MAY

2022

Yakima Regional Clean Air Agency Board Meeting

Yakima Regional Clean Air Agency
MEETING LOCATION: AGENCY's CONFERENCE ROOM
186 Iron Horse Court, Suite 101
Yakima, WA 98901
www.yakimacleanair.org

May 12, 2022

REGULAR BOARD OF DIRECTORS' MEETING at 2:00 P.M.

AGENDA

1. **Call to Order**

2. **Roll Call**

3. **Additions or Deletions to the Agenda**

4. **Public Comments**
   If you wish to address any matter relevant to the business of the Board, you may do so now. Please, state your name and the item you wish to address. Please limit your comments to three (3) minutes.

5. **Consent Agenda**

   5.1 By consent, approve April 14, 2022 Board Meeting Summary
   5.2 By consent, accept April 2022 YRCAA Monthly Activity Report
   Action Requested: Approve Consent Agenda Items 5.1 through 5.2

6. **Regular Agenda**
   6.1 Interim Executive Director's Report
   6.2 Permitting Update

7. **Action Items**
   7.1 Approve Fiscal Vouchers and Payroll Authorization Transfers for April 2022.
   Action Requested: Approve Fiscal Vouchers and Payroll Authorization Transfers.

8. **Other business**
   8.2 Updates on the Search Process for Air Pollution Control Officer (APCO)/Executive Director

9. **Adjournment**

If you wish to attend the YRCAA Board meeting and require an accommodation due to a disability or Language Interpretative Services, call 509-834-2050, ext. 100 or send us an email at admin@yrcaa.org.

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12 de mayo de 2022

REUNIÓN ORDINARIA DE LA JUNTA DIRECTIVA a las 2:00 p.m.

AGENDA

1. Llamada al orden

2. Registro de asistencia

3. Incorporaciones o eliminaciones al orden del día

4. Comentarios públicos

Si desea tratar cualquier asunto pertinente a los temas del consejo, puede hacerlo en este momento. Acérquese al podio, diga su nombre e indique el tema que desea abordar. Limite sus comentarios a tres (3) minutos.

5. Aprobación de la agenda de consentimiento

5.1 Por consentimiento, apruebe el Resumen de la Reunión de la Junta del 14 de abril de 2022

5.2 Por consentimiento, acepte el Informe Mensual de Actividad de YRCAA de abril de 2022

Acción solicitadas: Aprobar el consentimiento Puntos 5.1 a 5.2 del orden del día

6. Agenda de asambleas ordinarias

6.1 Informe del Director Ejecutivo Interino

6.2 Actualización de permisos

7. Elementos de acción

7.1 **Aprobar comprobantes fiscales y transferencias de autorización de nómina para abril de 2022**

Acción solicitada: Aprobar comprobantes fiscales y transferencias de autorización de nómina,

8. Otros asuntos

8.2 Actualizaciones sobre el proceso de búsqueda de Oficial de Control de la Contaminación del Aire (APCO)/Director Ejecutivo

9. Cierre

Si desea asistir a la asamblea del consejo de YRCAA y requiere servicios especiales por discapacidad o de interpretacion llame al 509-834-2050,ext 100 o escribanos a admin@yrcaa.com

CONSENT AGENDA ITEMS

Yakima Regional Clean Air Agency
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(509) 834-2050, Fax (509) 834-2060
yakimacleanair.org

SUMMARY OF THE GOVERNING
BOARD OF DIRECTORS
REGULAR BOARD MEETING

April 14, 2022

Location and Time:
YRCAA Office

Started at 2:00 PM

REGULAR MEETING

1. Chairman DeVaney *called the meeting to order at 2:00 p.m.*

2. Christa Owen, Clerk of the Board, *conducted roll call. There was a quorum.*

PRESENT WERE: Jon DeVaney, Member-at-Large Steven Jones, Ph.D., County Representative Janice Deccio, Large City Representative Amanda McKinney, County Commissioner **ABSENT:** Jose Trevino, Small City Representative

BOARD MEMBERS: Steven Jones, Ph.D., County Representative Jon DeVaney, Member-at-Large Amanda McKinney, County Commissioner Jose Trevino, Small City Representative Janice Deccio, Large City Representative	**LEGAL COUNSEL:** Gary Cuillier **STAFF:** Hasan Tahat, Ph.D., Interim Executive Director Christa Owen, Clerk of the Board Pamela Herman, Public Records Officer

3. Additions or Deletions to the Agenda

Chairman DeVaney asked if there were any additions or deletions to the Agenda.

Dr. Tahat stated there was none.

4. Public Comment

Chairman DeVaney asked if there were any public comments.

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There were none.

5. Approval of Consent Agenda

5.1 By consent, approved March 10, 2022 Board Meeting Summary
5.2 By consent, accept March 2022 YRCAA Monthly Activity Report

Mayor Deccio moved and Dr. Jones seconded to approval.
Motion approved with no dissension.

6. Regular Agenda

6.1 Interim Executive Director's Report

Dr. Tahat presented the report. Refer to the Board packet.

Dr. Tahat asked for direction guidance from the board regarding what percentage should be added to the FY2023 budget for the employee's pay increase, as they did not have any increase for the past three years. In addition, Dr. Tahat asked for guidance about the classification and pay scale.

Chairman DeVaney gave further details and then asked Dr. Tahat if he had the chance to speak with the Yakima County Human Resources to get their assistance.

Commissioner McKinney informed the board that currently Yakima County is in the process of doing a reclassification study. Commissioner suggests YRCAA contract with the County for this project.

Commissioner McKinney requested the topic of Proposed Heavy-Duty Trucks Rules be placed on the Agenda for May Board Meeting.

7. Action Items

7.1 Fiscal Vouchers and Payroll Authorization Transfers for March 2022

Dr. Jones moved and Mayor Deccio seconded to approval.
Motion approved with no dissension.

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8. Other business

8.1 Updates on the Search Process for Air Pollution Control Officer (APCO)/Executive Director.

Chairman DeVaney will notify Yakima County Human Resources that the advertisement for position is to remain open and have a range in the salary instead of fixed amount, and see if we can attract more applicants with wider experience.

9. Adjournment

Chairman DeVaney adjourned the meeting at 2:34 p.m.

_____ _____

Jon DeVaney, Board of Directors Christa Owen, Clerk of the Board

Date of Release: May 5, 2022
Date of Consideration: May 12, 2022
To: Honorable YRCAA Board of Directors and Alternates
From: Office of the Interim Executive Director
Subject: Monthly Activity Report

Activity	FY21 Total	*Current Quarter* Feb FY22	Mar FY22	Apr FY22	FY22 Total to Date
Minor Source Inspections	129	0	7	0	35
Complaints Received	295	3	7	9	92
NOVs Issued	94	0	1	3	24
AODs Issued	10	0	0	0	0
Warning Notices Issued	11	0	0	0	0
NOPs Issued	52	3	5	0	26
SEPA Reviews	433	18	49	34	390
AOP Applications Received	0	0	0	0	0
AOPs Issued or Renewed	0	0	0	0	0
Deviations/Upsets Reported	31	2	2	2	18
AOP Inspections	4	0	0	1	2
Public Workshops	0	0	0	0	1
Media Events	2	0	0	0	1
Media Contacts	7	1	0	0	6
Education Outreach Events	1	0	1	0	1
Sources Registered	353	58	79	56	247
NSR Applications Received	26	2	0	1	10
NSR Approvals Issued-Temporary	2	0	0	0	0
NSR Approvals Issued-Permanent	31	3	0	2	21
NODRs Received	195	15	16	11	115
Agricultural Burn Permits Issued	97	30	15	11	65
Conditional Use Permits Issued	8	0	4	1	7
Residential Burn Permits Issued	724	0	259	123	594
Burn Ban Days	58	0	0	0	84
Public Records Requests Fulfilled	41	6	4	3	31

Acronyms:

AOP - Air Operating Permit; **NODR** - Notification of Demolition and Renovation; **NOP** - Notice of Penalty; **NOV** - Notice of Violation; **NSR** - New Source Review; **SEPA** - State Environmental Policy Act

REGULAR

AGENDA

Yakima Regional Clean Air Agency
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Executive Memorandum

Date of Release:	May 5, 2022
Date of Consideration:	May 12, 2022
To:	Honorable YRCAA Board of Directors and Alternates
From:	Office of the Interim Executive Director / Air pollution Control Officer
Subject:	Interim Executive Director's Report for the Month of April 2022

1. Staff Update.

Dustin Harrington our compliance and air monitoring staff accepted an offer from the Department of Ecology. His last day at our office will be in May 31, 2022. We wish him the best in his new endeavor. The agency lost 30% of the total staff without replacement up to date.

2. Proposed Heavy-Duty Trucks Rules

Our agency is in contact with National Association of Clean Air Agency (NACAA). In 2020 when the rule was at an early proposal, NACAA collected comments from states and local clean air agency and submitted that to Environmental Protection Agency (EPA) signed by the NACAA Mobile Sources and Fuels Committee, which we are a member (comments letter attached). The current proposed published heavy-duty truck rule on March 28, 2022 *Federal Register* is also continuation of that effort in 2020. https://www.govinfo.gov/content/pkg/FR-2022-03-28/pdf/2022-04934.pdf).

The last email reply from Miles E. Keogh, Executive Director of NACAA to me on April 18, 2022 - "Hasan, I think we will – we had a zoom for the mobile sources and climate change committees to offer input on what could go into the draft, and Nancy Kruger will be circulating comments for member review in the coming days. The members will have to provide edits and then approve sending them, but assuming things go to plan, we'll be doing so. If this is too large a lift for your agency to do alone, you can either "steal the wheel" from our draft comments and incorporate whatever you like from the draft (we encourage that!), or support NACAA sending the comments when they're made available for the members to review.

I'll make sure to ping you specifically when the comments are sent to the NACAA members."

We will continue to follow up on this rule development and coordinate with NACAA.

3. Draft Budget FY 2023- Revised Code of Washington (RCW) 70A.15.1590- Air pollution control authority—Fiscal year—Adoption of budget—Contents.

Revised Code of Washington (RCW) 70A.15.1590 - Air pollution control authority—Fiscal year—Adoption of budget—Contents. It requires budget adoption on or before the fourth Monday in June of every year for the following fiscal year. Staff prepared a draft budget for FY2023. The attached budget of the YRCAA for FY 2023 is a draft. The comment period for draft budget is for 30 days. The public announcement was published at the two newspapers, Yakima Herald-Republic, Sunnyside Sun and the agency's website. The public comment period is from May 2nd to June 1, 2022. The draft budget shows it is a positive budget.

4. Staff Classification and Pay Scale

During April board meeting, your board asked staff to consult with the Yakima County Human Resources (YCHR) if they will be able to include our agency with the reclassification and pay scale the county currently is undergoing. After contacting the YCHR, we found that they have been doing this process and in particular the reclassification over one and a half years ago as they did the reclassification internally. However, the YCHR hired a consulting firm to do the pay scale only. The YCHR have been very helpful; they introduced us to the consulting firm helping them with the pay scale process. Staff spoke with the consulting firm on May 3rd, 2022 and will provide us with a summary report of how they will do the reclassification and the pay scale, of course, bending on your approval. Based on the conference call, the consulting firms do the classification and pay scale based on two methods. The first is based on published survey data while the second, based on clean air agencies in Washington State and will normalize the pay scale according to the geographical location. The cost will be about $5000 for the reclassification and pay scale. Staff recommends that your board approve the staff to contract with the consulting firm to do the classification and pay scale. If approved, the earliest the consulting firm can start the work in July 2023.

Attached some information about the pay scale and classification from the other clean air agencies in Washington State.

5. FY 2022 Woodstove Change- out

For the month of April, we changed 12 woodstoves at a total of $50,088.03. Seven of woodstoves are low income and 5 as rebates,

6. Engineering & Compliance

We registered 56 sources for the month of April. We processed 11 Notifications of Demolition / Renovation (NODR). Agricultural burning and burn bans pursuant to WAC 173-430 and WAC 173-433 requires daily allocation / metering and three days weather forecast, hence, the division do the daily allocation and forecast (dispersion). We issued 11 Agricultural burn permits. We investigated 9 complaints. Issued 3 NOV's.

