

TREASURE VALLEY AIR QUALITY COUNCIL

MEETING MINUTES

March 22, 2006

The Treasure Valley Air Quality Council (“Council”) convened at 1:45 p.m. on March 22, 2006, at the Canyon County Courthouse, 1115 Albany Street, Caldwell, Idaho.

Council members present:

Matt Beebe, Chairman, Canyon County Board of Commissioners
Tammy DeWeerd, Mayor, City of Meridian (arrived at 2:00 p.m.)
William Eddie, Advocates for the West
John McCreedy, Amalgamated Sugar
Pete O’Neill, O’Neill Enterprises, Council Chairman
Alan Prouty, J.R. Simplot Company (arrived at 1:55 p.m.)
Dr. Dale Stephenson, Boise State University
Rick Stott, Agri Beef Company
Rick Yzaguirre, Chairman, Ada County Board of Commissioners

Council members absent:

Beth Elroy, Micron Technology
Michael Gifford, Associated General Contractors
Gary Multanen, Best Bath Systems
Garret Nancolas, Mayor, City of Caldwell
Graye Wolfe, Wolfe Ranches

Department of Environmental Quality (“DEQ”) staff present:

Debra Cline, Management Assistant and Recorder
Leonard Herr, Airshed Coordinator, Boise Regional Office
June Hues, Airshed Manager, Boise Regional Office
Michael McGown, Administrator, Boise Regional Office
Robert Wilkosz, Mobile and Area Source Air Manager, State Air Quality Program

Others Present:

Beth Baird, Boise City
Phil Bandy, Idaho State Department of Agriculture
Charles Johnson, Citizen Canyon County
Kris Kamann, Scott Peyron & Associates
Matt Stoll, Executive Director, COMPASS
Dennis Turner, Executive Director, Air Quality Board
Greg Vitley, Idaho Department of Transportation

NOTE: All attachments referenced in these minutes are available on the Council’s Web site at: <http://air.idaho.gov> or by calling the DEQ Boise Region Office at (208) 373-0550.

Chairman Pete O’Neill called the meeting to order at 1:45 p.m., noting that other members would arrive shortly to provide a quorum.

Approval of February 22, 2006 Meeting Minutes

- **MOTION:** John McCreedy moved the Council approve the minutes of the February 22, 2006 meeting as presented.
- SECOND:** Matt Beebe
- VOICE VOTE:** Motion carried. (1 Abstain – Rick Stott)

Introduction to Some Potential Control Strategies

Leonard Herr, Air Quality Analyst, DEQ Boise Regional Office, presented a list of potential control strategies for reducing emissions (Attachment 1, *Comparison of Various State Emission Reduction Programs*). He explained the list is a first draft and is presented for the Council's comments. He pointed out the list is not comprehensive and does not include measures used on major stationary industrial and commercial sources. Control strategies on those sources are well established through the permitting process. If the Council wishes, control strategies for those sources can be provided in a different format, but going above and beyond what is required involves many complex issues.

Mr. Herr reviewed the list, which is presented as a chart listing the program, state, amount of reduction, complexity of the program, and cost. The reduction, complexity, and cost are ranked as high, medium or low. He noted the rankings were based on his opinions. The rankings do not consider the toxicity of the pollutant, so a measure that shows a "low" reduction of a very toxic pollutant may have far more important health benefits than a measure that has a "high" reduction of a less toxic pollutant.

Rick Stott asked if Mr. Herr had any personal recommendations from the list. Mr. Herr stated he favored a stage one vapor recovery program, smoke management plans, and alert programs. He did not think hardware for stationary sources was a good choice because of the cost/benefit ratio. There is a great deal of technology already in place and further efforts will be very expensive. He felt the money would be better spent on programs that educate the public, because that is where most of the air pollution is coming from.

Mr. Herr responded to questions from Council members regarding the details of a vapor recovery program. He explained a vapor recovery program is an excellent choice for Idaho because it is very cost effective at one-half to one million dollars for the Treasure Valley area (\$1,000-3,000 per tank), with a reduction of about 1,000 tons (about the same VOC emissions of all industrial sources combined). The reduction represents about 5% of the total VOC emissions in the Treasure Valley. Mr. Herr stressed that a 5% reduction is huge in terms of a control measure.

