

**MAY**

**2022**

**Yakima Regional Clean  
Air Agency  
Board Meeting**



---

**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](mailto:admin@yrcaa.org).



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

---

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 interpretación llame al 509-834-2050, ext 100 o escribanos a [admin@yrcaa.com](mailto:admin@yrcaa.com)

# **CONSENT AGENDA ITEMS**



**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.

<b>PRESENT WERE:</b> Jon DeVaney, Member-at-Large Steven Jones, Ph.D., County Representative Janice Deccio, Large City Representative Amanda McKinney, County Commissioner	
<b>ABSENT:</b>  Jose Trevino, Small City Representative	
<b>BOARD MEMBERS:</b> 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	<b>LEGAL COUNSEL:</b> Gary Cuillier <b>STAFF:</b> 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.



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.



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

---

**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

*Current Quarter*

<b>Activity</b>	<b>FY21 Total</b>	<b>Feb FY22</b>	<b>Mar FY22</b>	<b>Apr FY22</b>	<b>FY22 Total to Date</b>
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**



## 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 2<sup>nd</sup> 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 3<sup>rd</sup>, 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
<b>TOTALS</b>	<b>9</b>	<b>3</b>	<b>0</b>

\*NOV- Notice of Violation

\*\*AOD- Assurance of Discontinues

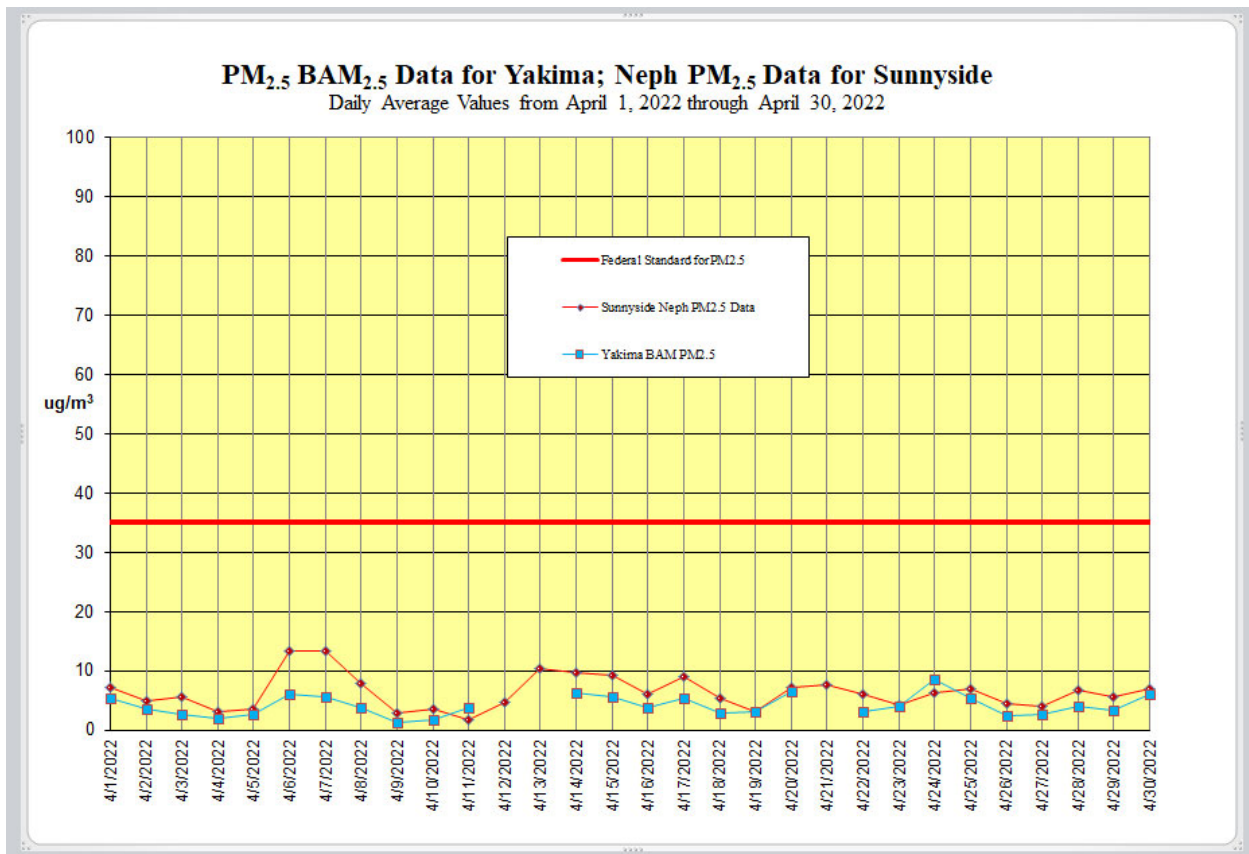
\*\*\* Solid Fuel Burning Device \*\*\*\* New Source Review