The following Table itemizes, by type, the number of complaints received and the number of NOV's issued, if any, for the month of April 2022:

Type of Complaint	Number of Complains	Number of NOV's*	Number of AOD's**
Residential Burning	3	0	0
Agricultural Burning	2	0	0
Other Burning and SFBD***	0	0	0
Fugitive / Construction Dust	4	2	0
Agricultural Dust	0	0	0
Agricultural Odor	0	0	0
Other Dust	0	0	0
Surface Coating	0	0	0
Odor	0	0	0
Asbestos	0	0	0
Others and NSR****	0	0	0
Registration	0	0	0
Industrial Sources	0	1	0
TOTALS	**9**	**3**	**0**

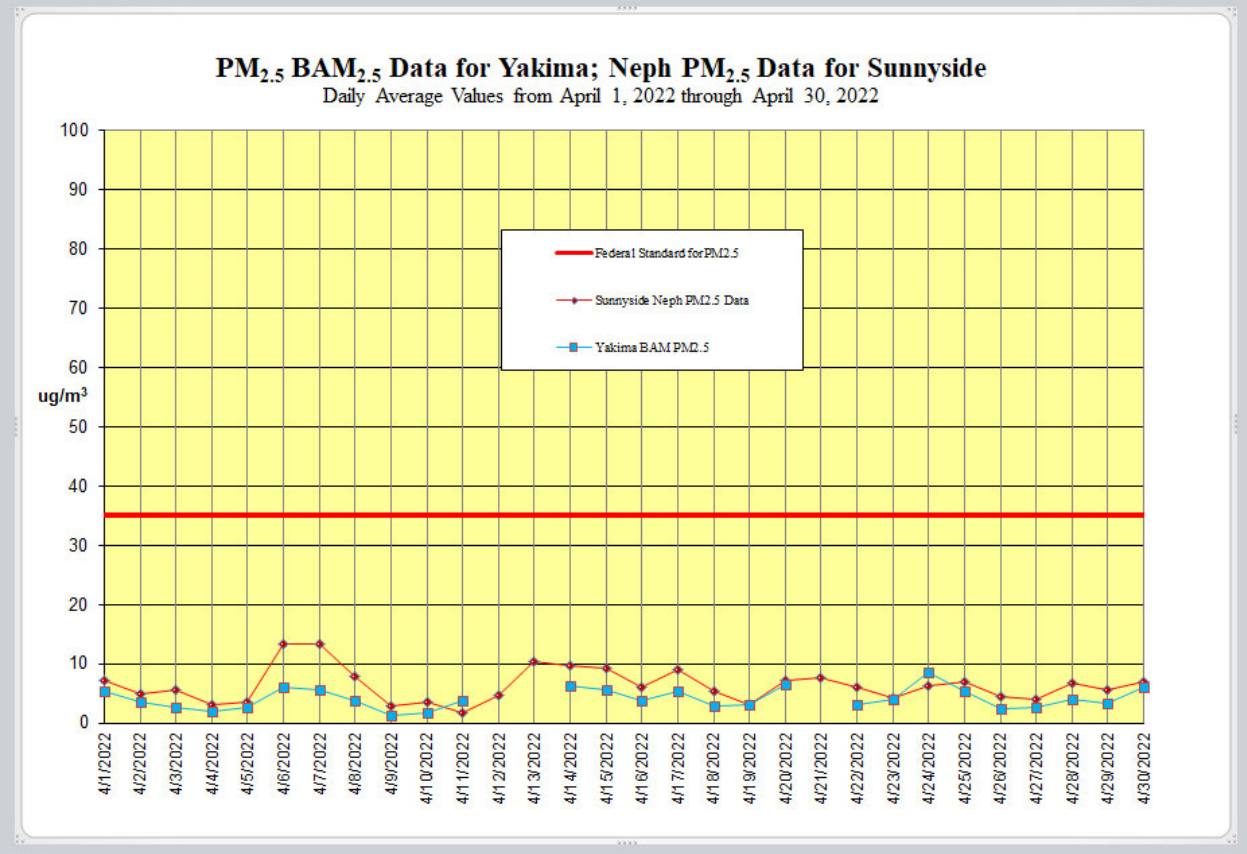
*NOV- Notice of Violation
**AOD- Assurance of Discontinues
*** Solid Fuel Burning Device **** New Source Review

7. Air Monitoring Data for April 2022

YRCAA gets $20,500 grant from Department of Ecology to do the monitoring work. Collect samples, ship them for lab analysis and maintain the monitors running. As we lost both monitoring tech staff members, continuation of this work will be uncertain. In addition, we had a grant approval from EPA to replace the Sunnyside monitor to an ERM, not sure, how we will proceed with that too.

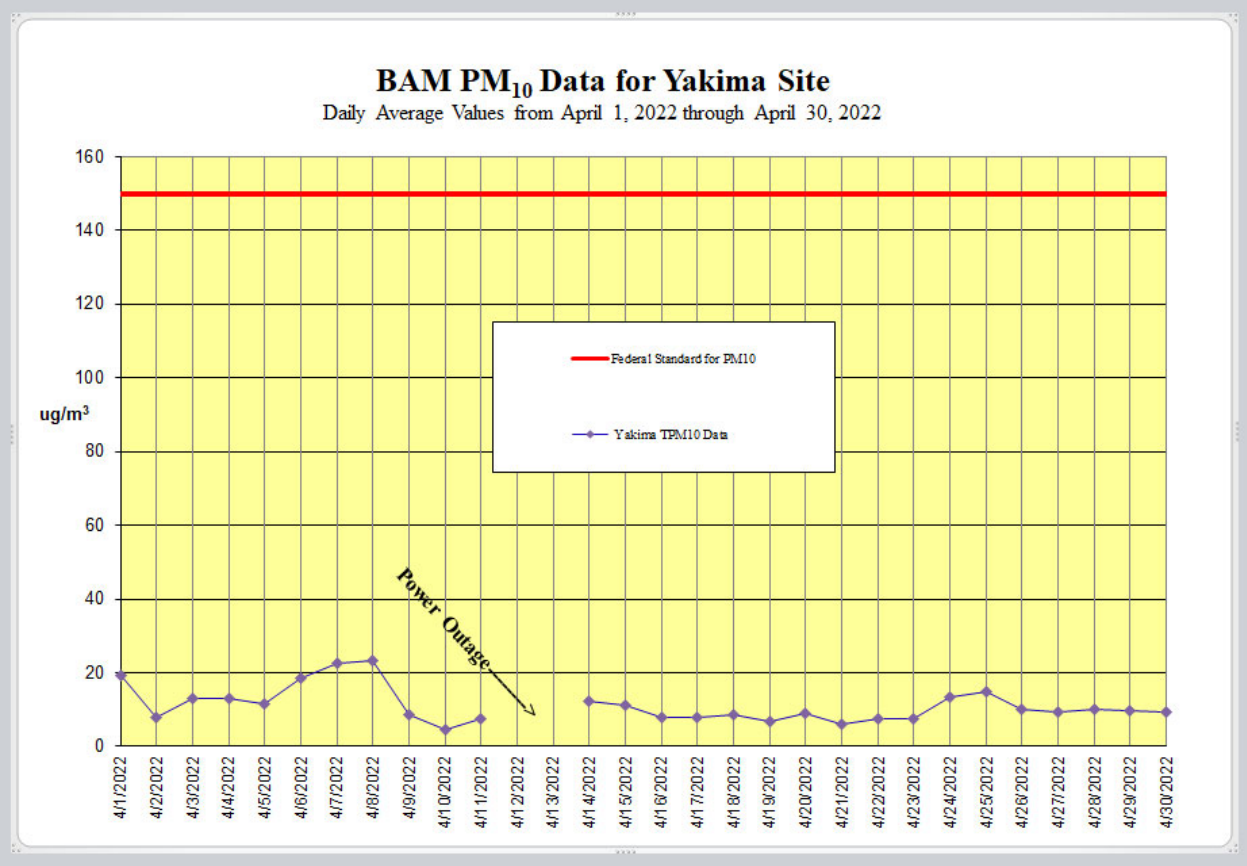
Collected and shipped for analysis approximately 15 Air Monitoring Samples and completed 6 Quality Control (QC) checks on 5 Air Monitors.

- **$PM_{2.5}$ Data**
  - We expect no $PM_{2.5}$ exceedances for the month.

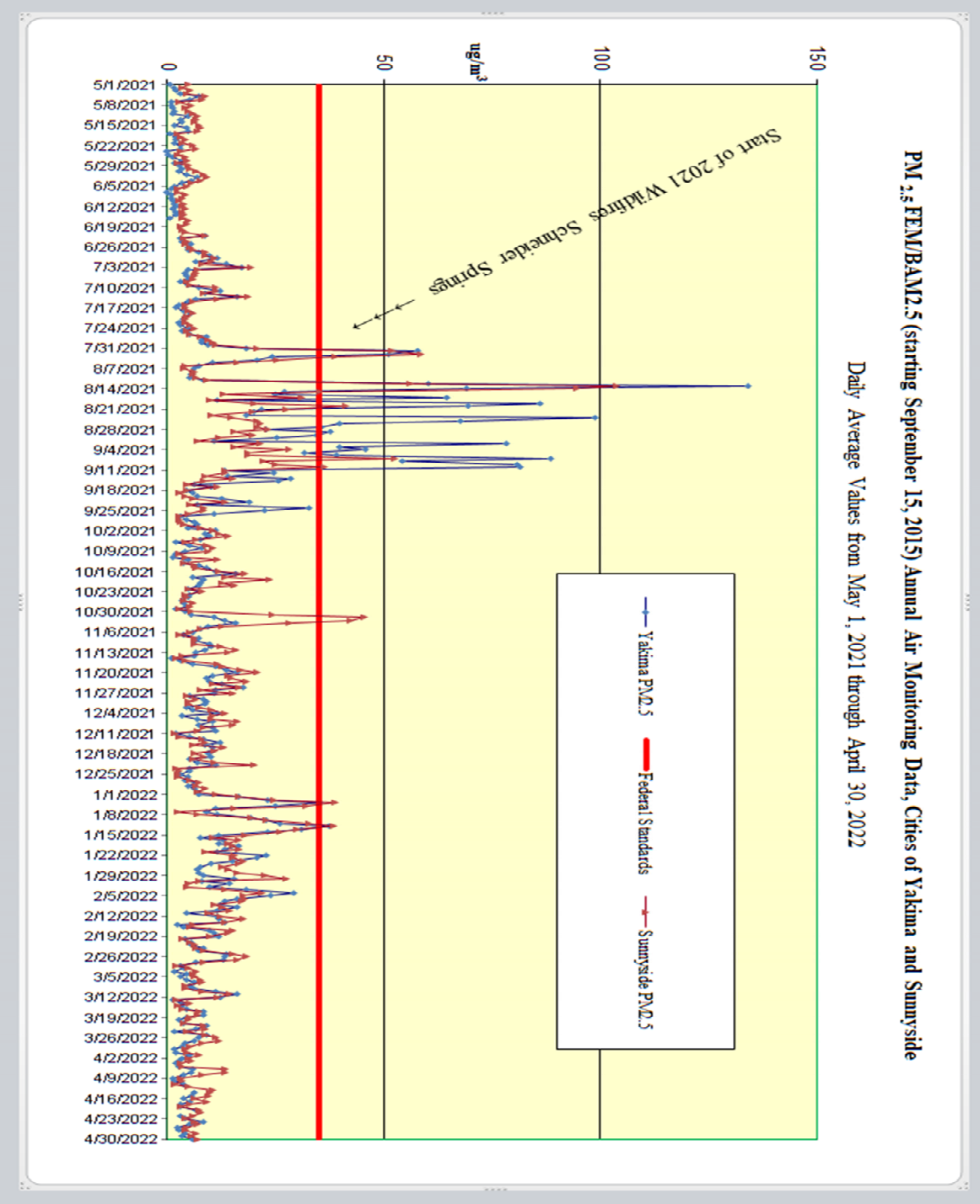


- **PM_{10}**

- We expect no PM_{10} exceedance for the month.



- **Annual $PM_{2.5}$ Data**
  - Annual $PM_{2.5}$ for Yakima and Sunnyside monitors.
  - Exceedances for 2021 are due to the wildfire (Schneider Springs Fire) as indicated in the graph below.



NACAA
national association of clean air agencies

February 20, 2020

U.S. Environmental Protection Agency
EPA Docket Center
Air and Radiation Docket
Docket ID No. EPA-HQ-OAR-2019-0055
Mail Code 28221T
1200 Pennsylvania Avenue, NW
Washington, DC 20460

To Whom It May Concern:

The National Association of Clean Air Agencies (NACAA) offers the following comments on the U.S. Environmental Protection Agency's (EPA) Advance Notice of Proposed Rulemaking (ANPRM), "Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine Standards," which was published in the *Federal Register* on January 21, 2020 (85 Fed. Reg. 3306). NACAA is the national, non-partisan, non-profit association of air pollution control agencies in 41 states, including 115 local air agencies, the District of Columbia and four territories. The air quality professionals in our member agencies have vast experience dedicated to improving air quality in the U.S. These comments are based upon that experience. The views expressed in these comments do not represent the positions of every state and local air pollution control agency in the country.

I. Introduction

EPA last set nitrogen oxide (NO_x) emission standards and related requirements for highway heavy-duty trucks and engines in January 2001. NACAA has been actively urging EPA to take meaningful action to update and strengthen these standards for the past five years. Attaining and maintaining health-based National Ambient Air Quality Standards (NAAQS) require such federal action and protecting public health and welfare demands it. Therefore, on November 13, 2018, NACAA welcomed EPA Administrator Andrew Wheeler's announcement of the agency's Cleaner Trucks Initiative (CTI), to include a future rulemaking to further decrease NO_x emissions from highway heavy-duty trucks and engines. When making the announcement, the Administrator stated, "The U.S. has made major reductions in NO_x emissions, but it's been nearly 20 years since EPA updated these standards. Through rulemaking and a comprehensive review of existing requirements, we will capitalize on these gains and incentivize new technologies to ensure our heavy-duty trucks are clean and remain a competitive method of transportation." NACAA now welcomes this ANPRM, soliciting perspectives on what to include in a forthcoming Notice of Proposed Rulemaking.

Overall, NACAA strongly supports prompt establishment of a single national on-road heavy-duty truck and engine program that includes robust emissions standards, in-use performance requirements that ensure achievement of the emission standards across all duty cycles, test procedures correlated to real world operation, longer useful life and warranty periods and other important provisions that will take full effect as soon as possible but not later than model year (MY) 2027 and achieve a reduction in NO_x emissions of at

least 90 percent from current in-use levels. In addition, the program should incentivize early introduction of the cleanest engines and technologies for MYs 2024 through 2026. We elaborate on these recommendations in section III, below.

II. The Need for NO_x Reductions Throughout the U.S.

EPA data show that nearly 130 million people – over a third of the U.S. population – live in areas of the country that are designated nonattainment for the health-based NAAQS for ozone, particulate matter or both. NO_x emissions contribute significantly to each of these public health problems and are linked with a large number of adverse impacts on the respiratory system, as well as with the other ill effects associated with exposure to elevated levels of ozone and PM, including premature death. NO_x emissions also contribute to acid deposition, regional haze and the eutrophication of water bodies.

It is widely known and demonstrated that heavy-duty vehicles will continue to be one of the largest contributors to the national mobile source NO_x inventory in 2028. Therefore, as the agency states in the ANPRM, "Reducing NO_x emissions from highway heavy-duty trucks and buses is thus an important component of improving air quality nationwide and reducing public health and welfare effects associated with these pollutants, especially for vulnerable populations and lifestages, and in highly impacted regions."

States and localities all across the country are in need of NO_x reductions to achieve and sustain their clean air goals. A new federal heavy-duty truck rule that includes a standard to reduce NO_x emissions by at least 90 percent from current in-use levels would provide a cost-effective and least-burdensome path to assisting states and localities – from those with the most intractable ozone problems to those currently in attainment but struggling to stay there – in meeting their legal obligation to attain and maintain the health-based NAAQS for ozone and meet Clean Air Act (CAA) anti-backsliding requirements. Given the interstate nature of truck usage, national standards are necessary to effectively garner the broad NO_x reductions needed across the nation. Moreover, such a national low-NO_x emission standard will spur domestic clean technology industries and production of American-made trucks and engines to help ensure economic and national security. Further, reductions in NO_x emissions will help states and local areas reduce secondary PM, regional haze, acid deposition and the eutrophication of water bodies and address environmental justice concerns. In the absence of a more stringent national highway heavy-duty NO_x standard, many nonattainment areas, and areas on the cusp of nonattainment, across the country will find themselves unable to address emissions from one of their largest sources, likely delaying their attainment or driving them into nonattainment of the NAAQS.