DEQ is proposing a voluntary program to limit the difficulties of getting a program in place. It has applied for a \$650,000 CMAQ grant to pay for the retrofits at gasoline stations. The grant will be administered by DEQ and should be available in two years. The gasoline station owners would have to pay for 25% of the cost (about \$200). The grant requires participation in the program to be voluntary. If DEQ is unable to secure this grant, it will continue to look for other funding. John McCreedy asked if DEQ had considered a mandatory program. Mr. Herr stated DEQ is currently pursuing a voluntary program but would support a mandatory program if it were recommended by the Council. DEQ currently does not have authority to put a mandatory

program in place. It would have to be put in place through legislation, a local ordinance, or as a required control measure through a SIP.

Mayor Tammy DeWeerd observed that if a county or city ordinance were put in place now it could require that any new facilities be built with the necessary vapor recovery equipment, so future retrofits would not be needed. If the grant is not received for two years and it takes another year to install retrofits, benefits will not be seen for three years.

John McCreedy thought the current DEQ actions for a voluntary program were a great start, but felt the question for the Council was whether it wanted to recommend to any level of government that it be a mandatory program with inspection and enforcement to follow it up. Mr. Herr agreed it was important to have follow-up. If DEQ receives the grant and implements a voluntary program, it would like to follow that up with a law that creates a regulatory program with inspection and enforcement.

John McCreedy asked if the list was peer-reviewed by others at DEQ. Mr. Herr replied he compiled the list as a starting point for the Council's feedback, and it has only been reviewed by June Hues. Rick Stott suggested the chart be revised to separate complexity issues as either regulatory or technological. Chairman O'Neill observed there are a number of useful ways the chart could be arranged such as by pollutant, health risk, attainment threats, public complaints (welfare issues), etc. This information may be valuable to educate the public and the Legislature and provide support for the recommendations of the Council. Mr. Herr agreed and pointed out direction was needed from the Council to rank the issues in terms of importance.

Dr. Dale Stephenson thought the complex issue of health effects should be analyzed by professionals. He suggested the Council bring in an expert to educate them on the different pollutants, how they affect different population groups, and the cost/benefit aspects. Chairman O'Neill asked Dr. Stephenson to locate experts to provide a presentation at the next Council meeting.

Matt Beebe stated he favored looking for simple solutions and picking the "low hanging fruit." Canyon County conducted an extensive review of air quality issues about five years ago that generated a huge amount of material. He pointed out there are existing laws in the Idaho Code regarding vehicles that are out of compliance. There is a smoking vehicle code that is not enforced, and a code that prohibits tampering with the adjustment of your engine, which is not enforced. Chips are readily available that enhance the performance of vehicles, but increase the level of pollution. Vehicle owners simply replace the factory chip when they have their emission testing done.

Leonard Herr responded it would be very difficult to enforce the no tampering code without taking draconian measures, but felt a smoking vehicle program would be an excellent choice for Idaho. Many states use a smoking vehicle hotline program and they generate a lot of calls.

Commissioner Beebe asked what enforcement could be done to make sure high-sulfur, off-road diesel used for agricultural and construction purposes is not used for on-road vehicles. Mr. Herr explained it is tempting to use off-road diesel because it is so much cheaper since there are no taxes paid on it. There is some enforcement by the Tax Commission because it wants to collect

the road tax, but DEQ has no authority in the matter. Mr. Herr said it would be very beneficial to have only low-sulfur diesel in the Treasure Valley, but it was not listed as a control strategy because there would be so much opposition. If they could remove the sulfur from the off-road diesel and leave the tax benefit, there would be no opposition, but that is not likely to happen.

Chairman O'Neill observed the Council is charged with becoming experts in the air quality issues facing the Treasure Valley and the science behind those problems. It seems the control strategies should be approached with the same thoroughness. The difficulty and the opposition should not be considered in the first cut. He felt all control strategies that could be of value should be included on the list and given full investigation and discussion. If a way cannot be found to mitigate the opposition, the control strategy can be eliminated from the list. Chairman O'Neill thought it would be difficult to find very many control strategies that would not raise opposition in some group. The challenge will be to find ways to mitigate the issues causing opposition.

Chairman O'Neill asked what measures would avoid nonattainment, and if nonattainment was the most serious air quality problem. Mr. Herr said the Governor's Air Quality Conference was held in response to non-attainment issues, and it identified ozone and PM_{2.5} as the potential nonattainment threats for the Treasure Valley. Although those issues have not been a problem in the last few years because of good weather, that threat still exists. Mr. Herr felt it was a personal opinion as to what the most serious threat is. DEQ's mandate is to protect the public health. There are various pollutants and various regulatory methods to address those pollutants. Air toxics like benzene and diesel particulate are not regulated by federal air quality standards, but they should be addressed to protect the public health. This is the kind of issue that policymakers can address. DEQ can provide the science, but it is up to policymakers to make recommendations and carry them forward to the public and the legislature.

