive state land use plan encompassing the various outstanding growth and environmental elements including, but not necessarily restricted to agriculture, air quality, water resources, transportation, urban development, housing needs and open space. As the Plan for Conservation and Development states, Connecticut's land use planning must include both coordination at the state and regional levels, and also planning participation as well as implementation at the municipal level.

PRESERVATION OF AGRICULTURAL LAND

During the winter of 1973-74 a number of Connecticut's agricultural leaders became increasingly aware of the phenomenal rate at which the state's farmland was giving way to development and being permanently taken out of food production. Half of Connecticut's farm acreage was irretrievably lost in the past twenty-five years. Contributing to this concern over our declining food production potential were a truckers strike, a developing energy crisis and a localized but crippling ice storm.

Recognizing the seriousness of the issue, Governor Meskill named a twenty-five member Task Force for the Preservation of Agricultural Land to come up with facts and recommendations. The task force was named in April in an Executive Order calling for a draft report by December 31, 1974 and final recommendations by the next April. By mid-summer sufficient data had been gathered and studied to indicate that the problem was even more critical than first anticipated, and efforts were stepped up to produce final recommendations by late December. This was followed up with preparation of a brochure explaining the task force findings, recommendations and suggestions for implementation. By March 1st recommended legislation was prepared for presentation to the Connecticut General Assembly.

In its Second Annual Report the Council on Environmental Quality urged that a study of Connecticut's agricultural land be made. The Council now thoroughly endorses the recommendations of the task force. The proposed program for purchase of development rights will assure the permanent preservation of sufficient agricultural land to permit local production of approximately one-third of the state's food needs. Adoption of the task force recommendations will make possible a greater proportion

of native food products of better quality and lower cost to Connecticut's populace. Though the thrust of the task force assignment was to provide assurance of future food supplies, the resulting proposal offers substantially more for the people of Connecticut. A plan which keeps a large and well distributed acreage throughout the state in agriculture offers the significant additional benefit of open space and woodland which is maintained and improved by the owners.

LAND SPARED

Although Connecticut's solid waste management system will have positive water quality and air quality effects, as well as the recovery and reuse of valuable material otherwise lost to incineration or landfills, probably the most pronounced long term environmental impact will be the acreage that is spared from additional sanitary landfill sites.

The Connecticut Resources Recovery Authority (CRRRA) has the responsibility to build a network of resource recovery plants to handle the solid waste generated by the state's 169 cities and towns. In its annual plan of operation for 1975, the agency has revised its schedule for completion of regional plants. Two plants serving the Greater Bridgeport region and the Central/Capitol region are planned to be operational in 1976. The remaining seven plants are scheduled for 1977 through 1980. The schedule represents an acceleration of on-line dates intended to better cope with the acute need for solid waste disposal facilities.

Enforcement of solid waste regulations is the responsibility of DEP's Solid Waste Management Unit. Clearly, this agency

and CRRA are required to work closely in the interim period as each of the municipalities in the state continues to require acceptable solid waste disposal arrangements until it is ultimately made a part of one of the nine regions of the CRRA system. Some regional sanitary landfills will be maintained for several more years and a few local sanitary landfills will also be continued.

There are cases in which a town's existing disposal program is no longer acceptable and requires alternative interim arrangements. One weakness in the overall procedure appears to be in the area of state/local relationships. Solid waste disposal is often a costly and less than satisfactory phase of local municipal government. Indications are that greater public information emphasis is needed in working with local administrators.

ANOTHER NEW CONCEPT

While the recommendations for the preservation of agricultural land are probably a first in the nation, another new concept was brought to fruition in Connecticut in 1974, this one in environmental preservation. Over a period of several years efforts were made to preserve the natural beauty of the lower Connecticut River valley, the area which has come to be known as the "Connecticut River Gateway."

Referred to in the advanced stages as the "Cashman Bill," this effort changed in form from a proposed national park concept which was unacceptable to the populace, to a compact encompassing the eight towns which border the river at its lower reaches. The Connecticut River is one of the few major rivers

in the nation that is not heavily industrialized at its mouth, and the Gateway Commission is said to be unique as an agreement among a small group of towns for the purpose of controlling growth and preserving the regions' natural qualities. Connecticut may find additional call for this type of specific regional land use management.

REFLECTIONS ON INLAND WETLANDS

The Inland Wetlands and Water Courses Act (P.A. No.155 of 1972 as amended by P.A. No.73-571) gives immense power to government to regulate the use of an estimated 20 to 25 percent of Connecticut's land area. The Act created the potential for a notable taking issue -- significant restriction of private land use without due compensation. Because it contains this potential, the Act places an unusually great responsibility on the regulatory agency, either the municipality or the Department of Environmental Protection.