If EPA does not require sufficient NO_x reductions from heavy-duty trucks many areas will have no choice but to adopt severe limits on local businesses. Because the CAA largely preempts state and local regulation of mobile sources, states and local authorities facing ozone nonattainment may be forced to impose extremely stringent limits on stationary sources such as factories, power plants and refineries as they pursue necessary emission reductions, if reductions from such sources are even available. In turn, such limits will harm local, state and national economies, and will likely not be sufficient to attain the ozone NAAQS.

For example, the Louisville, KY metropolitan area has recently been designated nonattainment for the 2015 ozone standard. As a NO_x-limited ozone nonattainment area – one that is more influenced by reductions in NO_x than volatile organic compounds (VOCs) – NO_x reductions from heavy-duty vehicles are needed in order to meet and maintain compliance with the NAAQS and achieve the public health improvements that come with reduced ozone exposure. Heavy-duty vehicles are the third largest source of

NO_x emissions within Jefferson County, KY and neighboring Floyd County, IN, as well as the nonattainment area as a whole; they are the largest source of NO_x emissions in three of the five nonattainment counties. According to the Louisville Metro Air Pollution Control District, the only way to move the needle on emissions from the heavy-duty sector is through federal engine and fuel standards.

Michigan currently has four areas designated marginal nonattainment for ozone, located in West and Southeast Michigan (the state is currently working on a redesignation request for Berrien County in West Michigan). The nonattainment counties in West Michigan are largely affected by transport-related ozone; NO_x reductions from existing stationary sources within the state are scarce and would have limited benefit. A substantial portion of the state's population resides in the large nonattainment area in Southeast Michigan, which encompasses seven counties. Although a substantial segment of the state's industry is also located in this Southeast nonattainment area, mobile sources still account for more NO_x emissions than stationary sources in the area. Highway heavy-duty diesel vehicles constitute one of the largest categories of mobile source NO_x emissions, second only to light-duty vehicles. Therefore, the Michigan Department of Environment, Great Lakes, and Energy (EGLE) says additional NO_x reductions from heavy-duty trucks would assist the state in attaining and maintaining the ozone standard. Additionally, EGLE is concerned that Michigan may not meet the August 2021 marginal attainment deadline for the 2015 ozone standard. The potential for a "bump up" to moderate nonattainment is a real possibility and something that the state has begun to think about and plan for. Several stakeholder workgroups, including one focused on mobile source emissions, have been convened to assess ways in which the state can reduce NO_x and VOC emissions. At this point in its planning efforts, EGLE says it is looking at any and all sectors as a means to reduce its emissions and meet its attainment goals, but the state recognizes that significant NO_x reductions, with the exception of the planned retirement of several of its large coal-fired power plants (outside of the August 2021 attainment window), may be difficult to achieve.

Washoe County, NV is also in need of NO_x reductions from heavy-duty trucks. Washoe County is currently designated attainment for the 2015 ozone NAAQS, but recent ozone design values have been 100 percent (or more) of the NAAQS. On-road motor vehicles, including heavy-duty trucks, represent the largest source of NO_x emissions in Washoe County. The Washoe County Health District joined EPA's Ozone Advance program in 2016 to improve ozone levels and avoid a nonattainment designation. Reducing air quality impacts from on-road motor vehicles, including heavy-duty trucks, is one of five goals in the Health District's Ozone Advance Path Forward. Freight/goods movement by heavy-duty trucks is a major factor in Northern Nevada's economy. Reno/Sparks is home to many warehouses and distribution centers that generate heavy-duty truck trips. Just east of Reno/Sparks is the world's largest industrial center (Tahoe-Reno Industrial Center), which also generates heavy-duty truck trips. In addition, Interstate 80 is the primary transportation corridor for goods moving east from the Port of Oakland in California, generating even more heavy-duty truck trips through the Reno/Sparks area. The Washoe County Air Quality Management District (AQMD) has permitting authority for only a very small portion of the county's NO_x inventory and NO_x reductions from sources subject to AQMD permits will be expensive. Two other potential NO_x reduction strategies under consideration, and for which the AQMD has authority to pursue, are an emissions banking/offset program and an indirect source rule.

Delaware also says it cannot achieve the ozone standard without additional control measures and that a strong national standard to reduce NO_x emissions from all heavy-duty vehicles is critical to protecting the health and welfare of its citizens. The state's one nonattainment county, New Castle, includes the heavily traveled I-95 corridor. Heavy-duty vehicles make up approximately 25 percent of all vehicle NO_x

emissions. Strong national standards for controlling NO_x emissions from this class of vehicles will help Delaware's New Castle County achieve the ozone standard.

New Jersey, too, needs additional NO_x reductions from highway heavy-duty trucks. A recent 2017 annual emissions inventory for New Jersey indicates that mobile sources are the most significant contributor to the state's total NO_x inventory (42 percent) and heavy-duty trucks contribute the greatest share of the mobile source NO_x emissions (25 percent). These emissions can be compared to other sources such as electric generating units (EGUs), which contribute only 4 percent of the total NO_x inventory, as well as non-EGU point and area sources, which, when combined, contribute only 26 percent. The Northern New Jersey nonattainment area is classified as serious nonattainment for the 2008 75-ppb ozone NAAQS and moderate nonattainment for the 2015 70-ppb ozone NAAQS. New Jersey's Department of Environmental Protection (DEP) says attainment by the statutory attainment dates for this area is unlikely due, in large part, to the continuing significant contributions of highway heavy-duty trucks to the New Jersey and regional inventories. In addition, the Southern New Jersey nonattainment area is classified as marginal nonattainment for the 2015 ozone NAAQS. New Jersey sits in the middle of a major commercial corridor and is bisected by the I-95 corridor. New Jersey is also home to one of the largest ports in the country, the Port Authority of New York and New Jersey (PANYNJ), which provides goods movement to over 25 percent of the U.S. population, from Boston to Washington, DC. The environmental justice community surrounding the PANYNJ is negatively affected by the emissions from the dirty trucks conducting business at the Port on a daily basis. Diesel exhaust is the most significant air toxic affecting these neighborhoods. Ozone is a persistent air pollutant on the East Coast and mobile sources are currently, and projected in the future to be, the largest contributors to ozone precursor pollutants, especially NO_x. Due to the timing of the ozone nonattainment problems and attainment dates in New Jersey, DEP says it is important that EPA adopt lower heavy-duty truck NO_x emission standards by MY 2027 and notes that controlling highway heavy-duty trucks would also contribute to reducing transported emissions to downwind states and assist states in meeting their Good Neighbor State Implementation Plan requirements.

EPA action to significantly reduce NO_x emissions from highway heavy-duty vehicles is critical for Wisconsin to meet its Clean Air Act attainment obligations relative to ozone, since reductions in regional NO_x emissions are necessary to resolve persistent ozone nonattainment issues along Wisconsin's Lake Michigan shoreline. Wisconsin currently has multiple areas in nonattainment for both the 2008 and 2015 ozone standards, from urban centers to rural Door County. Due to the overwhelming impact of transport of ozone and ozone precursors, Wisconsin has limited ability to reduce these ozone levels; in 2017, for example, approximately 87 percent of the ozone concentrations at Sheboygan County's Kohler-Andrae monitor were attributed to out-of-state emissions. Notably, Wisconsin's ozone nonattainment areas are located downwind of major population centers, including transportation and freight hubs that are a significant source of heavy-duty vehicle emissions. Wisconsin will not achieve attainment without additional reductions in emissions in these upwind areas, including from mobile sources.

Reductions in heavy-duty diesel vehicle NO_x emissions are also important for the Washington, DC-MD-VA ozone nonattainment area to attain the ozone NAAQS. The Ozone Transport Commission (OTC) conducted source apportionment modeling with the 2011 emissions inventory, projected to 2023; this modeling assessment further confirmed the need for NO_x reductions from heavy-duty vehicles. OTC's source apportionment modeling work shows that the highway diesel sector is projected to contribute to ozone levels in DC, on average, 6.8 percent throughout the ozone season and 9.8 percent on exceedance days. On some days the highway diesel sector is projected to contribute up to 14 percent to ozone levels. By contrast,

on average, DC is projected to contribute 3.1 percent to its own ozone levels throughout the ozone season and 6.8 percent on exceedance days.

Connecticut is nonattainment for both the 2008 and 2015 8-hour ozone NAAQS. Because the state failed to attain the 2008 standard by the July 2018 statutory deadline it has been bumped up to serious nonattainment. With respect to the 2015 standard, the Greater Connecticut area is designated marginal nonattainment and the NY-NJ-CT area is designated moderate nonattainment. Highway heavy-duty vehicles are a significant and growing contributor to the state's NO_x inventory. In 2018, highway heavy-duty vehicles accounted for 40 percent of on-road NO_x emissions in the state and by 2045 highway heavy-duty vehicles are projected to contribute 66 percent of all on-road NO_x emissions. Since stationary sources represent an increasingly smaller share of Connecticut's emissions inventory the potential for stationary source reductions to contribute to attainment of the ozone standard is limited and expensive, exceeding $40,000 per ton of NO_x reduced, according to the Connecticut Department of Energy and Environmental Protection.

The eight-county Charlotte, NC region (which includes Mecklenburg County) is a former 2008 ozone nonattainment area that was redesignated by EPA as a maintenance area, effective August 27, 2015. As a NO_x-limited area, additional NO_x reductions from heavy-duty trucks would be valuable and necessary given that more than 90 percent of the ozone-forming NO_x in Mecklenburg County originates from mobile sources. Of this, 22 percent can be directly attributed to the equipment used for goods movement (i.e. heavy-duty diesel trucks). Recently, on September 11, 2019, Mecklenburg County recorded an 8-hour maximum ozone concentration of 81 parts per billion (ppb). This is the highest value in the county since 2012 and jeopardizes the area's already narrow compliance with the 2015 ozone NAAQS of 70 ppb. Mecklenburg County's air quality emissions inventories have shown that a significant portion of ozone-forming NO_x emissions in the county originate from other mobile sources such as passenger transportation (34 percent), aircraft and ground support equipment (13 percent) and non-road equipment used in construction (21 percent).

In Maryland, research on ozone production efficiency has shown that reductions in NO_x will not only help reduce ozone levels within the state, but also continue to change the atmospheric chemistry in the Mid-Atlantic such that a ton of NO_x reduced in 2020 yields a much greater ozone reduction compared to that same ton of NO_x reduced in 2000.

Although Minnesota does not have NO_x-related nonattainment issues at this time, the Minnesota Pollution Control Agency (MPCA) says it needs additional NO_x reductions from heavy-duty trucks to achieve its environmental justice goals. Transportation is Minnesota's largest source of air pollution and the state says it is not achieving the pollution reductions it needs in this sector. Low-income areas and communities of color in Minnesota are disproportionately exposed to air pollution from transportation. Reducing NO_x emissions from heavy-duty trucks would help mitigate disproportionate health impacts in these areas (see a Minnesota-specific study here: https://www.mdpi.com/1660-4601/12/5/5355). As found in other studies, lower-income areas and communities of color in the Minneapolis-St. Paul metropolitan area (those identified as environmental justice areas by the MPCA) tend to have higher levels of traffic-related air pollution, even though residents of these areas generally drive less than residents of wealthier, majority-white areas. According to the state of Minnesota's *Life and Breath* report (https://www.pca.state.mn.us/air/life-and-breath-report) if the state reduces 2013 levels of fine particles and ground-level ozone by 10 percent – roughly equal to the air quality improvements seen in the past decade – the following adverse health events could be prevented: 200 to 500 early deaths, 70 hospitalizations and 150 emergency department visits. Minnesota is pursuing LEV/ZEV standards for passenger vehicles through the Clean Cars Minnesota rulemaking. This will reduce overall transportation emissions and local air pollution, but will not address heavy-trucks, which

are the largest NO_x source. Even though Minnesota also uses DERA funding and Volkswagen settlement funding to reduce NO_x pollution from heavy-trucks and off-road equipment, those efforts do not meet all of the states needs with respect to heavy-duty NO_x emissions.

Environmental justice concerns also drive Rhode Island's need for additional NO_x reductions from highway heavy-duty trucks. The mobile source sector is by far the largest source of NO_x in the state, accounting for nearly 80 percent of total NO_x emissions. Stationary source fuel combustion is the second largest emitting sector of NO_x, at 13.1 percent. Approximately 35 percent of the state's NO_x emissions come from highway heavy-duty vehicles, while almost 45 percent of all highway heavy-duty NO_x emissions occur in Providence County and within frontline/environmental justice communities. For example, the Port of Providence and surrounding industrial areas hold regional energy and economic significance, yet present local impacts that are often in conflict with surrounding communities. Communities close to the highway, port, freight transportation corridors and industrial areas with more emission sources (NO_x and others) experience increased exposure to air pollution and the risk of health effects. Low-income communities of color in Providence bear most of the burden of port-related highway mobile activities and suffer the greatest environmental health consequences of air pollution.

Clark County, NV is currently designated marginal nonattainment for the 2015 ozone NAAQS. The trends both in NO_x emissions and ambient ozone concentrations in Clark County are decreasing and the county believes that it can attain the 2015 ozone NAAQS with the existing control programs already in place (and believes this is true even with the likely probability that Clark County could be bumped up to moderate nonattainment). Excepting 2018 data that was significantly affected by wildfire smoke, NO_x and ozone measurements appear to be on track with EPA modeling that was completed with the 2015 ozone NAAQS. If this trend continues, the area should achieve attainment in 2023. Having said that, however, the Clark County Department of Environment and Sustainability notes that from a policy perspective that takes into account what is in the best interest of its citizens, and anticipating other future ozone standard reductions, the county will benefit from every NO_x reduction that is plausible and, therefore, would welcome further NO_x emission reductions from heavy-duty trucks. In addition, reducing NO_x in Southern California would be greatly beneficial to Clark County since the long-range transport of ozone across the border has been observed in studies performed by the National Oceanic and Atmospheric Administration to contribute to ozone nonattainment problems in Southern Nevada.