### 7. Air Monitoring Data for April 2022

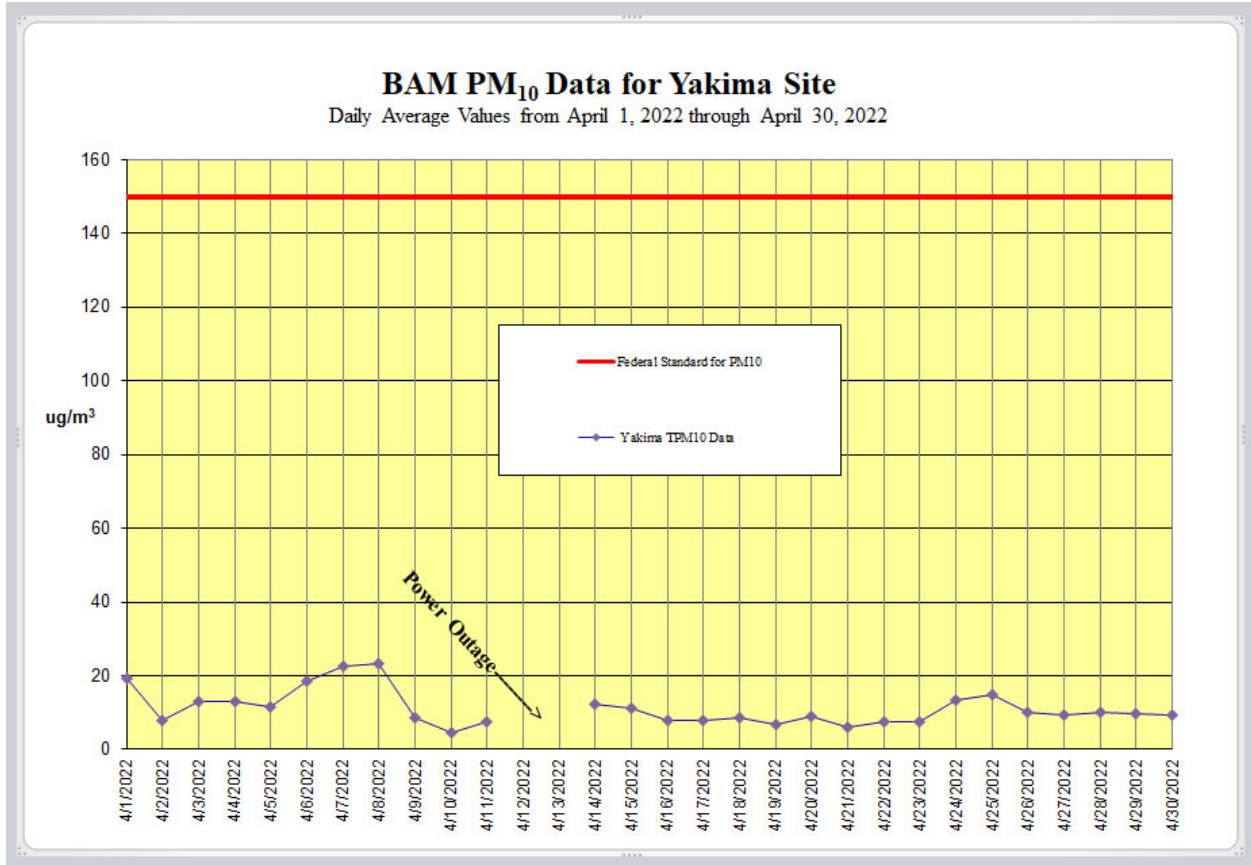
YRCAA gets \$20,500 grant from Department of Ecology to do the monitoring work. Collect samples, ship them for lab analysis and maintain the monitors running. As we lost both monitoring tech staff members, continuation of this work will be uncertain. In addition, we had a grant approval from EPA to replace 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<sub>2.5</sub> Data**
  - We expect no PM<sub>2.5</sub> exceedances for the month.