The track record to date is a good one. By the end of 1974 125 towns had agencies plus operating regulations to implement the Act. Another ten towns will be taking over this responsibility which was assumed by the state (DEP) in the interim. The balance largely represents urban communities in which inland wetlands are not an issue. There were recently six taking issue cases pending, not a large number under the circumstances. Some towns have demonstrated a lack of ability to adequately enforce the regulations. DEP considers that it is too early to draw conclusions on the effectiveness of the Act. But significant in the Act's evaluation is the fact that most inland wetland permit applications have been approved with specified conditions, not denied.

If an excessively tight rein had been held in the implementation of this law, it might have proved unacceptable to the public and become an unfortunate example of environmental extremism. As it is, it appears that a realistic and common sense approach has been taken by DEP and local authorities. The result -- an invaluable tool in preserving ecologically and aesthetically valuable wetland resources with few cases of claimed injustice.

FUTURE POLICY

Recent efforts by Congress have not been successful in producing a national land use program. However, it is expected that in the near future a federal land use plan will become a reality. Connecticut has fared very well in developing its own specific programs as exemplified by the Clean Water Program which preceded the federal EPA mandate. It may in turn be to Connecticut's advantage to establish a comprehensive land use policy now while we have ample flexibility, as opposed to waiting and being compelled to work within the framework of federal guidelines.

AIR QUALITY

A largely inconspicuous but vital aspect of environmental quality in Connecticut, air quality has advanced from a low-key public health consideration to a fast developing science with the potential to affect the State's industry, land development trends and daily transportation habits.

TRENDS IN '74

A meaningful assessment of air quality calls for a quantitative examination of the several basic air pollutants. The six pollutants presently monitored are commonly broken down into two groups. The first group consists of sulfur oxides (SO_x) and total suspended particulates (TSP). These have been of primary concern and represent a longer period of monitoring experience than other pollutants. The second group is composed of nitrous oxides (NO), carbon monoxide (CO), oxidants and hydrocarbons.

The SO_x levels are directly related to the consumption of fuel oil and coal. Partly because of a mild '73-74 winter, the State has been holding its own in SO_x control. This was so in spite of the use by some sources of high sulfur oil and a limited transfer to coal, which is also comparatively high in sulfur content. The increased use of coal and wood last winter held the potential for high particulate pollution. However, actual TSP levels are significantly affected by meteorological conditions and there was not a closely correlated rise in the TSP value in 1974.

An examination of pollutant levels in the second group is not as reassuring. Nitrous oxide levels were within the Primary Standard. Carbon monoxide, in contrast, was over the federal standard in every monitored urban area by as much as two-fold. Oxidant levels, together with hydrocarbon levels which are closely related, are the worst offenders in either group, and in some instances rose to as high as four times the Primary Standard limit. Oxidants and hydrocarbons are largely motor vehicle related, a fact that makes it one of the situations most difficult to control.

Although these pollutant levels are critical to a pollution abatement program they are not particularly meaningful to a layperson. Interpreted in practical terms the levels of SO_x and TSP are acceptable relative to public health and welfare. A severe winter could see increases of both these pollutants but probably not to a serious degree. The level of NO is similarly under control. The CO level, though as much as twice the established standard, will be decreasing because of emission controls on motor vehicles which achieve much reduction in CO. The oxidant and hydrocarbons levels, the highest of the six pollutants, contribute to smog and do affect the health of persons with respiratory ailments. There was apparently no detectable difference in the general status of respiratory health in Connecticut from 1973 to 1974. In terms of air compliance violations, notices, etc., available statistics are also comparable for the past two years.

CONNECTICUT'S ECONOMY VS. CLEAN AIR

The goal of the Department of Environmental Protection (DEP) is compliance with federal EPA standards. In areas of the

State where SO_x and TSP are expected to be over the primary standards sometime in the next ten years because of growth, the federal mandate requires the adoption of Air Quality Maintenance Plans (AQMP) which will identify control strategies needed for those areas.

To bring down the levels of CO, oxidants and hydrocarbons will mean creation and implementation of traffic controls in Connecticut's larger cities.