While Massachusetts is designated attainment for the 2015 ozone standard, the state says it is important to further reduce NO_x emissions from heavy-duty vehicles to ensure maintenance of attainment, reduce the number of unhealthy ozone days that occur and reduce direct exposure of its citizens, particularly in environmental justice areas. The Massachusetts Department of Environmental Protection notes that it is also important that upwind states get the benefits of lower NO_x emissions from heavy-duty vehicles for their own citizens and because most of the elevated ozone that occurs in Massachusetts is due to transport from the I-95 corridor.

Likewise, many other areas of the country seeking to maintain their attainment status will benefit from nationwide NO_x reductions, including areas like Wyandotte County, KS, which has been "flirting" with nonattainment of the ozone standard for many years.

In 2016, state and local air agencies from around the country joined together to petition EPA to adopt "ultra-low NO_x" emission standards for highway heavy-duty trucks and engines. Petitioners, who based their case on their need for the related NO_x reductions, included the South Coast (CA) Air Quality Management

District; Pima County (AZ) Department of Environmental Quality; Bay Area (CA) Air Quality Management District; Connecticut Department of Energy and Environmental Protection; Delaware Department of Natural Resources and Environmental Control, Division of Air Quality; Washoe County (NV) Health District, Air Quality Management; New Hampshire Department of Environmental Services; New York City (NY) Department of Environmental Protection; Akron (OH) Regional Air Quality Management District; Washington State Department of Ecology; Puget Sound (WA) Clean Air Agency; Rhode Island Department of Environmental Management; Massachusetts Department of Environmental Protection; Vermont Department of Environmental Conservation; New York State Department of Environmental Protection; and Sacramento (CA) Metropolitan Air Quality Management District.

III. NACAA's Recommendations for EPA's CTI Rule

EPA states in the ANPRM that it intends the CTI "to be a holistic rethinking of emission standards and compliance." NACAA supports this intention and strongly recommends that EPA include the following components in its rule.

A. Emission Reductions

NACAA recommends that engines be designed to a fundamentally lower standard to achieve a reduction in NO_x emissions of at least 90 percent from current in-use levels as soon as possible but by no later than MY 2027.

EPA, as part of a collaboration with state and local agencies in cooperation with engine original equipment manufacturers (OEMs) and technology suppliers, has contributed resources to fund low-NO_x engine demonstration work conducted by Southwest Research Institute. The results of these demonstrations, conducted with "bolt-on" technologies added to today's production engines, are very impressive and underscore the feasibility of NO_x reductions of at least 90 percent from current in-use levels and of full-duty cycle high-efficiency emission control by MY 2027.

The demonstrations show that 1) under the Federal Test Procedure (FTP), improved aftertreatment can achieve 0.015 grams per brake horsepower-hour (g/bhp-hr) NO_x (compared to the current standard of 0.2 g/bhp-hr) without any fuel economy penalty (in fact, there is a fuel economy benefit of about 1 percent) and 2) on the low-load cycle, improved aftertreatment, air handling and software calibration can achieve 0.07 g/bhp-hr NO_x without any fuel economy penalty.

New engine layouts being engineered today by Achates Power, Cummins and Nissan, with the support of the California Air Resources Board (CARB), the U.S. Army and the U.S. Department of Energy's ARPA-e, are similarly capable of at least a 90-percent improvement in NO_x performance when coupled with these aftertreatment approaches.

Among the technologies that manufacturers can use to meet the NO_x emission reduction target that NACAA recommends are advanced catalyst formulation, 48-volt technology, cylinder deactivation, passive and active thermal management, variable valve actuation and battery electric and fuel cell vehicles.

The Manufacturers of Emission Controls Association (MECA) discusses technology options in "Technology Feasibility for Heavy-Duty Diesel Trucks Achieving 90% Lower NO_x Standards in 2027,"

(http://www.meca.org/resources/MECA_2027_Low_NOx_White_Paper_FINAL.pdf) published February 4, 2020. In this white paper, MECA presents "dynamometer test results and emission models from fully aged aftertreatment systems installed on heavy-duty on-road engines to offer several compliance paths that are technologically and economically achievable by MY 2027. The models used have been optimized over decades of testing of accelerated aged commercial catalysts and validated against real world emission control systems. The technologies outlined in this assessment are either commercial or market ready options that can be deployed on vehicles by model year 2027 to achieve 0.02 g/bhp-hr on the heavy-duty FTP certification cycle and approximately 0.075 g/bhp-hr in low load operation using the low load certification cycle being proposed by CARB."

NACAA also notes the potent impact of diesel PM and many states' and local areas' efforts to reduce it, including through the use of grants under the Diesel Emissions Reduction Act program, and with initiatives such as local anti-idling and smoke opacity programs. NACAA recommends that EPA include anti-backsliding provisions for PM, such as a 50-percent reduction from the current PM emission standard, to discourage backsliding on diesel particulate filter (DPF) filtration efficiency.

To reduce emissions of VOCs from gasoline engines, NACAA recommends that EPA establish evaporative emission standards, including onboard vapor recovery.

B. In-Use Performance

So that new low-NO_x emission standards are fully realized in the real world NACAA recommends that EPA require all engines to achieve high emission-control performance in use across all duty cycles of operation (idling, low load and loaded), including through introduction of a low-load cycle for certification upfront demonstration so that certification accurately reflects in-use performance.

NACAA additionally recommends that EPA strengthen the approach for assessing compliance with in-use performance requirements by adopting a new in-use emissions algorithm to evaluate a full day of a vehicle's in-use emissions data without exclusion (i.e., *all* emissions from the vehicle's work shift must be considered).

NACAA also recommends that EPA increase the stringency of standards in full recognition of technologies to accelerate warm up after a cold start, such as the incorporation of light-duty vehicle best practices for controlling emissions, including engine control strategies such as cold-start and warm-up strategies, and catalyst placement for faster warmup.

NACAA further recommends that, as part of certification testing, EPA require an upfront durability demonstration using accelerated test methods with strong correlation to in-use performance.

In addition, NACAA recommends that EPA add an idle cycle for certification of new engines and establish a Not-to-Exceed engine exhaust NO_x emissions limit of 10 grams per hour or less.

Finally, NACAA supports measuring PM emissions during in-use testing of engines equipped with DPFs and recommends that EPA retain this procedure. EPA states in the ANPMR that "PEMS measurement is more complicated and time-consuming for PM measurements than for gaseous pollutants such as NO_x." However, NACAA notes that the current in-use testing requirements allow

OEMs to apply for and be granted a waiver on a case-by-case basis if the complications of in-use PM measurement for any given engine family are too difficult to overcome.

C. Useful Life and Warranty Periods

NACAA recommends that EPA increase regulatory useful life, by class, to more accurately reflect how long vehicles actually remain in the fleet: light heavy-duty vehicles to 270,000 miles, medium heavy-duty vehicles to 350.000 miles, heavy heavy-duty vehicles to 800,000 miles and heavy-duty gasoline vehicles to 200,000 miles.

Likewise, NACAA recommends that EPA increase the length of warranties, by class, to levels on the order of 75 to 80 percent of the useful life (from the current warranty of 100,000 for all classes).

D. Enforcement

NACAA recommends that EPA update the Defect Reporting Program to further enable early defect resolution by requiring warranty-claims-rate-triggered increases to reporting frequencies, tying screened warranty claims rate thresholds to mandatory remedial action for identified design defects and requiring manufacturer reporting of the emissions impacts of identified defects and the probability of defect recurrence across the similar engine population to full useful life.

NACAA also recommends that EPA include requirements such as emission control unit "hardening" to discourage tampering. EPA should also make enforcement against tampering a top agency priority.

NACAA recommends that EPA actively support the development of technologies and programs that leverage capable vehicle sensor-based emissions measurement to gain a clearer understanding of engine family emissions rate distributions exhibited in the real world across the variation of actual vocations and applications. Vehicle sensor-based emissions evaluations have potential to enhance accuracy and granularity of emissions inventories, confirm design robustness and reduce the logistics and resources otherwise needed to reach similarly statistically powerful determinations.

E. Onboard Diagnostics and Vehicle Maintenance

NACAA recommends that EPA maintain a robust onboard diagnostics (OBD) program with diagnostic specificity that will ensure OBD continues to accurately detect system failures for lower emission standards and inform the technician of what the problem is, and the cause, so it can be promptly, proficiently and cost-effectively repaired. The agency should also conform OBD provisions so states can develop and enforce comprehensive inspection and maintenance (I/M) programs, it they choose.

NACAA recognizes that properly maintaining a vehicle throughout its life is key to realizing real-world emissions benefits. NACAA recommends that EPA require practically affordable access to service information and tools for maintaining heavy-duty engines and aftertreatment emissions systems. This is especially important for aging vehicles; for small businesses, small fleets and independent owner/operators; and for rural operations that would require long-distance travel to access dealership repair networks. Such practically affordable access also provides a means of mitigating the reportedly

long wait times that can be encountered when seeking dealer service or repairs. These actions to support the ready repairability of vehicles would also assist states that choose to pursue vehicle I/M programs because such programs are more easily justified when potential barriers to repair access are reduced.

F. Incorporation of Advanced and Emerging Technologies

Through the CTI, EPA should encourage the expansion of advanced and emerging technologies, including electric drive systems, while structuring an averaging, banking and trading program that ensures preservation of NO_x reductions and continued progress toward NAAQS attainment and maintenance regardless of the timing of widespread advanced technology systems' penetration into the heavy-duty market. OEMs all have active technology development efforts with a variety of emphases, including advanced combustion and electric drive vehicles and fuel cells. In fact, many of these manufacturers currently have products commercially available and being deployed in multiple commercial applications through such programs as the national Volkswagen settlement. Multiple reports have indicated neutral or better Total Cost of Ownership today or by 2027 for several vocational applications.

EPA should incorporate anticipated advanced technology as part of the stringency and anticipated compliance strategy, not just as a technology innovation incubator project on the side. Such an approach could complement current state and local programs that are underway across the country to deploy such vehicle types. For example, CARB is moving forward with its Advanced Clean Truck rule with ZEVs proposed for 50 percent of class 4-8 vocational truck sales in 2030 and the CARB Board has directed its staff to examine where that can be accelerated. Ideally, the CTI would encourage penetration of these cleanest vehicles well beyond the efforts of California and other jurisdictions such that these advanced technology vehicles could be available to fleets nationwide or, alternatively, ensure against loss of the emissions benefits of the CTI to federal over crediting of the California program.

G. Incentives for Early Action

NACAA recommends that EPA incentivize early introduction of the cleanest engines and technologies for MYs 2024 through 2026, which could include clarifying NO_x credit programs, potential early introduction flexibilities or other voluntary incentives.

IV. Conclusion

The technology for lower-emitting engines is feasible, available and cost-effective. It has been 19 years since EPA last set the heavy-duty on-highway NO_x standards. Since that time, numerous engine technologies and controls to lower emissions have been successfully demonstrated and, as recent and ongoing studies show, more continue to emerge.

As we have explained, for many areas around the country facing ozone issues, mobile sources are the dominant source of NO_x with highway heavy-duty trucks being among the greatest contributors. Similarly, numerous areas seeking to address environmental justice concerns are seeking NO_x reductions from the highway heavy-duty sector. As such, it is incumbent upon EPA to act decisively in establishing the most technologically feasible NO_x standards possible. Section (202)(a)(3)(A) of the Clean Air Act directs that NO_x emission standards for heavy-duty vehicles and engines are to "reflect the greatest degree of emission reduction achievable through the application of technology which the Administrator determines will be

available for the model year to which such standards apply, giving appropriate consideration to cost, energy, and safety factors associated with the application of such technology." If EPA does not take full advantage of the opportunity to put in place appropriately stringent national standards to reduce highway heavy-duty NO_x emissions many states and local areas could suffer the consequences in the form of sanctions even though they have no control over the mobile source emissions that degrade their air quality. Moreover, these areas will suffer consequences in the form of harm to the health of their citizens.

EPA Administrator Wheeler has often articulated significantly reducing the number of nonattainment areas as one of his highest priorities. Establishing more stringent national NO_x emission standards for heavy-duty trucks, to reduce emissions by at least 90 percent from current in-use levels, would contribute directly and substantially to achieving this goal by cleaning up the air in an expeditious and cost-effective manner, addressing the core problem instead of focusing on achieving additional reductions from stationary sources and assisting states and localities by taking action that is far better suited to occur at the federal level instead of a state or regional level.

As EPA develops a rulemaking to further regulate highway heavy-duty vehicles and engines we urge that the agency incorporate NACAA's recommendations, as outlined above. We look forward to joining with other stakeholders to work with the agency as it proceeds with this initiative. If you have any questions or would like further information please contact either of us or Nancy Kruger, Deputy Director of NACAA.