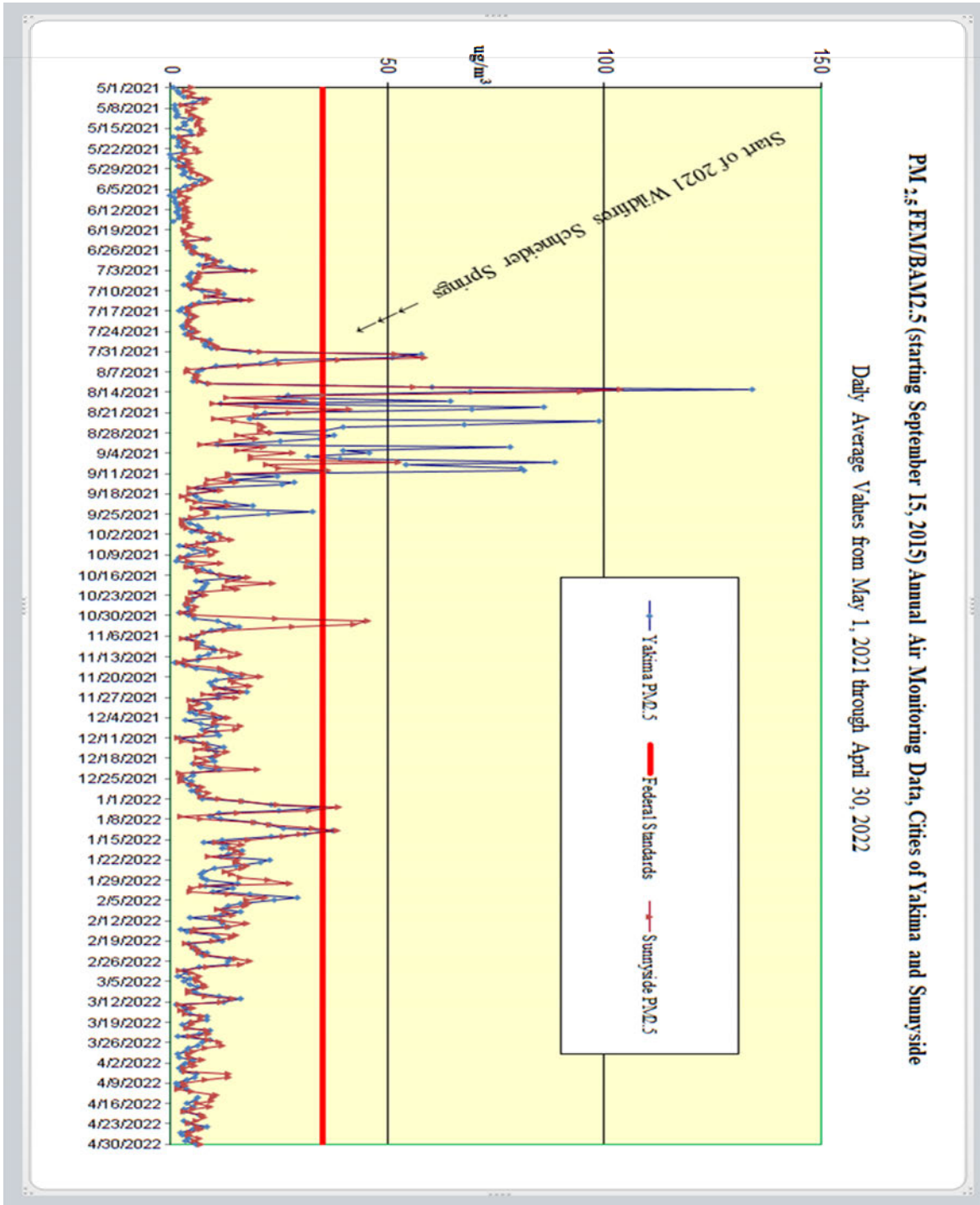


- **PM<sub>10</sub>**
- We expect no PM<sub>10</sub> exceedance for the month.



- **Annual PM<sub>2.5</sub> Data**

- Annual PM<sub>2.5</sub> for Yakima and Sunnyside monitors.
- Exceedances for 2021 are due to the wildfire (Schneider Springs Fire) as indicated in the graph below.