Dr. Stephenson felt health effects were a big issue needing further discussion. Some of the air toxics affect the more sensitive populations, but there is no threshold established. It may be that part of the plan should be an awareness document showing what studies we do know, the limitations of what is out there, and why no thresholds have been established. Mr. Herr noted DEQ is doing some toxics studies around the valley to establish data.

Alan Prouty stressed it was important to remember that almost all air toxics are either a particulate or a VOC; so in one sense, they are regulated and covered.

John McCreeley felt the Council should steer clear of health debates for the next three meetings and stick to the criteria pollutants and not focus on a new set of toxic air pollutants. Chairman O'Neill said he felt it was important for the Council to have a "health issues 101" type of presentation. William Eddie felt the Council would be going out on a limb if it tried to approach toxics in a new way, other than what has been done through the Clean Air Act. He supported focusing on attainment, and if strategies are identified that also address benzene or diesel particulates, that will be an added bonus, but it should not be the guiding focus.

Mr. Herr said the control strategies could be ranked according to the health risk associated with the pollutant it addresses. It would not be necessary to develop new, separate toxics control measures. He will take the comments of the Council and rework the list of control strategies by

splitting the complexity category to specify if it applies to regulatory or technological complexity, and break out and expand the items that are the “low hanging fruit.” Mr. Herr asked Council members to contact June Hues with any additional comments they might have.

Chairman O’Neill briefly discussed the ongoing debates over proposed coal fired generating plants and asked if Council members were interested in learning more about the permitting process industry goes through with DEQ and EPA. John McCreedy offered to have Amalgamated Sugar provide a presentation on its permitting programs, how they control pollution, and how they interact with DEQ. Leonard Herr said DEQ could also have its stationary source people provide a presentation. Council members agreed it would be valuable to have a “permit primer” to learn about the processes and controls used by industry. Chairman O’Neill asked June Hues to organize a presentation with discussions by industry and DEQ.

Vehicle Inspection & Maintenance Program Presentation

Mike McGown, Administrator, DEQ Boise Regional Office, provided a PowerPoint presentation (Attachment 2, *Vehicle Inspection and Maintenance in the Treasure Valley*) explaining the vehicle inspection program currently in place in Ada County, its history, and how it fits into current needs. He discussed the pollutants of concern and the successes and challenges of the program.

He noted that approximately 8% of all vehicles fail emissions testing, but those 8% are responsible for over 44% of air pollution emissions. Dennis Turner, Executive Director, Air Quality Board reported the program had a failure rate of 15% when it first began. The most recent significant change came when hydrocarbon and a two-speed test were added. The failure rate went up to 12% and then dropped back down to 8% with repeat testing. This was a big improvement to the program because it was based on hydrocarbons and benefits the particulate problem. An additional change is the on-board diagnostic testing which provides a benefit in terms of NOX reductions.

John McCreedy asked if there were other changes in the testing protocol planned for the next year or two that would further improve the program. Mr. Turner stated the Air Quality Board was waiting to see the recommendations of the Council. There are no current plans to make the program more stringent, but there are improvements that could be made to the program to make it less intrusive, less expensive, and to target it toward specific areas.

Mr. Turner explained older vehicles (60’s – 70’s) fail emission testing at a rate of 25-35%. However, minor adjustments can be made, say to a vehicle’s carburetor, that allowing it to pass the test, and then it can be changed back to get better performance. The average age of vehicles is about ten years old; if that average continues, the 8% failure rate will stay about the same. As the oldest vehicles begin to drop out, the rate may improve a little because of better technology, but the change will be small.

Mr. McCreedy asked if Mr. Turner believed the program should continue and if he thought it could be classified as “low hanging fruit” in terms of control strategies. Mr. Turner believed the Council needs to review all options and decide if an emissions testing program and the reductions it can provide fit with the solution the Council develops. He believed the program

qualifies as “low hanging fruit” because it is cost-effective and the expense is evenly spread out. He said he would like to see some changes that were more targeted.