Attaining these air quality goals should not, in most cases, have any pronounced effect on business and industry. There are possible exceptions, such as SO_x emission standards which are tighter than other New England states. Connecticut had a higher existing base level of SO_x with restrictive emission regulations as a result. Neighboring states had lower base levels with correspondingly wider margins under the same federally dictated standards. Therefore, because Connecticut receives high levels of pollutants from New York and New Jersey and has a high concentration of industrial sources her regulations could make her less attractive to prospective newcomers even though DEP's air compliance program has been striving to render air quality a neutral factor in industrial development. The most recent regulations proposed by DEP would limit the hydrocarbon levels originating from photoreactive industrial solvents. While many businesses have been able to utilize substitute non-reactive solvents, a number of smaller firms have gone on record as being unable to, and are thus faced with the alternative of costly pollution control installations. Representatives from industry have expressed the view that those control measures for stationary sources of hydrocarbon emissions are too stringent at this time.

INDIRECT SOURCE LEGISLATION -- SOMETHING NEW

For nearly two years regulations have been taking shape which would exercise control over newly-constructed installations capable of attracting large numbers of mobile sources -- motor vehicles. Originally labeled "complex sources" and now known as "indirect sources" the category includes such projects as shopping centers, stadiums, race tracks and the like.

The federal EPA postponed for six months its requirement for adoption of indirect source regulations by the states but Connecticut has adopted such regulations effective October 1, 1974. To date they appear to be workable regulations although some municipalities with urban redevelopment projects have asked the legislature to exempt such projects from the regulation.

In mid-December of '74, an amendment to the DEP indirect source regulations was proposed, to clarify the relationship of construction permits to operating permits. This amendment was intended to lessen the inconvenience to applicants and to their lending agencies. Current economic conditions are probably contributing to the low number of indirect source applications being filed. Thus a longer period of time may be required to accurately assess the impact that these regulations will have on Connecticut.

During the period in which the above air quality policy was being formulated, attention was also given to the principle of non-degradation. This essentially holds that any region in which air quality is above minimum standards should be

preserved at that level and not be permitted to become more polluted. Although this policy can be readily defended in principle it is one that is difficult to establish and administer except on a national basis. Non-degradation has not been actively pursued by EPA, and it may continue to be deferred in Connecticut.

WATER QUALITY

Connecticut is one of the leading states in the nation in water pollution abatement. This is largely because of its long history of water quality programs. Improvement is now continuing under the Water Quality Standards and the Federal Water Pollution Control Act.

CONNECTICUT'S PROGRESS TOWARD CLEANER WATER

By mid-year 1974, a total of 38.5 miles of streams were upgraded. Approximately half that figure were upgraded from Class C to Class B and half from D to C. This was 7 percent of the total stream mileage which was identified by Water Quality Standards as requiring improvements.

This program for the upgrading of Connecticut's rivers and streams has also been reported by principal watersheds, consisting of the Housatonic River, Connecticut River, Thames River and Long Island Sound watersheds. The report which was compiled by the Water Compliance Unit of the Department of Environmental Protection lists water quality of 400 rivers and streams in the four watersheds. Of this total 310 were already up to the adopted standard (the highest practical quality level expected for a given stream) at the November, 1973 time of assessment. It is anticipated that an additional 75 streams will be upgraded to the adopted standard by November, 1976.

The balance of the relatively unimproved rivers and streams include the lower Naugatuck River, portions of the Still River, Hockanum River, Thames River, Pequabuck River and Park River, the lower Yantic River, portions of the Five Mile River and

Norwalk River and the lower Quinnipiac River. The northern three-quarters of the Connecticut River is also expected to remain below the adopted water quality standard, though this is partly because of the impact of the other three New England states through which it flows.

Harbor waters in the state were improved to the extent of 28.4 square miles upgraded from Class SC to Class SB. This represented an improvement of 52 percent of the total harbors requiring upgrading. The harbor upgrading was accomplished through separation of combined storm and sanitary systems affecting the harbor waters. The overall goal for Connecticut's streams and harbors is Class B or better.

The state's Water Quality Standards include the following non-degradation policy: "Waters whose existing quality is better than the established standards as of the date such standards become effective will be maintained at their existing high quality..." Thus, exceptional cases notwithstanding, provision is made for the quality of even unusually clean waters of the state to be maintained.

SOME ONGOING WATER QUALITY PROBLEMS

The upgrading of streams, rivers and harbors has been a gradual process spanning a number of years. Water quality has improved because of curtailment of untreated discharges and construction of additional treatment facilities. While these positive gains have been made other pollution problems have continued essentially unchecked.

Pollution from boats has been recognized as relatively serious

in poorly flushed harbors but difficult to remedy. This Council's First Annual Report cited watercraft pollution as an area of concern. Now more attention is being given the problem but a positive plan is still not available. A regulation requiring holding tanks in boats has been considered, but this involves marina pumpout or receiving facilities and treatment provisions as well. Flow-through treatment devices for boats may be the answer. Clearly such a program needs regional or federal coordination.