Sincerely,

Steven E. Flint
New York
Co-Chair
NACAA Mobile Sources and Fuels Committee

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Yakima Regional Clean Air Agency Proposed FY2023 Budget	Adopted/Revised Budget FY2022	Projected Final FY2022	Proposed Budget FY2023
REVENUE		**DRAFT PROPOSED FY2023 BUDGET**	
REVENUE 614 YRCAA Base Operations			
Stationary Source Permit Fees			
614-32190001 Minor Sources	$ 151,000	$ 160,789	$ 163,880
614-32190008 Synthetic Minor Sources	$ 18,620	$ 22,576	$ 22,576
614-32190006 Complex Sources	$ 29,555	$ 30,074	$ 32,808
614-32290001 Title V Sources	$ 113,000	$ 131,510	$ 92,000
614-32190002 New Source Review	$ 37,500	$ 38,588	$ 38,000
Subtotal, Stationary Source Permit Fees	***$ 349,675***	***$ 383,537***	***$ 349,264***
Burn Permit Fees			
614-32290005 Residential Burn Permits	$ 60,500	$ 49,407	$ 55,000
614-32290007 Agricultural Burn Permits	$ 32,250	$ 17,357	$ 25,000
614-32290011 Conditional Use Burn Permits	$ 1,800	$ 2,139	$ 1,936
Subtotal, Burn Permit Fees	***$ 94,550***	***$ 68,903***	***$ 81,936***
Compliance Fees			
614-32190005 Asbestos Removal Fees	$ 30,000	$ 22,610	$ 25,000
614-32190009 Construction Dust Control Fees	$ 5,000	$ 5,679	$ 5,800
Subtotal, Compliance Fees	***$ 35,000***	***$ 28,289***	***$ 30,800***
Subtotal, All Permit Fee Revenue	***$ 479,225***	***$ 480,729***	***$ 462,000***
Base Grants			
614-33366001 EPA, Core Grant	$ 106,322	$ 106,322	$ 106,545
614-33403101 DOE, Core Grant	$ 76,800	$ 76,800	$ 76,800
Subtotal, Base Grants	***$ 183,122***	***$ 183,123***	***$ 183,345***
Fines & Penalties			
614-35990001 Civil Penalty	$ 2,500	$ 104,522	$ 2,500
614-35990001 Other Fines	$ -	$ -	$ -
Subtotal, Fines & Penalties	***$ 2,500***	***$ 104,522***	***$ 2,500***
Supplemental Income			
614-33831001 Supplemental Income	$ 102,830	$ 102,830	$ 102,830
Subtotal, Supplemental Income	***$ 102,830***	***$ 102,830***	***$ 102,830***
Other Income			
614-36111001 Interest	$ 2,000	$ 3,275	$ 3,500
614-36990014 Miscellaneous Income	$ 50	$ 9,673	$ 100
Subtotal, Other Income	***$ 2,050***	***$ 12,948***	***$ 3,600***
Total Base Operations Revenue	***$ 769,727***	***$ 884,151***	***$ 754,275***
REVENUE 614 YRCAA Grant Operations			
614-33403105 Wood Stove Ed	$ 4,588	$ 4,906	$ 4,906
614-33403108 PM 2.5	$ 21,050	$ 21,050	$ 21,050
614-33403107 Woodstove Change-out	$ 608,009	$ 636,974	$ 579,000
Total Grant Operations Revenue	***$ 633,647***	***$ 662,930***	***$ 604,956***
REVENUE Enterprise Operations			
614-34317001 VE Certification Fees	$ 80,000	$ 58,337	$ 60,000
614-34317002 Other Enterprise Revenue	$ -	$ -	$ -
Subtotal , Enterprise Revenue	***$ 80,000***	***$ 58,337***	***$ 60,000***
Total Base, Grant and Enterprise Revenue	***$ 1,483,374***	***$ 1,605,418***	***$ 1,419,231***

Yakima Regional Clean Air Agency Proposed FY2023 Budget	Adopted/Revised Budget FY2022	Projected Final FY2022	Proposed Budget FY2023
EXPENSES		**DRAFT PROPOSED FY2023 BUDGET**	
EXPENSES 614 YRCAA Base Operations			
Salaries			
614-1001 Salaries	$ 441,546	$ 349,569	$ 412,802
614-2002 Benefits	$ 152,717	$ 122,822	$ 143,349
614-1003 Overtime	$ -	$ -	$ -
Subtotal, Salaries	***$ 594,263***	***$ 472,391***	$ 556,151
Supplies			
614-3101 Office Supplies	$ 6,500	$ 5,521	$ 6,000
614-3101 Safety Equipment	$ 300	$ 300	$ 200
614-3201 Vehicles, Gas	$ 1,500	$ 1,498	$ 6,000
614-3501 Small Tools/Equipment	$ 200	$ 1,059	$ 1,000
614-3502 Computer Network	$ 3,000	$ 1,813	$ 3,000
Subtotal, Supplies	***$ 11,500***	***$ 10,192***	***$ 16,200***
Services			
614-4101 Professional Services	$ 55,000	$ 68,845	$ 80,000
614-4101 Laboratory Analyses	$ 500	$ 100	$ 200
614-4192 Yakima County Services	$ 1,473	$ 1,200	$ 1,000
614-4201 Communications, Phones/Internet	$ 12,350	$ 7,078	$ 7,000
614-4202 Postage	$ 2,000	$ 1,652	$ 1,800
614-4301 Travel & Transportation	$ 3,200	$ -	$ 5,000
614-4401 Public Education	$ 2,000	$ 1,250	$ 6,000
614-4401 Publications, Legal Notices	$ 1,000	$ 1,537	$ 2,000
614-4501 Rents & Leases, Equipment	$ 2,988	$ 5,748	$ 5,750
614-4501 Rents & Leases, Space	$ 57,532	$ 52,749	$ 58,000
614-4601 Insurance	$ 14,613	$ 15,720	$ 16,000
614-4701 Utilities	$ 4,622	$ 4,424	$ 4,500
614-4801 Maintenance, Motor Vehicles	$ 1,200	$ 1,412	$ 1,400
614-4801 Maintenance, Equipment	$ 5,000	$ 5,860	$ 5,000
614-4801 Maintenance, Computers	$ 750	$ 316	$ 4,000
614-4801 Maintenance, Building	$ 500	$ 2,905	$ 4,500
614-4901 Memberships	$ 650	$ 682	$ 700
614-4901 Training	$ 2,500	$ 954	$ 6,000
614-4901 Service Charge & Interest	$ 6,950	$ 7,015	$ 7,500
614-4901 Miscellaneous Services	$ 4,000	$ 65	$ 1,000
614-4901 DOE Oversight Fees	$ 4,600	$ 3,531	$ 3,600
Subtotal, Services	***$ 183,428***	***$ 183,041***	***$ 220,950***
Capital Out-Lay & Fixed Assets			
614-6401 Capital Out-Lay/Fixed Assets	$ -	$ -	$ -
Total Base Operations Expenses	***$ 789,191***	***$ 665,624***	***$ 793,301***
EXPENSES 614 YRCAA Grant Operations			
614-33403105 Wood Stove Ed			
Salaries			
614-1001 Salaries	$ 3,399	$ 3,347	$ 3,500
614-2002 Benefits	$ 1,189	$ 881	$ 910
614-1003 Overtime	$ -	$ -	$ -
Subtotal, Salaries	***$ 4,588***	***$ 4,228***	***$ 4,410***
Supplies			
614-3101 Office Supplies		$ 200	$ 346
Subtotal, Supplies	***$ -***	***$ 200***	$ 346

Yakima Regional Clean Air Agency Proposed FY2023 Budget	Adopted/Revised Budget FY2022	Projected Final FY2022	Proposed Budget FY2023
Services		DRAFT PROPOSED FY2023 BUDGET	
614-4139 Professional Services	$ -	$ 465	$ 150
614-4202 Postage	$ -	$ -	$ -
Subtotal, Services	**$ -**	**$ 465**	**$ 150**
Subtotal, Woodstove Grant Expenses	***$ 4,588***	***$ 4,893***	***$ 4,906***
614-33403108 PM2.5			
Salaries			
614-1001 Salaries	$ 15,270	$ 15,577	$ 15,577
614-2002 Benefits	$ 5,780	$ 5,473	$ 5,473
614-1003 Overtime	$ -	$ -	$ -
Subtotal, Salaries	***$ 21,050***	***$ 21,050***	***$ 21,050***
Supplies			
614-3101 Office Supplies	$ -	$ -	$ -
Subtotal, Supplies	***$ -***	***$ -***	$ -
Services			
614-4101 Professional Services	$ -	$ -	$ -
Subtotal, Services	***$ -***	***$ -***	$ -
Capital Out-Lay & Fixed Assets			
614-6401 Capital Out-Lay/Fixed Assets	$ -	$ -	$ -
Subtotal, PM 2.5 Grant Expenses	***$ 21,050***	***$ 21,050***	***$ 21,050***
614-33403107 Woodstove Change-out			
Salaries			
614-1001 Salaries	$ 44,550	$ 63,913	$ 103,600
614-2002 Benefits	$ 15,450	$ 22,456	$ 36,400
614-1003 Overtime	$ -	$ -	$ -
Subtotal, Salaries	***$ 60,000***	***$ 86,369***	**$ 140,000**
Supplies			
614-3101 Office Supplies	$ -	$ -	$ -
Subtotal, Supplies	***$ -***	***$ -***	***$ -***
Services			
614-4101 Professional Services	$ 548,009	$ 611,623	$ 379,000
Subtotal, Services	***$ 548,009***	***$ 611,623***	***$ 379,000***
Capital Out-Lay & Fixed Assets			
614-6401 Capital Out-Lay/Fixed Assets	$ -	$ -	$ -
Subtotal, Woodstove Change-out Grant Expenses	***$ 608,009***	***$ 697,992***	***$ 519,000***
Total, Grant Operations Expenses	***$ 633,647***	***$ 723,935***	***$ 544,956***
EXPENSES 141 Enterprise Operations			
Salaries			
141-1001 Salaries	$ 12,481	$ 13,216	$ 13,320
141-2002 Benefits	$ 4,275	$ 4,643	$ 4,680
141-1003 Overtime	$ -	$ -	$ -
Subtotal, Salaries	***$ 16,756***	***$ 17,859***	***$ 18,000***

Yakima Regional Clean Air Agency Proposed FY2023 Budget		Adopted/Revised Budget FY2022	Projected Final FY2022	Proposed Budget FY2023
			DRAFT PROPOSED FY2023 BUDGET	
Supplies				
141-3101	Office Supplies	$ 250	$ 78	$ 100
141-3201	Vehicles, Gas	$ 1,000	$ 872	$ 1,000
141-3501	Small Tools/Equipment	$ 100	$ 50	$ 50
	Subtotal , Supplies	***$ 1,350***	***$ 1,000***	$ 1,150
Services				
141-4101	Professional Services	$ 350	$ 950	$ 2,500
141-4202	Postage	$ 200	$ 173	$ 250
141-4301	Travel & Transportation	$ 5,150	$ 7,786	$ 7,500
141-4501	Rents & Leases, Space	$ 3,230	$ 2,436	$ 2,500
141-4801	Maintenance, Motor Vehicles	$ 200	$ 168	$ 200
141-4801	Maintenance, Equipment	$ 500	$ 493	$ 1,000
141-4901	Miscellaneous Services	$ -	$ -	$ 100
	Subtotal, Services	***$ 9,630***	***$ 12,005***	***$ 14,050***
Capital Out-Lay & Fixed Assets				
141-4500	Capital Out-Lay/Fixed Assets	$ -	$ -	$ -
	Total Enterprise Operations Expenses	***$ 27,736***	***$ 30,863***	***$ 33,200***
Summary of Revenue vs Expenses:				
Prior-Year Carry Over Funds		**$ 119,374**	**$ 152,174**	**$ 337,170**
Total Revenue, Base, Grants & Enterprise		**$ 1,602,748**	**$ 1,757,592**	**$ 1,756,400**
Total Expenses, Base, Grants & Enterprise		**$ 1,450,574**	**$ 1,420,422**	**$ 1,371,457**
Fund Balance		**$ 152,174**	**$ 337,170**	**$ 384,943**
Operating and Capital Reserves		**$ 32,800**	**$ 184,996**	**$ 47,774**
Estimated Available Fund Balance		**$ 119,374**	**$ 152,174**	**$ 337,170**

Benton Clean Air Agency Salary Schedule

Step Differential		
Low		1.035
Mid		1.025
High		1.02
COLA		0.0

	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
	Control Officer			CO			
Annually	$82,000	$83,640	$85,313	$87,019	$88,759	$90,535	$92,345
Monthly	$6,833	$6,970	$7,109	$7,252	$7,397	$7,545	$7,695
Hourly	$40.05	$40.85	$41.67	$42.50	$43.35	$44.22	$45.10
Annually	Air Quality Specialist 1			AQS1			
Monthly	$43,277	$44,792	$46,359	$47,982	$49,661	$51,400	$53,198
Hourly	$3,606	$3,733	$3,863	$3,998	$4,138	$4,283	$4,433
	$21.14	$21.88	$22.64	$23.43	$24.25	$25.10	$25.98
Annually							
Monthly	Air Quality Specialist 2			AQS2			
Hourly	$51,000	$52,785	$54,632	$56,545	$58,524	$60,572	$62,692
	$4,250	$4,399	$4,553	$4,712	$4,877	$5,048	$5,224
	$24.91	$25.78	$26.68	$27.62	$28.58	$29.58	$30.62
Annually	Air Quality Specialist 3			AQS3			
Monthly	$56,417	$57,827	$59,273	$60,755	$62,274	$63,831	$65,427
Hourly	$4,701	$4,819	$4,939	$5,063	$5,189	$5,319	$5,452
	$27.55	$28.24	$28.95	$29.67	$30.41	$31.17	$31.95
Annually	Air Quality Engineer 1			AQE1			
Monthly	$64,915	$66,862	$68,199	$69,563	$70,955	$72,374	$73,821
Hourly	$5,410	$5,572	$5,683	$5,797	$5,913	$6,031	$6,152
	$31.70	$32.66	$33.31	$33.97	$34.65	$35.35	$36.05
Annually	Air Quality Engineer 2 (Prof. Engr)			AQE2			
Monthly	$76,990	$78,530	$80,100	$81,702	$83,336	$85,003	$86,703
Hourly	$6,416	$6,544	$6,675	$6,809	$6,945	$7,084	$7,225
	$37.60	$38.35	$39.12	$39.90	$40.70	$41.52	$42.35

2021 5/5/2022

2020 and 2021 Salary

Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14
$94,192	$96,076	$97,998	$99,958	$101,957	$103,996	$106,076
$7,849	$8,006	$8,166	$8,330	$8,496	$8,666	$8,840
$46.00	$46.92	$47.86	$48.82	$49.80	$50.79	$51.81
$55,060	$56,988	$58,982	$61,046	$63,183	$65,395	$67,683
$4,588	$4,749	$4,915	$5,087	$5,265	$5,450	$5,640
$26.89	$27.83	$28.81	$29.82	$30.86	$31.94	$33.06
$64,886	$67,157	$69,508	$71,941	$74,458	$77,065	$79,762
$5,407	$5,596	$5,792	$5,995	$6,205	$6,422	$6,647
$31.69	$32.80	$33.95	$35.14	$36.37	$37.64	$38.96
$67,063	$68,739	$70,458	$72,219	$74,025	$75,875	$77,772
$5,589	$5,728	$5,871	$6,018	$6,169	$6,323	$6,481
$32.75	$33.57	$34.41	$35.27	$36.15	$37.06	$37.98
$75,298	$76,804	$78,340	$79,907	$81,505	$83,135	$84,797
$6,275	$6,400	$6,528	$6,659	$6,792	$6,928	$7,066
$36.78	$37.51	$38.26	$39.03	$39.81	$40.60	$41.42
$88,437	$90,206	$92,010	$93,850	$95,727	$97,642	$99,595
$7,370	$7,517	$7,668	$7,821	$7,977	$8,137	$8,300
$43.19	$44.06	$44.94	$45.84	$46.75	$47.69	$48.64