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<sub>x</sub>) 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<sub>x</sub> emissions from highway heavy-duty trucks and engines. When making the announcement, the Administrator stated, "The U.S. has made major reductions in NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> inventory in 2028. Therefore, as the agency states in the ANPRM, “Reducing NO<sub>x</sub> 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 lifestyles, and in highly impacted regions.”

States and localities all across the country are in need of NO<sub>x</sub> reductions to achieve and sustain their clean air goals. A new federal heavy-duty truck rule that includes a standard to reduce NO<sub>x</sub> 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<sub>x</sub> reductions needed across the nation. Moreover, such a national low-NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub>-limited ozone nonattainment area – one that is more influenced by reductions in NO<sub>x</sub> than volatile organic compounds (VOCs) – NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> emissions than stationary sources in the area. Highway heavy-duty diesel vehicles constitute one of the largest categories of mobile source NO<sub>x</sub> emissions, second only to light-duty vehicles. Therefore, the Michigan Department of Environment, Great Lakes, and Energy (EGLE) says additional NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> inventory and NO<sub>x</sub> reductions from sources subject to AQMD permits will be expensive. Two other potential NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub>

emissions. Strong national standards for controlling NO<sub>x</sub> emissions from this class of vehicles will help Delaware's New Castle County achieve the ozone standard.

New Jersey, too, needs additional NO<sub>x</sub> 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<sub>x</sub> inventory (42 percent) and heavy-duty trucks contribute the greatest share of the mobile source NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub>. 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> inventory. In 2018, highway heavy-duty vehicles accounted for 40 percent of on-road NO<sub>x</sub> emissions in the state and by 2045 highway heavy-duty vehicles are projected to contribute 66 percent of all on-road NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub>-limited area, additional NO<sub>x</sub> reductions from heavy-duty trucks would be valuable and necessary given that more than 90 percent of the ozone-forming NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> reduced in 2020 yields a much greater ozone reduction compared to that same ton of NO<sub>x</sub> reduced in 2000.

Although Minnesota does not have NO<sub>x</sub>-related nonattainment issues at this time, the Minnesota Pollution Control Agency (MPCA) says it needs additional NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> source. Even though Minnesota also uses DERA funding and Volkswagen settlement funding to reduce NO<sub>x</sub> pollution from heavy-trucks and off-road equipment, those efforts do not meet all of the states needs with respect to heavy-duty NO<sub>x</sub> emissions.

Environmental justice concerns also drive Rhode Island's need for additional NO<sub>x</sub> reductions from highway heavy-duty trucks. The mobile source sector is by far the largest source of NO<sub>x</sub> in the state, accounting for nearly 80 percent of total NO<sub>x</sub> emissions. Stationary source fuel combustion is the second largest emitting sector of NO<sub>x</sub>, at 13.1 percent. Approximately 35 percent of the state's NO<sub>x</sub> emissions come from highway heavy-duty vehicles, while almost 45 percent of all highway heavy-duty NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> reduction that is plausible and, therefore, would welcome further NO<sub>x</sub> emission reductions from heavy-duty trucks. In addition, reducing NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub>" emission standards for highway heavy-duty trucks and engines. Petitioners, who based their case on their need for the related NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> (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<sub>x</sub> 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<sub>x</sub> performance when coupled with these aftertreatment approaches.

Among the technologies that manufacturers can use to meet the NO<sub>x</sub> 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<sub>x</sub> Standards in 2027,”

([http://www.meca.org/resources/MECA\\_2027\\_Low\\_NOx\\_White\\_Paper\\_FINAL.pdf](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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub>.” 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, if 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> with highway heavy-duty trucks being among the greatest contributors. Similarly, numerous areas seeking to address environmental justice concerns are seeking NO<sub>x</sub> reductions from the highway heavy-duty sector. As such, it is incumbent upon EPA to act decisively in establishing the most technologically feasible NO<sub>x</sub> standards possible. Section (202)(a)(3)(A) of the Clean Air Act directs that NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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



Erik C. White  
Placer County, CA  
Co-Chair  
NACAA Mobile Sources and Fuels Committee