Ocean dumping of dredge spoil and other waste in Long Island Sound continues to be hotly debated. There is still insufficient knowledge of the real consequences of this practice, particularly the long-term effects. Current studies of dumping in the Sound should be continued and expanded.

Soil erosion and sedimentation, which come under the heading of "non-point" sources of pollution, has been said to be the single most important cause of water pollution. A two-fold problem, the erosion phase is wasteful of soil resources and physically destructive while the deposition of the resulting sediment fills in streams and lakes and renders water unusable. This Council's Second Annual Report recommended the establishment of state-wide standards for the control of soil erosion and sedimentation. In August of 1974, a Technical Committee on Soil Erosion was named as a joint effort of the Department of Environmental Protection and the Soil Conservation Service to develop design criteria. This committee's work is currently in progress.

Over 500 oil, chemical and hazardous material spills occurred in the past calendar year. Although the known incidence of these spills is on the increase, that is judged to be because of a greater percentage of the spills now being reported. The

Oil and Hazardous Substance Unit of the Department of Environmental Protection's Water Compliance Section estimates that total environmental damage resulting from oil and chemical spills is lessening, because of better reporting, faster response and improved contingency plans. At the beginning of 1974 a significant milestone was reached when federal funds were made available for immediate corrective action and cleanup of a spill regardless of responsibility. Recovery of costs is pursued when the determination of responsibility is made. Previously it was necessary to establish who the responsible party or parties were before corrective measures could be ordered.

A PLAN FOR LONG ISLAND SOUND

The Sound has long been recognized as a unique resource providing food, transportation, recreation and rare aesthetic value. In 1972 the New England River Basins Commission together with leaders from Connecticut and New York State made provisions for a comprehensive study of the Sound, intended to furnish recommendations for better future management and utilization of its various qualities.

In late 1974 the Long Island Sound Regional Study released its draft report -- "A Plan for Long Island Sound." This Council has maintained a keen interest in the preservation and improvement of the Sound. Consequently, it was particularly interested in reviewing the draft report. The following recommendations were made to the study manager:

- .That definite priorities be assigned to the various goals of the Plan.

- .That a 500 foot strip of shoreline (as defined on Page 1-95, line 7 of the Plan, or by similar definition), plus Connecticut's island, be given first priority for planning and implementation emphasis and preservation of remaining open space.
- .That a high priority be placed on the construction of secondary stage sewage treatment plants. The Council further recommends that strong efforts be made to obtain the federal funding originally designated for this purpose.
- .That further study is needed before proceeding with the consolidation of petroleum receiving ports and the compensating pipeline system, and that a lower priority be assigned this plan until such additional studies are completed.
- .That the necessary State legislation be prepared and introduced to provide for the establishment of an agency to continue the development and implementation of "A Plan for Long Island Sound."

ENERGY

Over the course of the past year the nation has come to accept the fact that its energy sources are finite, not renewable and, therefore, are deserving of concerted planning, conservation and research efforts. Connecticut particularly, realizes more than ever it is near the end of the supply lines of petroleum, natural gas and coal. Environmentally, the state feels the energy "crunch" in at least two different forms.

YOU PAYS YOUR MONEY...

"You pays your money and you takes your choice" as the familiar phrase has it. Shortages of residual fuel oil for oil fired generating plants raised the question of reduced power generation versus air quality standards early in 1974. Use of high sulfur oil and conversion to coal were two alternatives that offered potential relief at the expense of air quality... namely higher sulfur oxide (SO_x) levels. The Department of Environmental Protection agreed to compromise its clean air goals in the interest of the more readily available fuels, but on a limited duration basis. Clearly it was a choice of curtailed electric services or somewhat more air pollution for the state for a limited period of time.

There were critics who maintained that environmentalists would choose to "freeze to death in clean air." However, hindsight now indicates that the choices made were sound. There will be more choices to make in time -- more trade-offs to be determined. It appears doubtful that there will be many, if any cases which

call for a choice of either extreme. Available energy, the environmental and the economy will have to be kept in relative balance to prevent any one segment from suffering unreasonably.

THE REFINERY QUESTION

When two separate and apparently serious proposals were made for an oil refinery in or on Long Island Sound, speculation ran high relative to need, benefits, environmental impact, land use implications, etc. The Governor's Fact Finding Task Force on Oil Refineries visited both foreign and domestic refinery sites, conducted public hearings, met with oil company representatives and environmental groups and engaged a consultant to perform a formal study. As one of the several agencies solicited for input this Council also met with oil company, environmental, governmental and other representatives before submitting its comments. However, in addition to the research and fact finding it appears that the ultimate answer will depend upon such factors as whether the source of crude oil for a Connecticut refinery would be foreign or domestic, whether the supply of crude oil could be assured, and if the Atlantic Outer Continental Shelf is tapped, whether that will be a source of crude oil or natural gas. If a refinery is called for, this Council supports the premise that siting decisions should be made on a state or mult-state basis with local and regional participation. New Hampshire's experience has pointed out that a refinery's impact is vastly too far-reaching for the decision to be made by a single community.