Air Quality

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BASIS ***COLA is applied here***

		Step 1	Step 1
	FY	last year	this year
0.0000	*COLA*	2020	2021
		Salaries	Salaries
Control Officer		$82,000	$82,000
CO Part Time		$72,395	$72,395
Air Quality Specialist 1		$43,277	$43,277
Air Quality Specialist 2		$51,000	$51,000
Air Quality Specialist 3		$56,417	$56,417
Air Quality Engineer 1		$64,915	$64,915
/ Engineer 2 (Prof. Engr)		$76,990	$76,990

Western States CPI	
2019	
Jan	2.7
Feb	2.4
Mar	2.4
Apr	2.9
May	2.9
Jun	2.7
Jul	2.7
Aug	2.6
Sep	2.6
Oct	2.8
Nov	2.8
Dec	2.8
Average	2.7

Fiscal Year 2021 w/1.5% COLA	July 1, 2020 - June 30, 2021								M/S/P Pending
Steps	**One**	**Two**	**Three**	**Four**	**Five**	**Six**	**Seven**	**Eight**	**Nine**
Grades									
Office Asst-Secretary	3296	3398	3441	3611	3723	3835	3950	4068	4190
Adm Asst 2	3810	3928	4049	4175	4304	4434	4566	4703	4844
AQS1	4536	4676	4820	4969	5123	5277	5435	5598	5766
AQS2	5187	5347	5512	5682	5858	6034	6215	6401	6593
Network Admin & Mon Spclst	5375	5542	5713	5890	6072	6254	6442	6635	6834
Admin Services Mgr PIO, Office Manger	6049	6237	6430	6629	6834	7039	7250	7467	7692
Engineer 1 AQS3	6491	6692	6898	7112	7332	7552	7778	8012	8252
Senior Monitoring Spec.	6697	6904	7118	7338	7565	7792	8026	8267	8514
Engineer 2	7348	7575	7809	8051	8300	8549	8805	9069	9341
Engineer 2 w/PE Compliance Supervisor	7663	7900	8144	8396	8656	8915	9183	9458	9742
Engineering Supervisor	8010	8259	8514	8778	9049	9321	9600	9888	10185
Engineering Manager Compliance Manager	8741	9011	9289	9577	9873	10169	10474	10788	11112
Assistant Director	9614	9912	10218	10534	10860	11186	11522	11867	12223

Puget Sound Clean Air Agency FY 21 Union Pay Grid

Grade-Step	FY21 Annual Sal	FY21 2.6% COLA Monthly W/O	FY21 Hourly
I-A	46,392	3,866.00	23.02
I-B	48,684	4,057.00	24.16
I-C	51,156	4,263.00	25.39
I-D	53,676	4,473.00	26.64
I-E	56,364	4,697.00	27.97
I-F	59,172	4,931.00	29.37
I-G	62,160	5,180.00	30.85
II-A	51,216	4,268.00	25.42
II-B	53,832	4,486.00	26.72
II-C	56,508	4,709.00	28.04
II-D	59,328	4,944.00	29.44
II-E	62,304	5,192.00	30.92
II-F	65,424	5,452.00	32.47
II-G	68,712	5,726.00	34.10
III-A	62,040	5,170.00	30.79
III-B	65,100	5,425.00	32.31
III-C	68,400	5,700.00	33.95
III-D	71,808	5,984.00	35.64
III-E	75,384	6,282.00	37.41
III-F	79,140	6,595.00	39.28
III-G	83,184	6,932.00	41.28
IV-A	70,080	5,840.00	34.78
IV-B	73,560	6,130.00	36.51
IV-C	77,268	6,439.00	38.35
IV-D	81,144	6,762.00	40.27
IV-E	85,176	7,098.00	42.27
IV-F	89,424	7,452.00	44.38
IV-G	93,888	7,824.00	46.59
V-A	79,272	6,606.00	39.34
V-B	83,256	6,938.00	41.32
V-C	87,408	7,284.00	43.38
V-D	91,788	7,649.00	45.55
V-E	96,432	8,036.00	47.86
V-F	101,196	8,433.00	50.22
V-G	106,260	8,855.00	52.73
VI-A	91,764	7,647.00	45.54
VI-B	96,348	8,029.00	47.82
VI-C	101,184	8,432.00	50.22
VI-D	106,212	8,851.00	52.71
VI-E	111,552	9,296.00	55.36
VI-F	117,132	9,761.00	58.13
VI-G	123,012	10,251.00	61.05

Final FY-2021 Pay Scale Includes 2.5% COLA

Effective July 1, 2020

4% increments between steps	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11
Non-Exempt											
Administrative Assistant	**21.67**	**22.54**	**23.44**	**24.37**	**25.35**	**26.36**	**27.42**	**28.51**	**29.65**	**30.84**	**32.07**
Semi-Monthly	1,760.57	1,830.99	1,904.23	1,980.40	2,059.61	2,142.00	2,227.68	2,316.78	2,409.46	2,505.83	2,606.07
Monthly	3,521.13	3,661.98	3,808.46	3,960.79	4,119.23	4,283.99	4,455.35	4,633.57	4,818.91	5,011.67	5,212.13
Annually	42,253.58	43,943.72	45,701.47	47,529.53	49,430.71	51,407.93	53,464.25	55,602.82	57,826.94	60,140.01	62,545.61
Air Quality Specialist I (Inspector I)	**26.33**	**27.39**	**28.48**	**29.62**	**30.81**	**32.04**	**33.32**	**34.65**	**36.04**	**37.48**	**38.98**
Semi-Monthly	2,139.50	2,225.08	2,314.08	2,406.64	2,502.91	2,603.02	2,707.14	2,815.43	2,928.05	3,045.17	3,166.98
Monthly	4,278.99	4,450.15	4,628.16	4,813.28	5,005.81	5,206.05	5,414.29	5,630.86	5,856.09	6,090.34	6,333.95
Annually	51,347.89	53,401.80	55,537.88	57,759.39	60,069.77	62,472.56	64,971.46	67,570.32	70,273.13	73,084.05	76,007.42
Air Quality Specialist II (Inspector II)	**28.76**	**29.91**	**31.10**	**32.35**	**33.64**	**34.99**	**36.39**	**37.84**	**39.36**	**40.93**	**42.57**
Semi-Monthly	2,336.47	2,429.93	2,527.12	2,628.21	2,733.34	2,842.67	2,956.38	3,074.63	3,197.62	3,325.52	3,458.54
Monthly	4,672.94	4,859.85	5,054.25	5,256.42	5,466.67	5,685.34	5,912.75	6,149.27	6,395.24	6,651.05	6,917.09
Annually	56,075.23	58,318.24	60,650.97	63,077.01	65,600.09	68,224.10	70,953.06	73,791.18	76,742.83	79,812.54	83,005.04
Air Quality Technician (Monitoring)	**26.33**	**27.39**	**28.48**	**29.62**	**30.81**	**32.04**	**33.32**	**34.65**	**36.04**	**37.48**	**38.98**
Semi-Monthly	2,139.50	2,225.08	2,314.08	2,406.64	2,502.91	2,603.02	2,707.14	2,815.43	2,928.05	3,045.17	3,166.98
Monthly	4,278.99	4,450.15	4,628.16	4,813.28	5,005.81	5,206.05	5,414.29	5,630.86	5,856.09	6,090.34	6,333.95
Annually	51,347.89	53,401.80	55,537.88	57,759.39	60,069.77	62,472.56	64,971.46	67,570.32	70,273.13	73,084.05	76,007.42
Air Monitoring Section Manager	**37.69**	**39.20**	**40.76**	**42.40**	**44.09**	**45.85**	**47.69**	**49.60**	**51.58**	**53.64**	**55.79**
Semi-Monthly	3,062.25	3,184.74	3,312.13	3,444.62	3,582.40	3,725.70	3,874.73	4,029.71	4,190.90	4,358.54	4,532.88
Monthly	6,124.50	6,369.48	6,624.26	6,889.23	7,164.80	7,451.39	7,749.45	8,059.43	8,381.81	8,717.08	9,065.76
Annually	73,494.04	76,433.80	79,491.15	82,670.80	85,977.63	89,416.73	92,993.40	96,713.14	100,581.67	104,604.93	108,789.13
Engineer I (Environmental)	**27.88**	**29.00**	**30.16**	**31.36**	**32.62**	**33.92**	**35.28**	**36.69**	**38.16**	**39.68**	**41.27**
Semi-Monthly	2,265.25	2,355.86	2,450.09	2,548.10	2,650.02	2,756.02	2,866.26	2,980.91	3,100.15	3,224.16	3,353.12
Monthly	4,530.50	4,711.72	4,900.19	5,096.20	5,300.04	5,512.05	5,732.53	5,961.83	6,200.30	6,448.31	6,706.25
Annually	54,366.00	56,540.64	58,802.27	61,154.36	63,600.53	66,144.55	68,790.33	71,541.95	74,403.62	77,379.77	80,474.96
Engineering Technician	**26.33**	**27.39**	**28.48**	**29.62**	**30.81**	**32.04**	**33.32**	**34.65**	**36.04**	**37.48**	**38.98**
Semi-Monthly	2,139.50	2,225.08	2,314.08	2,406.64	2,502.91	2,603.02	2,707.14	2,815.43	2,928.05	3,045.17	3,166.98
Monthly	4,278.99	4,450.15	4,628.16	4,813.28	5,005.81	5,206.05	5,414.29	5,630.86	5,856.09	6,090.34	6,333.95
Annually	51,347.89	53,401.80	55,537.88	57,759.39	60,069.77	62,472.56	64,971.46	67,570.32	70,273.13	73,084.05	76,007.42
IT Specialist	**30.77**	**32.00**	**33.28**	**34.61**	**36.00**	**37.44**	**38.93**	**40.49**	**42.11**	**43.80**	**45.55**
Semi-Monthly	2,500.10	2,600.11	2,704.11	2,812.28	2,924.77	3,041.76	3,163.43	3,289.97	3,421.56	3,558.43	3,700.76
Monthly	5,000.21	5,200.21	5,408.22	5,624.55	5,849.53	6,083.52	6,326.86	6,579.93	6,843.13	7,116.85	7,401.53
Annually	60,002.48	62,402.57	64,898.68	67,494.62	70,194.41	73,002.19	75,922.27	78,959.16	82,117.53	85,402.23	88,818.32
Public Information Specialist	**21.96**	**22.83**	**23.75**	**24.70**	**25.68**	**26.71**	**27.78**	**28.89**	**30.05**	**31.25**	**32.50**
Semi-Monthly	1,783.88	1,855.24	1,929.45	2,006.63	2,086.89	2,170.37	2,257.18	2,347.47	2,441.37	2,539.02	2,640.58
Monthly	3,567.77	3,710.48	3,858.90	4,013.25	4,173.78	4,340.74	4,514.37	4,694.94	4,882.74	5,078.05	5,281.17
Annually	42,813.23	44,525.75	46,306.78	48,159.06	50,085.42	52,088.83	54,172.39	56,339.28	58,592.85	60,936.57	63,374.03
Ruler Writer/SIP Planner	**31.35**	**32.61**	**33.91**	**35.27**	**36.68**	**38.15**	**39.67**	**41.26**	**42.91**	**44.63**	**46.41**
Semi-Monthly	2,547.57	2,649.48	2,755.46	2,865.67	2,980.30	3,099.51	3,223.49	3,352.43	3,486.53	3,625.99	3,771.03
Monthly	5,095.15	5,298.95	5,510.91	5,731.35	5,960.60	6,199.03	6,446.99	6,704.87	6,973.06	7,251.98	7,542.06
Annually	61,141.76	63,587.43	66,130.93	68,776.17	71,527.21	74,388.30	77,363.83	80,458.39	83,676.72	87,023.79	90,504.74

Exempt	*(Semi/Monthly/Annual Wages based on 37.5 hour work week / 1950 hours annually)*										
Communications/Outreach Section Man	**32.45**	**33.75**	**35.10**	**36.50**	**37.96**	**39.48**	**41.06**	**42.70**	**44.41**	**46.19**	**48.04**
Semi-Monthly	2,636.68	2,742.15	2,851.84	2,965.91	3,084.55	3,207.93	3,336.25	3,469.70	3,608.48	3,752.82	3,902.94
Monthly	5,273.37	5,484.30	5,703.68	5,931.82	6,169.10	6,415.86	6,672.49	6,939.39	7,216.97	7,505.65	7,805.87
Annually	63,280.43	65,811.64	68,444.11	71,181.87	74,029.15	76,990.31	80,069.93	83,272.72	86,603.63	90,067.78	93,670.49
Compliance Section Manager	**47.31**	**49.21**	**51.17**	**53.22**	**55.35**	**57.56**	**59.87**	**62.26**	**64.75**	**67.34**	**70.04**
Semi-Monthly	3,844.26	3,998.03	4,157.95	4,324.27	4,497.24	4,677.13	4,864.22	5,058.79	5,261.14	5,471.58	5,690.45
Monthly	7,688.53	7,996.07	8,315.91	8,648.54	8,994.49	9,354.27	9,728.44	10,117.57	10,522.28	10,943.17	11,380.90
Annually	92,262.30	95,952.79	99,790.90	103,782.54	107,933.84	112,251.20	116,741.24	121,410.89	126,267.33	131,318.02	136,570.74
Engineer II (Air Quality)	**34.57**	**35.96**	**37.39**	**38.89**	**40.45**	**42.06**	**43.75**	**45.50**	**47.32**	**49.21**	**51.18**
Semi-Monthly	2,809.08	2,921.44	3,038.30	3,159.83	3,286.22	3,417.67	3,554.38	3,696.55	3,844.42	3,998.19	4,158.12
Monthly	5,618.15	5,842.88	6,076.59	6,319.66	6,572.44	6,835.34	7,108.76	7,393.11	7,688.83	7,996.38	8,316.24
Annually	67,417.84	70,114.55	72,919.13	75,835.90	78,869.33	82,024.11	85,305.07	88,717.27	92,265.97	95,956.60	99,794.87
Supervisory Engineer Manager	**47.31**	**49.21**	**51.17**	**53.22**	**55.35**	**57.56**	**59.87**	**62.26**	**64.75**	**67.34**	**70.04**
Semi-Monthly	3,844.26	3,998.03	4,157.95	4,324.27	4,497.24	4,677.13	4,864.22	5,058.79	5,261.14	5,471.58	5,690.45
Monthly	7,688.53	7,996.07	8,315.91	8,648.54	8,994.49	9,354.27	9,728.44	10,117.57	10,522.28	10,943.17	11,380.90
Annually	92,262.30	95,952.79	99,790.90	103,782.54	107,933.84	112,251.20	116,741.24	121,410.89	126,267.33	131,318.02	136,570.74
Finance & Human Resources Section Ma	**39.71**	**41.30**	**42.95**	**44.67**	**46.45**	**48.31**	**50.24**	**52.25**	**54.34**	**56.52**	**58.78**
Semi-Monthly	3,226.32	3,355.37	3,489.58	3,629.17	3,774.33	3,925.31	4,082.32	4,245.61	4,415.44	4,592.05	4,775.74
Monthly	6,452.63	6,710.74	6,979.17	7,258.33	7,548.67	7,850.61	8,164.64	8,491.22	8,830.87	9,184.11	9,551.47
Annually	77,431.58	80,528.84	83,749.99	87,099.99	90,583.99	94,207.35	97,975.64	101,894.67	105,970.46	110,209.28	114,617.65