Rick Stott asked about the effect of implementing the program in Ada County only versus the whole airshed. Mr. Turner replied the program currently tests about 220,000 cars per year, or two-thirds of the vehicular pollution in the Treasure Valley. Ada County has about twice as many vehicles as Canyon County. If part of Gem County is added in, it reduces the percentage a little.

Commissioner Rick Yzaguirre asked if the best technology is being used to perform the testing and if the annual frequency is best. He believed the program would be more palatable to the public if the program were more modern and the testing less frequent. Mr. Turner responded the best technology was not being used for NOX. This requires a dynamometer which costs as much as \$500,000. EPA suggested waiting for on-board diagnostics, which is being put on all new vehicles, to address the problem.

Rick Stott was concerned that the \$3.3 million cost of the program did not seem to be changing behavior. He questioned whether the program needed more stringent enforcement. Mr. Turner pointed out the program currently results in a 16% reduction in emissions of carbon monoxide and hydrocarbons and a significant amount of NOX. The Council may want to consider changes such as testing every other year, not testing vehicles until they are six years old, or on-road emissions testing. There are a lot of options the Council can consider, along with the other control strategies, to decide what will work best for the Treasure Valley. He believed expanding the program valley-wide would make it less intrusive for those in Ada County who currently have to do the program on their own.

John McCreedy suggested the Council request the Air Quality Board to prepare a list of options and recommendations for consideration. Chairman O’Neill agreed it would be valuable to have the recommendations of the agency that has been running the program. This is an issue on which the Council will have to take a position. It may be there are more efficient ways to use the \$15 per vehicle tax generated by the program.

Responding to the stringency issue, Mr. Turner advised the program is very lenient compared to those in other states. The current levels were set based on the original problem with carbon monoxide, and that is now under control. The standards can be tightened up, and this would give an even greater reduction of emissions. They just need someone like the Council to make those recommendations.

Commissioner Yzaguirre commented the Air Quality Board is very under utilized. It has a very talented group of people comprised of elected officials and citizen representatives who are committed to its mission. He suggested the Council collaborate with the Air Quality Board and request that it do some further research and report back to the Council. The existing infrastructure and the knowledge and talent of its members could be very valuable to the Council in accomplishing its mission. The Air Quality Board’s next meeting is April 12 at noon in the Bonneville room next to the Boise Mayor’s office. Chairman O’Neill suggested the Council send a small delegation to the meeting.

Chairman O'Neill suggested information be gathered from the 33 other states that have emission testing programs to learn how their programs are operated.

Mike McGown reported he will be attending a conference in Washington, D.C. in May that will be attended by state and local air pollution control organizations nationwide to discuss air quality issues including vehicle emission testing. They will bring in state and federal experts to talk about the state of the science and where we should go next. He will provide the Council with further information on the conference and will report to the Council on the proceedings. Mr. McGown offered to present any questions the Council might have at the conference.

John McCreedy asked if vehicle emission testing would be part of the control strategies included in the SIP if the Treasure Valley went into nonattainment in the future for particulate matter or ozone. It would not make sense to phase the program out and then have to bring it back. Mr. McGown replied the current PM₁₀ plan has a list of contingency measures DEQ would take if more action was required for PM₁₀, and it includes beefing up the vehicle inspection and maintenance program. Idaho has not done an ozone SIP, but other states usually include a vehicle inspection and maintenance program as a big part of an ozone SIP. Mr. McGown said he could not say for certain, but a vehicle inspection and maintenance program would certainly be included as an option they would look at very closely.

The Council discussed sending a member, possibly Dr. Stephenson, to attend the conference with Mr. McGown, if attendance is open.

William Eddie asked if there is a way to get a cost/benefit analysis (dollars spent per ton of reduction) comparison for some of the control strategies. For example, what would be the cost/benefit of the vehicle inspection and maintenance program if it were extended to Canyon County? Mr. McGown thought they might be able to rerun some of the models to estimate what the cost per ton would be.

John McCreedy asked Commissioner Matt Beebe why Canyon County chose not to adopt the vehicle inspection and maintenance program, and if he thought the county commissioners and the citizens would be supportive of a new and improved program. Commissioner Beebe explained Canyon County held meetings in 2001 with the assistance of DEQ and COMPASS which led to the adoption of an emissions testing ordinance for Canyon County unincorporated. Because cities are sovereign, counties cannot impose any requirements on cities. The Canyon County ordinance was couched upon Nampa, Caldwell, and at least half of the other incorporated cities in Canyon County adopting a similar ordinance. None of the cities showed even the slightest inclination to pursue an ordinance. Canyon County took the lead to test the idea. Commissioner Beebe stated he was not supportive of an emission testing program as it currently exists, and thought remote sensing was a better way of testing emissions. If a proposal is brought forward, the commissioners would consider it, but he preferred to look at all other possible alternatives other than emission testing similar to what is currently being done in Ada County.