Yakima Regional Clean Air Agency Proposed FY2023 Budget		Adopted/Revised Budget FY2022	Projected Final FY2022	Proposed Budget FY2023
<b>REVENUE</b>		<b>DRAFT PROPOSED FY2023 BUDGET</b>		
<b>REVENUE 614 YRCAA Base Operations</b>				
<b>Stationary Source Permit Fees</b>				
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
<i>Subtotal, Stationary Source Permit Fees</i>		<i>\$ 349,675</i>	<i>\$ 383,537</i>	<i>\$ 349,264</i>
<b>Burn Permit Fees</b>				
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
<i>Subtotal, Burn Permit Fees</i>		<i>\$ 94,550</i>	<i>\$ 68,903</i>	<i>\$ 81,936</i>
<b>Compliance Fees</b>				
614-32190005	Asbestos Removal Fees	\$ 30,000	\$ 22,610	\$ 25,000
614-32190009	Construction Dust Control Fees	\$ 5,000	\$ 5,679	\$ 5,800
<i>Subtotal, Compliance Fees</i>		<i>\$ 35,000</i>	<i>\$ 28,289</i>	<i>\$ 30,800</i>
<i>Subtotal, All Permit Fee Revenue</i>		<i>\$ 479,225</i>	<i>\$ 480,729</i>	<i>\$ 462,000</i>
<b>Base Grants</b>				
614-33366001	EPA, Core Grant	\$ 106,322	\$ 106,322	\$ 106,545
614-33403101	DOE, Core Grant	\$ 76,800	\$ 76,800	\$ 76,800
<i>Subtotal, Base Grants</i>		<i>\$ 183,122</i>	<i>\$ 183,123</i>	<i>\$ 183,345</i>
<b>Fines &amp; Penalties</b>				
614-35990001	Civil Penalty	\$ 2,500	\$ 104,522	\$ 2,500
614-35990001	Other Fines	\$ -	\$ -	\$ -
<i>Subtotal, Fines &amp; Penalties</i>		<i>\$ 2,500</i>	<i>\$ 104,522</i>	<i>\$ 2,500</i>
<b>Supplemental Income</b>				
614-33831001	Supplemental Income	\$ 102,830	\$ 102,830	\$ 102,830
<i>Subtotal, Supplemental Income</i>		<i>\$ 102,830</i>	<i>\$ 102,830</i>	<i>\$ 102,830</i>
<b>Other Income</b>				
614-36111001	Interest	\$ 2,000	\$ 3,275	\$ 3,500
614-36990014	Miscellaneous Income	\$ 50	\$ 9,673	\$ 100
<i>Subtotal, Other Income</i>		<i>\$ 2,050</i>	<i>\$ 12,948</i>	<i>\$ 3,600</i>
<i>Total Base Operations Revenue</i>		<i>\$ 769,727</i>	<i>\$ 884,151</i>	<i>\$ 754,275</i>
<b>REVENUE 614 YRCAA Grant Operations</b>				
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
<i>Total Grant Operations Revenue</i>		<i>\$ 633,647</i>	<i>\$ 662,930</i>	<i>\$ 604,956</i>
<b>REVENUE Enterprise Operations</b>				
614-34317001	VE Certification Fees	\$ 80,000	\$ 58,337	\$ 60,000
614-34317002	Other Enterprise Revenue	\$ -	\$ -	\$ -
<i>Subtotal, Enterprise Revenue</i>		<i>\$ 80,000</i>	<i>\$ 58,337</i>	<i>\$ 60,000</i>
<i>Total Base, Grant and Enterprise Revenue</i>		<i>\$ 1,483,374</i>	<i>\$ 1,605,418</i>	<i>\$ 1,419,231</i>