Executive Director - Approved by Board	**63.08**
Semi-Monthly	5,125.13
Monthly	10,250.26
Annually	123,003.08

Southwest Clean Air Agency Salary Schedule

Job Title	Minimum	Midpoint	Maximum
Air Quality Specialist I	$44,385	$55,481	$66,578
Air Quality Specialist II	$54,073	$67,592	$81,110
Air Quality Specialist III	$73,024	$91,280	$109,536
Chief Engineer	$87,034	$108,792	$130,552
Database Programmer	$76,149	$95,186	$114,223
Engineer I	$63,053	$78,817	$94,580
Engineer II	$75,480	$94,350	$113,221
Engineer III	$81,667	$102,083	$122,500
Office Administrator I	$48,665	$60,830	$72,997
Office Administrator II	$53,364	$66,705	$80,046
Operations Manager	$87,034	$108,792	$130,552
Administrative Assistant I	$35,476	$44,346	$53,215
Administrative Assistant II	$40,529	$50,661	$60,793

Effective July 1 2019

FY 2022 Northwest Clean Air Agency - Salary Scale effective July 1, 2021

Each annual step = 3.00%
Includes FY 2022 COLA of 1.7%

Range #	Position Title	Annual Salary Minimum	Annual Salary Maximum	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9
1	Admin Assistant II	49,918	63,692	49,917.95	51,461.81	53,053.41	54,694.24	56,385.81	58,129.70	59,927.53	61,780.96	63,691.71
1a	Admin Assistant III / Clerk of the Board	56,822	72,501	56,822.41	58,579.81	60,391.55	62,259.33	64,184.88	66,169.98	68,216.47	70,326.26	72,501.30
1a	Accounting Technician (at FT)	56,822	72,501	56,822.41	58,579.81	60,391.55	62,259.33	64,184.88	66,169.98	68,216.47	70,326.26	72,501.30
2	Air Quality Specialist I	61,667	78,683	61,667.07	63,574.30	65,540.52	67,567.54	69,657.26	71,811.61	74,032.59	76,322.26	78,682.74
2a	Records Officer	67,239	85,792	67,238.58	69,318.12	71,461.98	73,672.15	75,950.67	78,299.66	80,721.30	83,217.83	85,791.58
3	Air Quality Specialist II	73,416	93,674	73,416.02	75,686.62	78,027.45	80,440.67	82,928.52	85,493.32	88,137.44	90,863.34	93,673.55
3a	Air Quality Instrument Specialist	73,416	93,674	73,416.02	75,686.62	78,027.45	80,440.67	82,928.52	85,493.32	88,137.44	90,863.34	93,673.55
5	Air Quality Engineer	88,301	112,666	88,301.27	91,032.23	93,847.66	96,750.17	99,742.44	102,827.26	106,007.48	109,286.07	112,666.05
5	Chemist	88,301	112,666	88,301.27	91,032.23	93,847.66	96,750.17	99,742.44	102,827.26	106,007.48	109,286.07	112,666.05
6a	Communications Manager	96,776	123,480	96,776.41	99,769.49	102,855.15	106,036.23	109,315.70	112,696.60	116,182.06	119,775.32	123,479.72
6a	Registered Source Program Manager	96,776	123,480	96,776.41	99,769.49	102,855.15	106,036.23	109,315.70	112,696.60	116,182.06	119,775.32	123,479.72
6b	Senior IT Analyst/Developer (at FT)	103,721	132,341	103,721.12	106,928.99	110,236.08	113,645.44	117,160.25	120,783.76	124,519.34	128,370.45	132,340.67
6b	Air Quality Engineer PE	103,721	132,341	103,721.12	106,928.99	110,236.08	113,645.44	117,160.25	120,783.76	124,519.34	128,370.45	132,340.67
7	Atmospheric Measurements Manager	113,623	144,975	113,622.89	117,137.00	120,759.79	124,494.63	128,344.98	132,314.41	136,406.61	140,625.37	144,974.61
7a	Engineering Manager	123,795	157,954	123,795.34	127,624.07	131,571.20	135,640.42	139,835.48	144,160.29	148,618.85	153,215.31	157,953.93
7a	Compliance Manager	123,795	157,954	123,795.34	127,624.07	131,571.20	135,640.42	139,835.48	144,160.29	148,618.85	153,215.31	157,953.93
8a	Chief Financial Officer	132,478	169,032	132,477.98	136,575.24	140,799.21	145,153.83	149,643.12	154,271.26	159,042.53	163,961.38	169,032.35
	Executive Director		177,965									177,964.64

Res 537 dated 8/11/16 sets new Executive Directors salary as of 1/1/2017 at $157,000.00

ACTION

ITEMS

Yakima Regional Clean Air Agency
186 Iron Horse Court, Suite 101
Yakima, WA 98901
(509) 834-2050, Fax (509) 834-2060
yakimacleanair.org

Executive Memorandum

Date of Release: May 5, 2022

Date of Consideration: May 12, 2022

To: Honorable YRCAA Board of Directors and Alternates

From: Office of the Executive Director / Air pollution Control Officer

Subject: Fiscal Program Report

Issue:
Fiscal Reports

Discussion:
April 2022 Accounts Payable (AP) and Payroll Authorizations are enclosed for your approval. The Budget Verification Analysis (BVA) and Supplemental Income documents are included as informational items.

Recommendation:
Accept and approve by minute action the April 2022 AP Fiscal Vouchers, totaling $65,659.56, and the April 2022 Payroll Authorization, totaling $42,437.62.

Encl. 4

Yakima Regional Clean Air Agency
186 Iron Horse Court, Suite 101
Yakima, WA 98901
(509) 834-2050, Fax (509) 834-2060
yakimacleanair.org

April 14, 2022

Fund 614-6140 YRCAA
Fund 614-1410 Enterprise

Name	Warrant/MICR #	GL #	Amount	Date
Armstrong's Stove & Spa Yakima*	35122	4105	$ 23,396.33	4/15/2022
Cascade Natural Gas Corporation	35123	4701	$ 129.81	4/15/2022
Catholic Charities Volunteer Services*	35124	4105	$ 100.00	4/15/2022
Charter Communications	35125	4201	$ 437.91	4/15/2022
Coastal*	35126	4105	$ 4,540.90	4/15/2022
Coleman Oil Company**	35127	3201	$ 326.90	4/15/2022
Cuillier Law Office	35128	4101	$ 434.00	4/15/2022
John Donegan*	35129	4105	$ 1,500.00	4/15/2022
Intermountain Cleaning Service, Inc.	35130	4802	$ 296.00	4/15/2022
Invisible Ink	35131	4101	$ 90.00	4/15/2022
Iron Horse Real Estate & Property Mgt	35132	4501	$ 4,776.83	4/15/2022
KIMA-TV	35133	4401	$ 250.00	4/15/2022
KUNW-TV	35134	4401	$ 1,000.00	4/15/2022
Menke Jackson Law Firm	35135	4101	$ 625.00	4/15/2022
Northwest Community Action Center*	35136	4105	$ 150.00	4/15/2022
James Tipton*	35137	4105	$ 2,000.00	4/15/2022
Travis Trudell*	35138	4105	$ 1,449.90	4/15/2022
William Trudell*	35139	4105	$ 250.00	4/15/2022
Westside Commons**	35140	4506	$ 300.00	4/15/2022
YRCAA	35141	4901	$ 974.75	4/15/2022
Yakima County Public Services	35142	4701	$ 22.13	4/15/2022

$ 43,050.46

***Reimbursement from Grant **NOC/Enterprise**

This is to certify that the invoices and warrants above for the Yakima Regional Clean Air Agency have been examined, audited and approved by the Alternate Auditing Officer for payment.
Total Amount: **$ 43,050.46**

Christa Owen

Christa Owen, Alternate Auditing Officer 4/15/2022

5/12/2022
Jon DeVaney, Board Chairman

4/15/2022
Hasan M. Tahat, Interim Auditing Officer

Yakima Regional Clean Air Agency
186 Iron Horse Court, Suite 101
Yakima, WA 98901
(509) 834-2050, Fax (509) 834-2060
yakimacleanair.org

April 28, 2022

Fund 614-6140 YRCAA
Fund 614-1410 Enterprise

Name	Warrant/MICR #	GL #	Amount	Date
Abadan Reprographics	35143	4801	$ 142.59	4/29/2022
Alliant Communications	35144	4101	$ 319.14	4/29/2022
Armstrong's Stove & Spa Yakima*	35145	4105	$ 5,200.90	4/29/2022
Cascade Natural Gas Corporation	35146	4701	$ 194.40	4/29/2022
Catholic Charities Volunteer Services*	35147	4105	$ 40.00	4/29/2022
Jeffrey Clemmons*	35148	4105	$ 1,500.00	4/29/2022
Rick Cline*	35149	4105	$ 1,500.00	4/29/2022
KeyBank**	35150	Various	$ 3,647.01	4/29/2022
Nth Degree Environmental Sol	35151	4101	$ 900.00	4/29/2022
Pacific Power	35152	4701	$ 165.06	4/29/2022
Quality Comfort Htg & A/C*	35153	4105	$ 7,000.00	4/29/2022
Coleman Rowland*	35154	4105	$ 2,000.00	4/29/2022

$ 22,609.10

***Reimbursement from Grant **NOC/Enterprise**

This is to certify that the invoices and warrants above for the Yakima Regional Clean Air Agency have been examined, audited and approved by the Alternate Auditing Officer for payment.
Total Amount: **$ 22,609.10**

Christa Owen, Alternate Auditing Officer 4/29/2022

5/12/2022
Jon DeVaney, Board Chairman

4/29/2022
Hasan M. Tahat, Interim Auditing Officer

AUTHORIZATION FOR ELECTRONIC FUNDS TRANSFER

Direct Deposit Payroll & Payroll Taxes

Date: 4/28/2022

District: Yakima Regional Clean Air Agency

Contact Person: Christa Owen

Address: 186 Iron Horse Ct. #101, Yakima, WA 98901

Telephone No. 834-2050 ext 104 **Telefax No. 834-2060**

Authorization is given for the Yakima County Treasurer to electronically transfer the amounts listed below:

Name of Bank: Key Bank of Washington

ABA Routing Number: **125000574**

Bank Account Number: **472091010661**

Payroll Date: **May 2, 2022**

Transfer Amount(s): **$ 42,437.62**

Total Amount of Electronic Transfer: **$ 42,437.62**

Authorizing Signatures (*No facsimile signatures accepted.*):

5/3/2022

Auditing Officer

Chairman Board of Directors

Date April 28, 2022

Alternate Auditing Officer

Note: The Yakima County Treasurer's Office must receive the completed authorization by 12:00 noon, two (2) business days prior to payroll date. An original must be provided to the County Treasurer's Office if a telefax is sent. *Do not consider a telefax delivered until you have verified with the Treasurer's Office that it has been received.*

Contact Persons at County Treasurer's Office: **Cindy**

Telephone Number: 509-574-2780 Telefax Number: 509-574-2801

(01-2008)