The potential impact which an oil refinery could have on a Connecticut community, its environs and the Long Island Sound has been closely studied by the Department of Environmental

Protection -- studied as closely as hypothetical circumstances will permit. The conclusions presented by the DEP study indicate that an oil refinery could have a greater effect upon Connecticut than any other single commercial or industrial undertaking considered to date. The navigation and unloading of super tankers as well as the necessary distribution of refined products would present serious potential hazards to Long Island Sound. In terms of air pollution an oil refinery would be the largest single stationary source in the State, and it is anticipated that resulting hydrocarbon levels could be many times higher than the federal standard. The establishment of such a heavily polluting industry could significantly decrease the state's potential for future growth by using up much of its margin of clean air. Should a refinery ultimately be located in Connecticut some of the environmental impact could be overcome through careful design and operation. There would still be appreciable impact, calculated risks and long-term concerns that are disturbing ecologically. All these would have to be considered as trade-offs for the energy and economic advantages of the refinery complex. Certainly this is not a commitment to be taken lightly nor embarked upon hurriedly.

THIS COUNCIL'S IMPACT

Connecticut's Council on Environmental Quality has been defined as having an ombudsman role, a watchdog function, and being a citizens' representative. When first created it was an agency which the public knew little about. In its first year the Council processed few citizen complaints. As a result of media publicity and word-of-mouth communication, citizen awareness has increased and with it the number of citizen complaints handled. Investigation and resolution of citizen complaints occupies a large part of the time of the Council, and involves coordination with DEP and other state agencies, local authorities, the U.S. Army Corps of Engineers and citizen organizations. The time involved in resolving a complaint has varied from one day to more than a year. In every case the complaint is acknowledged within two days time, by telephone and/or by letter depending upon the nature and complexity of the issue.

The responsibility of evaluating the construction activities of state agencies involves the Council with primarily the Departments of Transportation and Public Works. This is not a conspicuous role, but calls for reviewing all grant applications and making a personal inspection of those project sites which will involve state construction. Similarly, all of CONN-DOT's preliminary design review meetings are attended and all urban systems road construction projects examined for assessment of environmental impact. Field inspections are part of every project review, with the exception of those sites already familiar to the staff. The regulations governing the Power Facility Evaluation Council call for comment from CEQ on each facility application. This also requires site evaluations and substantial review efforts by the Council and staff.

State purchase of the Quinnipiac Marsh at New Haven from the Penn Central Railroad for a wildlife refuge was first attempted in the late 1950's without success. In the winter of 1973 this Council pooled its resources with DEP and working with one of the Penn Central trustees, renewed the acquisition efforts. This got the process started and through the persistence of DEP's Land Acquisition Unit and the Council, the purchase of the five hundred acre tract is expected to be finalized by mid-summer 1975. This is the largest salt marsh in Connecticut under single ownership.

As the scarcity of sand and gravel becomes more acute, the threat to shellfish beds from gravel mining increases. Producing oyster ground off Milford was scheduled for dredging to provide one million cubic yards of beach sand. By taking a hard line approach in defense of the oyster ground, the Council succeeded in obtaining a compromise agreement whereby the principal volume will be dredged from a deeper water area, thereby protecting productive oyster ground.

Other staff time in 1974 has been devoted to membership on the Governor's Task Force for the Preservation of Agricultural Land, the Technical Committee on Soil Erosion and combined public agency planning for the future of Long Island Sound. Some of the above are ongoing responsibilities and all are continuing into 1975. In addition to these specific functions the Council has been involved with a variety of related activity including the Long Island Sound Regional Study, the New England River Basins Commission and other environmental and natural resource agencies.

MEMBERS

Connecticut's Council on Environmental Quality consists of nine appointed members who serve without compensation.

Messrs. Dale W. Van Winkle, Chairman, Glastonbury
John E. Baker, Orange
Philip Barske, Fairfield
Edwin C. Fordham, Stratford
Rudy Frank, West Haven
William C. Harding, Norwich
Quentin D. Hinton, New Britain
Stanley Malec, Suffield
Donal C. O'Brien, Jr., New Canaan

Mr. Huntington Williams is the full-time Executive Director of the Council.