Yakima Regional Clean Air Agency Proposed FY2023 Budget		Adopted/Revised Budget FY2022	Projected Final FY2022	Proposed Budget FY2023
<b>EXPENSES</b>		<b>DRAFT PROPOSED FY2023</b>		
<b>EXPENSES</b>	<b>614 YRCAA Base Operations</b>	<b>BUDGET</b>		
<b>Salaries</b>				
614-1001	Salaries	\$ 441,546	\$ 349,569	\$ 412,802
614-2002	Benefits	\$ 152,717	\$ 122,822	\$ 143,349
614-1003	Overtime	\$ -	\$ -	\$ -
<i>Subtotal, Salaries</i>		<b>\$ 594,263</b>	<b>\$ 472,391</b>	<b>\$ 556,151</b>
<b>Supplies</b>				
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
<i>Subtotal, Supplies</i>		<b>\$ 11,500</b>	<b>\$ 10,192</b>	<b>\$ 16,200</b>
<b>Services</b>				
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
<i>Subtotal, Services</i>		<b>\$ 183,428</b>	<b>\$ 183,041</b>	<b>\$ 220,950</b>
<b>Capital Out-Lay &amp; Fixed Assets</b>				
614-6401	Capital Out-Lay/Fixed Assets	\$ -	\$ -	\$ -
<i>Total Base Operations Expenses</i>		<b>\$ 789,191</b>	<b>\$ 665,624</b>	<b>\$ 793,301</b>
<b>EXPENSES 614 YRCAA Grant Operations</b>				
<b>614-33403105 Wood Stove Ed</b>				
<b>Salaries</b>				
614-1001	Salaries	\$ 3,399	\$ 3,347	\$ 3,500
614-2002	Benefits	\$ 1,189	\$ 881	\$ 910
614-1003	Overtime	\$ -	\$ -	\$ -
<i>Subtotal, Salaries</i>		<b>\$ 4,588</b>	<b>\$ 4,228</b>	<b>\$ 4,410</b>
<b>Supplies</b>				
614-3101	Office Supplies		\$ 200	\$ 346
<i>Subtotal, Supplies</i>		<b>\$ -</b>	<b>\$ 200</b>	<b>\$ 346</b>

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

Yakima Regional Clean Air Agency Proposed FY2023 Budget		Adopted/Revised Budget FY2022	Projected Final FY2022	Proposed Budget FY2023
<b>DRAFT PROPOSED FY2023 BUDGET</b>				
<b>Supplies</b>				
141-3101	Office Supplies	\$ 250	\$ 78	\$ 100
141-3201	Vehicles, Gas	\$ 1,000	\$ 872	\$ 1,000
141-3501	Small Tools/Equipment	\$ 100	\$ 50	\$ 50
<i>Subtotal, Supplies</i>		<b>\$ 1,350</b>	<b>\$ 1,000</b>	<b>\$ 1,150</b>
<b>Services</b>				
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
<i>Subtotal, Services</i>		<b>\$ 9,630</b>	<b>\$ 12,005</b>	<b>\$ 14,050</b>
<b>Capital Out-Lay &amp; Fixed Assets</b>				
141-4500	Capital Out-Lay/Fixed Assets	\$ -	\$ -	\$ -
<i>Total Enterprise Operations Expenses</i>		<b>\$ 27,736</b>	<b>\$ 30,863</b>	<b>\$ 33,200</b>
<b>Summary of Revenue vs Expenses:</b>				
<b>Prior-Year Carry Over Funds</b>		<b>\$ 119,374</b>	<b>\$ 152,174</b>	<b>\$ 337,170</b>
<b>Total Revenue, Base, Grants &amp; Enterprise</b>		<b>\$ 1,602,748</b>	<b>\$ 1,757,592</b>	<b>\$ 1,756,400</b>
<b>Total Expenses, Base, Grants &amp; Enterprise</b>		<b>\$ 1,450,574</b>	<b>\$ 1,420,422</b>	<b>\$ 1,371,457</b>
<b>Fund Balance</b>		<b>\$ 152,174</b>	<b>\$ 337,170</b>	<b>\$ 384,943</b>
<b>Operating and Capital Reserves</b>		<b>\$ 32,800</b>	<b>\$ 184,996</b>	<b>\$ 47,774</b>
<b>Estimated Available Fund Balance</b>		<b>\$ 119,374</b>	<b>\$ 152,174</b>	<b>\$ 337,170</b>

## 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
	<b>Control Officer</b>			<b>CO</b>			
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	<b>Air Quality Specialist 1</b>			<b>AQS1</b>			
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	<b>Air Quality Specialist 2</b>			<b>AQS2</b>			
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							
Monthly	<b>Air Quality Specialist 3</b>			<b>AQS3</b>			
Hourly	\$56,417	\$57,827	\$59,273	\$60,755	\$62,274	\$63,831	\$65,427
	\$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							
Monthly	<b>Air Quality Engineer 1</b>			<b>AQE1</b>			
Hourly	\$64,915	\$66,862	\$68,199	\$69,563	\$70,955	\$72,374	\$73,821
	\$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							
Monthly	<b>Air Quality Engineer 2 (Prof. Engr)</b>			<b>AQE2</b>			
Hourly	\$76,990	\$78,530	\$80,100	\$81,702	\$83,336	\$85,003	\$86,703
	\$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