FY 2022 Monthly BVA

April 2022 **Report Date:** May 12, 2022		**Budget**	**Actual Current**	**Actual Year to Date**	**Year to Date % of Budget**
	REVENUE				
REVENUE	**614 YRCAA Base Operations**				
Stationary Source Permit Fees					
614-32190001	Minor Sources	$ 151,000	$ -	$ 101,217	67.0%
614-32190008	Synthetic Minor Sources	$ 18,620	$ -	$ 8,466	45.5%
614-32190006	Complex Sources	$ 29,555	$ -	$ 15,037	50.9%
614-32290001	Title V Sources	$ 113,000	$ -	$ 131,510	116.4%
614-32190002	New Source Review	$ 37,500	$ -	$ 32,588	86.9%
	Subtotal, Stationary Source Permit Fees	***$ 349,675***	***$ -***	***$ 288,818***	***82.6%***
Burn Permit Fees					
614-32290005	Residential Burn Permits	$ 60,500	$ -	$ 14,070	23.3%
614-32290007	Agricultural Burn Permits	$ 32,250	$ -	$ 12,857	39.9%
614-32290011	Conditional Use Burn Permits	$ 1,800	$ -	$ 1,643	91.3%
	Subtotal, Burn Permit Fees	***$ 93,000***	***$ -***	***$ 28,570***	***30.7%***
			$ -	$ -	
Compliance Fees			$ -	$ -	
614-32190005	Asbestos Removal Fees	$ 30,000	$ -	$ 16,680	55.6%
614-32190009	Construction Dust Control Fees	$ 5,000	$ -	$ 4,694	93.9%
	Subtotal, Compliance Fees	***$ 35,000***	***$ -***	***$ 21,374***	***61.1%***
	Subtotal, All Permit Fee Revenue	***$ 479,225***	***$ -***	***$ 338,762***	***70.7%***
Base Grants					
614-33366001	EPA, Core Grant	$ 106,322	$ -	$ 80,658	75.9%
614-33403101	DOE, Core Grant	$ 76,800	$ -	$ 57,866	75.3%
	Subtotal, Base Grants	***$ 183,122***	***$ -***	***$ 138,525***	***75.6%***
Fines & Penalties					
614-35990001	Civil Penalty	$ 2,500	$ -	$ 40,363	
614-35990001	Other Fines	$ -	$ -	$ -	
	Subtotal, Fines & Penalties	***$ 2,500***	***$ -***	***$ 40,363***	
Supplemental Income					
614-33831001	Supplemental Income	$ 102,830	$ -	$ 99,369	96.6%
	Subtotal, Supplemental Income	***$ 102,830***	***$ -***	***$ 99,369***	***96.6%***
Other Income					
614-36111001	Interest	$ 2,000	$ -	$ 2,716	135.8%
614-36990014	Miscellaneous Income	$ 50	$ -	$ 9,455	18910.6%
	Subtotal, Other Income	***$ 2,050***	***$ -***	***$ 12,171***	***593.7%***
	Total YRCAA Base Operations Revenue	***$ 769,727***	***$ -***	***$ 629,189***	***81.7%***
REVENUE	**614 YRCAA Grant Operations**				
614-33403105	Wood Stove Ed	$ 4,588	$ -	$ 4,350	94.8%
614-33403108	PM 2.5	$ 21,050	$ -	$ 15,788	75.0%
614-33403107	Woodstove Change-out	$ 300,000	$ -	$ 240,110	80.0%
	Total YRCAA Grant Operations Revenue	***$ 325,638***	***$ -***	***$ 260,247***	***79.9%***
REVENUE Enterprise Operations			$ -	$ -	
614-34317001	VE Certification Fees	$ 80,000	$ -	$ 37,183	46.5%
614-34317002	Other Enterprise Revenue	$ -	$ -	$ -	#DIV/0!
	Subtotal , Enterprise Revenue	***$ 80,000***	***$ -***	***$ 37,183***	***46.5%***
	Total Base, Grant and Enterprise Revenue	***$ 1,175,365***	***$ -***	***$ 926,620***	***78.8%***

FY 2022 Monthly BVA

April 2022 **Report Date:** May 12, 2022		**Budget**	**Actual Current**	**Actual Year to Date**	**Year to Date % of Budget**
EXPENSES					
EXPENSES 614 YRCAA Base Operations					
Salaries					
614-1001	Salaries	$ 441,546	$ -	$ 290,282	65.7%
614-2002	Benefits	$ 152,717	$ -	$ 101,991	66.8%
614-1003	Overtime	$ -	$ -	$ -	#DIV/0!
	Subtotal, Salaries	***$ 594,263***	***$ -***	***$ 392,274***	***66.0%***
Supplies					
614-3101	Office Supplies	$ 6,500	$ 386	$ 4,407	67.8%
614-3101	Safety Equipment	$ 300	$ -	$ -	0.0%
614-3201	Vehicles, Gas	$ 1,500	$ 67	$ 1,066	71.0%
614-3501	Small Tools/Equipment	$ 200	$ -	$ 1,059	529.5%
614-3502	Computer Network	$ 3,000	$ 36	$ 1,350	45.0%
	Subtotal, Supplies	***$ 11,500***	***$ 489***	***$ 7,881***	***68.5%***
Services					
614-4101	Professional Services	$ 55,000	$ 2,368	$ 64,906	118.0%
614-4101	Laboratory Analyses	$ 500	$ -	$ -	0.0%
614-4125	Treasurer, Yakima County	$ 1,473	$ -	$ 737	50.0%
614-4201	Communications, Phones/Internet	$ 12,350	$ 476	$ 6,054	49.0%
614-4202	Postage	$ 2,000	$ -	$ 1,078	53.9%
614-4301	Travel & Transportation	$ 3,200	$ -	$ -	0.0%
614-4401	Public Education Services	$ 2,000	$ 1,250	$ 2,352	117.6%
614-4401	Publications, Legal Notices	$ 1,000	$ -	$ 35	3.5%
614-4501	Rents & Leases, Equipment	$ 2,988	$ -	$ 728	24.4%
614-4501	Rents & Leases, Space	$ 57,532	$ 4,777	$ 47,973	83.4%
614-4601	Insurance	$ 14,613	$ -	$ 15,720	107.6%
614-4701	Utilities	$ 4,622	$ 511	$ 3,835	83.0%
614-4801	Maintenance, Motor Vehicles	$ 1,200	$ 170	$ 1,532	127.7%
614-4801	Maintenance, Equipment	$ 5,000	$ 143	$ 5,923	118.5%
614-4801	Maintenance, Computers	$ 750	$ -	$ 316	42.2%
614-4801	Maintenance, Building	$ 500	$ 296	$ 3,201	640.1%
614-4901	Memberships	$ 650	$ 14	$ 546	84.0%
614-4901	Training	$ 2,500	$ 184	$ 938	37.5%
614-4901	Service Chgs & Interest	$ 6,950	$ 1,054	$ 6,069	87.3%
614-4901	Miscellaneous Services	$ 4,000	$ -	$ 15	0.4%
614-4901	DOE Oversite Fees	$ 4,600	$ -	$ 3,531	76.8%
	Subtotal, Services	***$ 183,428***	***$ 11,243***	***$ 165,488***	***90.2%***
Capital Out-Lay & Fixed Assets					
614-6401	Capital Out-Lay/Fixed Assets	$ -	$ -	$ -	#DIV/0!
	Total YRCAA Base Operations Expenses	***$ 789,191***	***$ 11,732***	***$ 565,642***	***71.7%***
EXPENSES 614 YRCAA Grant Operations					
614-33403105 Wood Stove Ed and Enforcement					
Salaries					
614-1001	Salaries	$ 3,399	$ -	$ 2,365	69.6%
614-2002	Benefits	$ 1,189	$ -	$ 831	69.9%
614-1003	Overtime	$ -	$ -	$ -	#DIV/0!
	Subtotal, Salaries	***$ 4,588***	***$ -***	***$ 3,196***	***69.7%***
Supplies					
614-3101	Office Supplies	$ -	$ -	$ -	#DIV/0!
	Subtotal, Supplies	***$ -***	***$ -***	***$ -***	***#DIV/0!***

FY 2022 Monthly BVA

April 2022 **Report Date:** May 12, 2022		**Budget**	**Actual Current**	**Actual Year to Date**	**Year to Date % of Budget**
Services					
614-4139	Professional Services	$ -	$ -	$ 470	#DIV/0!
614-4202	Postage	$ -	$ -	$ -	#DIV/0!
	Subtotal, Services	***$ -***	***$ -***	***$ 470***	***#DIV/0!***
	Subtotal, Woodstove Grant Expenses	***$ 4,588***	***$ -***	***$ 3,666***	***79.9%***
614-33403108 PM2.5					
Salaries					
614-1001	Salaries	$ 15,270	$ -	$ 11,167	73.1%
614-2002	Benefits	$ 5,780	$ -	$ 3,923	67.9%
614-1003	Overtime	$ -	$ -	$ -	#DIV/0!
	Subtotal, Salaries	***$ 21,050***	***$ -***	***$ 15,090***	***71.7%***
Supplies					
614-3101	Office Supplies	$ -	$ -	$ -	#DIV/0!
	Subtotal, Supplies	***$ -***	***$ -***	***$ -***	***#DIV/0!***
Services					
614-4101	Professional Services	$ -	$ -	$ -	#DIV/0!
	Subtotal, Services	***$ -***	***$ -***	***$ -***	***#DIV/0!***
Capital Out-Lay & Fixed Assets					
614-6401	Capital Out-Lay/Fixed Assets	$ -	$ -	$ -	#DIV/0!
	Subtotal, PM 2.5 Grant Expenses	***$ 21,050***	***$ -***	***$ 15,090***	***71.7%***
614-33403107 Woodstove Change-out					
Salaries					
614-1001	Salaries	$ 44,550	$ -	$ 38,013	85.3%
614-2002	Benefits	$ 15,450	$ -	$ 13,356	86.4%
614-1003	Overtime	$ -	$ -	$ -	#DIV/0!
	Subtotal, Salaries	***$ 60,000***	***$ -***	***$ 51,369***	***85.6%***
Supplies					
614-3101	Office Supplies	$ 100	$ -	$ -	0.0%
	Subtotal, Supplies	***$ 100***	***$ -***	***$ -***	***0.0%***
Services					
614-4101	Professional Services	$ 240,000	$ 50,628	$ 597,251	248.9%
	Subtotal, Services	***$ 240,000***	***$ 50,628***	***$ 597,251***	***248.9%***
Capital Out-Lay & Fixed Assets					
614-6401	Capital Out-Lay/Fixed Assets	$ -	$ -	$ -	#DIV/0!
	Subtotal, Woodstove Change-out Grant Expenses	***$ 300,100***	***$ 50,628***	***$ 648,620***	***216.1%***
	Total, Grant Operations Expenses	***$ 325,738***	***$ 50,628***	***$ 667,376***	***204.9%***
EXPENSES 141 Enterprise Operations					
Salaries					
141-1001	Salaries	$ 12,481	$ -	$ 9,146	73.3%
141-2002	Benefits	$ 4,275	$ -	$ 3,213	75.2%
141-1003	Overtime	$ -	$ -	$ -	#DIV/0!
	Subtotal, Salaries	***$ 16,756***	***$ -***	***$ 12,359***	***73.8%***

FY 2022 Monthly BVA

April 2022 **Report Date:** May 12, 2022		**Budget**	**Actual Current**	**Actual Year to Date**	**Year to Date % of Budget**
Supplies					
141-3101	Office Supplies	$ 250	$ 69	$ 96	38.6%
141-3201	Vehicles, Gas	$ 1,000	$ 707	$ 1,179	117.9%
141-3501	Small Tools/Equipment	$ 100	$ -	$ -	0.0%
	Subtotal , Supplies	***$ 1,350***	***$ 776***	***$ 1,275***	***94.5%***
Services					
141-4101	Professional Services	$ 350	$ -	$ 475	135.7%
141-4202	Postage	$ 200	$ -	$ 47	23.4%
141-4301	Travel & Transportation	$ 5,150	$ 2,148	$ 7,134	138.5%
141-4501	Rents & Leases, Space	$ 3,230	$ 300	$ 1,936	59.9%
141-4801	Maintenance, Motor Vehicles	$ 200	$ 76	$ 144	71.9%
141-4801	Maintenance, Equipment	$ 500	$ -	$ 293	58.6%
141-4901	Miscellaneous Services	$ -	$ -	$ -	#DIV/0!
	Subtotal, Services	***$ 9,630***	$ 2,524	$ 10,028	***104.1%***
Capital Out-Lay & Fixed Assets					
141-4500	Capital Out-Lay/Fixed Assets	$ -	$ -	$ -	#DIV/0!
	Total Enterprise Operations Expenses	***$ 27,736***	***$ 3,300***	***$ 23,663***	***85.3%***
Summary of Revenue vs Expenses:					
Prior-Year Carry Over Funds		***$ 125,000***	***$ -***	***$ 125,000***	
Total Revenue, Base, Grants & Enterprise		***$ 1,300,365***	***$ -***	***$ 1,051,620***	***80.9%***
Total Expenses, Base, Grants & Enterprise		***$ 1,142,665***	***$ 65,660***	***$ 1,256,681***	***110.0%***
Fund Balance		***$ 157,700***	***$ (65,660)***	***$ (205,061)***	
Operating Reserves		**$ 32,700**			
Estimated Available Fund Balance		**$ 125,000**			

YAKIMA REGIONAL CLEAN AIR AGENCY
SUPPLEMENTAL INCOME STATUS for CY 2022 on April 30, 2022
CY 2022 $.40 PER CAPITA (Rounded Amounts)

City/Town	Past Due	Assessment Amount	Total Amt Due	Date Received	Amount Received	Balance Due	Responses
Grandview	$ -	$ 4,492	$ 4,492	2/15/2022	$ 4,492	$ -	Pd in full
Granger	$ -	$ 1,662	$ 1,662	2/15/2022; 3/31/2022	$ 831	$ 831	Pd 1/2
Harrah	$ -	$ 272	$ 272	2/15/2022	$ 272	$ -	Pd in full
Mabton	$ -	$ 932	$ 932	2/25/2022	$ 932	$ -	Pd in full
Moxee	$ -	$ 1,728	$ 1,728	2/23/2022	$ 1,728	$ -	Pd in full
Naches	$ -	$ 398	$ 398	2/24/2022	$ 398	$ -	Pd in full
Selah	$ -	$ 3,214	$ 3,214	2/15/2022	$ 3,214	$ -	Pd in full
Sunnyside	$ -	$ 6,900	$ 6,900	2/24/2022; 4/21/2022	$ 3,450	$ 3,450	Pd 1/2
Tieton	$ -	$ 522	$ 522	2/15/2022	$ 522	$ -	Pd in full
Toppenish	$ -	$ 3,652	$ 3,652	3/23/2022	$ 3,652	$ -	Pd in full
Union Gap	$ -	$ 2,542	$ 2,542	2/24/2022	$ 2,542	$ -	Pd in full
Wapato	$ -	$ 2,022	$ 2,022	2/11/2022; 4/13/2022	$ 1,011	$ 1,011	Pd 1/2
City of Yakima	$ -	$ 38,196	$ 38,196	1/20/2022; 3/7/2022	$ 19,098	$ 19,098	Pd 1/2
Zillah	$ -	$ 1,280	$ 1,280	2/15/2022	$ 1,280	$ -	Pd in full
Yakima Co.	$ -	$ 35,468	$ 35,468	2/24/2022	$ 35,468	$ -	Pd in full
Totals:	**$ -**	**$ 103,280**	**$ 103,280**		**$ 78,890**	**$ 24,390**	