Commissioner Beebe asked for a report on what has happened in other areas, such as California, that have been designated as nonattainment areas. Mr. McGown stated there are some really bad consequences of nonattainment, but the practical application of those things has been really

limited. The Clean Air Act provides that if an area violates a standard and goes into nonattainment, and it is not addressed in a timely manner or reasonable progress is not made, EPA can sanction the area through loss of highway funds, penalizing industry, and a number of things. Also, if the air quality budgets are not met with the transportation planning, funding can be lost. The funding does not necessarily go away from the state, it just moves to other areas in the state. So the loss of money has been somewhat overstated in the past. Mr. McGown was confident these things would not happen in Idaho; however, it is a real risk and we need to continue to work forward to avoid any possible problems. He will research what happened in California and other areas and report back.

William Eddie added clearly spelling out the permitting requirements for a new industrial facility when an area is in nonattainment versus attainment is also very important. That is a very significant impact to the business climate of an area, and those things are automatically triggered when an area goes into nonattainment.

Update on Drafting Process

Mayor DeWeerd commented the draft plan was well written and easy to understand. She asked where the population information came from. Mr. McCreedy thought the demographic information came from COMPASS and was census data. Mayor DeWeerd advised more recent information might be available from the Communities in Motion process.

John McCreedy reported the fund raising subcommittee has raised \$15,000 so far. He received confirmation from Roy Eguiren that JFAC has approved a line item budget of \$50,000 for the Council. It is in DEQ's budget and is earmarked for the Treasure Valley Air Quality Trust Fund, which was created by statute. There are two conditions to the funding: (1) the money is not given up front—it is only funded dollar for dollar for every dollar the Council puts into the fund, and (2) the Council's \$50,000 must be raised during fiscal year 2007 (July 1, 2006 – June 30, 2007) to get its \$50,000. If the Council has not raised its \$50,000 by then, the JFAC funds expire and the Council would have to request the funding again. So right now, the Council has \$30,000, theoretically.

The three industrial sources represented on the Council and the Association of General Contractors have made donations. Mr. McCreedy asked the government entities to contribute if possible. If they can't, he fully understands. William Eddie said Advocates for the West also planned to make a contribution. Graye Wolfe also anticipates funds from the auto dealerships. Chairman O'Neill indicated they are continuing to expand the list of entities for the funding raising letter.

Alan Prouty provided a brief update on the drafting process for the plan. No comments were received from Council members on the draft that was distributed at the last meeting. The drafting subcommittee members have been busy and have not met since then. The comments and information from today's meeting will provide input and a revised draft plan will be distributed at the next meeting.

Update on Governor's Conference Initiatives

June Hues distributed a summary of the air quality issues that were discussed at the Governor's Conference on Air Quality in the Treasure Valley and a newsletter, *Treasure the Valley's Air*, (Attachment 3) reporting on the activities and successes since the conference. She briefly discussed some of the activities being done by DEQ and in the community that came out of the conference.

Leonard Herr, Boise Regional Office, Airshed Manager, explained the Treasure the Valley's Air program. It is a coalition of local partners that work together toward the same goal of improving the air quality in the Treasure Valley. A wide variety of government and private businesses and organizations collaborate on projects such as community education and outreach and promoting alternative fuels. One such project, Clean Air Zone Idaho, is a school-based program that reduces children's exposure to school bus diesel exhaust by working with the schools to create no idling zones, using alternative fuels, and raising funds to retrofit the buses.

Clean Cities Presentation

Leonard Herr explained the Clean Cities Program is a U.S. Department of Energy program started in Idaho by the City of Boise and DEQ. It is designed to encourage alternative fuel infrastructure and promote the use of biofuels, natural gas, fuel blends, fuel economy, hybrid vehicles, and idle reduction. To take part in the program, you must meet certain criteria and submit an application to DOE. Once designated as a Clean City, you get exclusive access to funding to develop alternative fuel infrastructure. There is usually about \$10 million available in grants.