31



**BASIS**     *COLA is applied here*

		Step 1	Step 1
	FY	last year	this year
0.0000	COLA	2020	2021
		Salaries	Salaries
	<b>Control Officer</b>	\$82,000	\$82,000
	<b>CO Part Time</b>	\$72,395	\$72,395
	<b>Air Quality Specialist 1</b>	\$43,277	\$43,277
	<b>Air Quality Specialist 2</b>	\$51,000	\$51,000
	<b>Air Quality Specialist 3</b>	\$56,417	\$56,417
	<b>Air Quality Engineer 1</b>	\$64,915	\$64,915
	<b>Engineer 2 (Prof. Engr)</b>	\$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 Steps	July 1, 2020 - June 30, 2021								
	One	Two	Three	Four	Five	Six	Seven	Eight	M/S/P Pending Nine
<b>Grades</b>									
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
<b>Non-Exempt</b>											
<b>Administrative Assistant</b>	<b>21.67</b>	<b>22.54</b>	<b>23.44</b>	<b>24.37</b>	<b>25.35</b>	<b>26.36</b>	<b>27.42</b>	<b>28.51</b>	<b>29.65</b>	<b>30.84</b>	<b>32.07</b>
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
<b>Air Quality Specialist I (Inspector I)</b>	<b>26.33</b>	<b>27.39</b>	<b>28.48</b>	<b>29.62</b>	<b>30.81</b>	<b>32.04</b>	<b>33.32</b>	<b>34.65</b>	<b>36.04</b>	<b>37.48</b>	<b>38.98</b>
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
<b>Air Quality Specialist II (Inspector II)</b>	<b>28.76</b>	<b>29.91</b>	<b>31.10</b>	<b>32.35</b>	<b>33.64</b>	<b>34.99</b>	<b>36.39</b>	<b>37.84</b>	<b>39.36</b>	<b>40.93</b>	<b>42.57</b>
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
<b>Air Quality Technician (Monitoring)</b>	<b>26.33</b>	<b>27.39</b>	<b>28.48</b>	<b>29.62</b>	<b>30.81</b>	<b>32.04</b>	<b>33.32</b>	<b>34.65</b>	<b>36.04</b>	<b>37.48</b>	<b>38.98</b>
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
<b>Air Monitoring Section Manager</b>	<b>37.69</b>	<b>39.20</b>	<b>40.76</b>	<b>42.40</b>	<b>44.09</b>	<b>45.85</b>	<b>47.69</b>	<b>49.60</b>	<b>51.58</b>	<b>53.64</b>	<b>55.79</b>
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
<b>Engineer I (Environmental)</b>	<b>27.88</b>	<b>29.00</b>	<b>30.16</b>	<b>31.36</b>	<b>32.62</b>	<b>33.92</b>	<b>35.28</b>	<b>36.69</b>	<b>38.16</b>	<b>39.68</b>	<b>41.27</b>
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
<b>Engineering Technician</b>	<b>26.33</b>	<b>27.39</b>	<b>28.48</b>	<b>29.62</b>	<b>30.81</b>	<b>32.04</b>	<b>33.32</b>	<b>34.65</b>	<b>36.04</b>	<b>37.48</b>	<b>38.98</b>
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
<b>IT Specialist</b>	<b>30.77</b>	<b>32.00</b>	<b>33.28</b>	<b>34.61</b>	<b>36.00</b>	<b>37.44</b>	<b>38.93</b>	<b>40.49</b>	<b>42.11</b>	<b>43.80</b>	<b>45.55</b>
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
<b>Public Information Specialist</b>	<b>21.96</b>	<b>22.83</b>	<b>23.75</b>	<b>24.70</b>	<b>25.68</b>	<b>26.71</b>	<b>27.78</b>	<b>28.89</b>	<b>30.05</b>	<b>31.25</b>	<b>32.50</b>
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
<b>Ruler Writer/SIP Planner</b>	<b>31.35</b>	<b>32.61</b>	<b>33.91</b>	<b>35.27</b>	<b>36.68</b>	<b>38.15</b>	<b>39.67</b>	<b>41.26</b>	<b>42.91</b>	<b>44.63</b>	<b>46.41</b>
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

(Semi/Monthly/Annual Wages based on 37.5 hour work week / 1950 hours annually)