The Treasure Valley Clean Cities Coalition has been working a couple of years and has a wide group of stakeholders. This year it formally organized and submitted an application and hopes to receive designation soon. The group has been granted its nonprofit status and is in the process of investigating fund raising options. It recently received \$300,000 in funding from DOE and put out an RFP to fund biodiesel infrastructure in the Treasure Valley. Alternative fuels have great potential for air quality benefits if they are managed correctly, so DEQ would like to stay involved in the program to provide oversight.

Mr. Herr discussed other programs DEQ is involved with such as the air quality alerts and diesel retrofitting for agricultural vehicles. Commissioner Yzaguirre asked if the Council could receive a list of the air quality projects DEQ is conducting.

Update on Outreach & Public Involvement Campaign

Chairman O'Neill observed one of the Council's challenges will be to educate the public. A lot of the control strategies will be soft strategies that simply educate the public and teach best practices. He believed the most positive way to achieve the goals of the Council is to focus on protecting the public health, and not use the nonattainment issue as a threat.

Mayor DeWeerd thought it would be important for the Council's outreach consultant to be aware of and engage the support of all of the different groups already working on air quality issues in the Treasure Valley. They will be natural advocates who are already educated on the issues.

Chairman O'Neill introduced Kris Kamann, Scott Peyron & Associates, who will be working on the outreach strategy with the Council. Mr. Kamann reported he has been working for the last week to learn about the Council, its goals and objectives. He is currently working on a news release to introduce the Council and provide a call to the community to form the citizen's committee. The news release will stress the need for the community's involvement with the Council and let them know how they can participate. After the Council reviews and approves the news release, it will be disseminated, hopefully, by Memorial Day or sooner. The information will also be sent to community leaders and other groups interested in air quality issues.

Two URL Web site addresses have also been established to receive public input: treasurevalleyair.org and treasurevalleyair.com. E-mail comments will be compiled for the Council's review and a general response will be sent to all e-mails. The Web site will also be used to post notices of upcoming meetings and meeting minutes.

Mr. Kamann said a media tour is planned with newspapers throughout the Treasure Valley area to introduce the Council, its purpose and goals, and begin to establish a relationship with the media. He suggested Council members begin thinking about stakeholders for the citizen's committee, and if and how they might want to see a cap put on the committee membership. He will begin working on a list of stakeholders and some proposals regarding the committee membership for the Council's consideration.

Chairman O'Neill reminded members volunteers are still needed to serve on the Public Outreach Subcommittee. Chairman O'Neill, Michael Gifford, and Dr. Stephenson are the current members. He felt the Council was doing pretty well on the timeline on the formation of the citizen's committee. The committee's main function will be to provide input on a draft plan. Educational materials can be provided through the Web site. He felt the most important action at this time would be to decide how the citizen's committee will be formed. He asked for the Council members' input on the selection of the core group—the stakeholder groups who must be represented—for the citizen's committee. He felt it was important to have an initial leadership group with some expertise to begin with before opening it up to the public. He asked members to e-mail or call him with their comments, and he will forward all the suggestions to the outreach consultant.

Dr. Stephenson was very sensitive to placing a cap on the committee and felt it was important to carefully develop a mechanism to form the citizen's committee. He has received 20 calls from a broad spectrum of individuals demanding to be citizen advocates on the committee. Chairman O'Neill acknowledged his concerns, saying the process must be all inclusive and transparent to have credibility and support.

Rick Stott suggested the public outreach consultants present a status report at the next Council meeting on fund raising ideas and recommendations.

Set Agenda for the Next Meeting

The April 19 Council meeting agenda will include presentations on health effects, the permitting process (may include a presentation from Amalgamated Sugar on its permitting process), a reformatted peer-reviewed list of control strategies (a roundtable discussion is planned for the May meeting), and a Communities in Motion and transportation issues presentation.

The Air Quality Board recommendations to the Council and a report on the national conference will be presented at the Council's May meeting. A presentation from a representative of the Utah DEQ office is also planned for the May meeting. The Utah DEQ representative will discuss air quality issues and control measures they are using.

Open Discussion

Council members discussed land use planning and future growth and how it will affect transportation issues. Mike McGown asked if land use planning should be added to the list of control strategies for discussion. Chairman O'Neill responded it was a big part of the air quality picture and should be added to the list of strategies.

The meeting adjourned at 5:30 p.m.

Pete O'Neill, Chairman

Debra L. Cline, Management Assistant
and Recorder