<b>Exempt</b>											
<b>Communications/Outreach Section Man</b>	<b>32.45</b>	<b>33.75</b>	<b>35.10</b>	<b>36.50</b>	<b>37.96</b>	<b>39.48</b>	<b>41.06</b>	<b>42.70</b>	<b>44.41</b>	<b>46.19</b>	<b>48.04</b>
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
<b>Compliance Section Manager</b>	<b>47.31</b>	<b>49.21</b>	<b>51.17</b>	<b>53.22</b>	<b>55.35</b>	<b>57.56</b>	<b>59.87</b>	<b>62.26</b>	<b>64.75</b>	<b>67.34</b>	<b>70.04</b>
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
<b>Engineer II (Air Quality)</b>	<b>34.57</b>	<b>35.96</b>	<b>37.39</b>	<b>38.89</b>	<b>40.45</b>	<b>42.06</b>	<b>43.75</b>	<b>45.50</b>	<b>47.32</b>	<b>49.21</b>	<b>51.18</b>
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
<b>Supervisory Engineer Manager</b>	<b>47.31</b>	<b>49.21</b>	<b>51.17</b>	<b>53.22</b>	<b>55.35</b>	<b>57.56</b>	<b>59.87</b>	<b>62.26</b>	<b>64.75</b>	<b>67.34</b>	<b>70.04</b>
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
<b>Finance &amp; Human Resources Section Ma</b>	<b>39.71</b>	<b>41.30</b>	<b>42.95</b>	<b>44.67</b>	<b>46.45</b>	<b>48.31</b>	<b>50.24</b>	<b>52.25</b>	<b>54.34</b>	<b>56.52</b>	<b>58.78</b>
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

<b>Executive Director - Approved by Board</b>	<b>63.08</b>
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		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9
		Minimum	Maximum									
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

FEATURED

## Facing staff shortages, Yakima County commissioners approve 5% pay increase

PHIL FEROLITO Yakima Herald-Republic  
May 4, 2022



From left, Yakima County commissioners Amanda McKinney, Ron Anderson and LaDon Linde.  
Yakima Herald-Republic file photos

Responding to an unprecedented number of job vacancies and increasing inflation, Yakima County commissioners on Tuesday approved a sweeping 5% pay increase totaling \$750,000 annually for employees across several county departments.

Yakima County employs 994 full-time workers and 41 of those positions are vacant.

Commissioner Amanda McKinney said some departments are operating with only half the required staff.

“We are down clerks, planners, attorneys, technicians — you name it,” McKinney said. “The pay increase will ultimately be absorbed by the budget overall because we have so many budgeted positions that have been unfilled for so long.”



# Yakima, WA: Residents Who Drive A KAWASAKI MULE PRO-FXT Should Check This Out

The county's overall operating budget is \$271.3 million with a \$70 million general fund, which largely pays for the sheriff's office, courts and corrections.

Commissioner LaDon Linde said the county has long struggled to compete with other entities for employees.

"This has become even more evident in 2022 with the tight labor market and the pressures of inflation," Linde said. "Yakima County currently has more job openings than we have had in anyone's memory."

Facing a similar dilemma, the Yakima Health District in March approved a 6% pay increase for employees. That was on top of a 4% pay increase approved in January.

Health District officials said they were losing many employees to state agencies offering significantly more pay with options to work remotely. In a matter of months, several Health District employees left for jobs with the state departments of ecology, agriculture and health.

Inflation is a key driver.

Over the last 12 months the all-items index increased 8.5% before seasonal adjustments, according to the U.S. Bureau of Labor Statistics.

The largest contributors to increases were gasoline, shelter and food, the statistics showed.

The all-urban consumer price index shot up 1.2% in March alone, after increasing 0.8% in February, according to the statistics.

Meanwhile, poverty remains relatively high here. In 2020, the county's poverty rate of 14.8% was higher than the state's rate of 9.5% and the nation's 11.4% rate, according to the state's Employment Security Department.

Median household income was \$54,917 in Yakima County in 2020, which trailed the state's median income of \$77,006 and the nation's median income of \$64,994, according to Employment Security.



Linde said department heads are seeking ways to do more with less.

“Much of this could involve using technology to stretch our resources,” he said. “In the end, we will likely end up paying more to keep quality employees, but the tradeoff may well be that we employ fewer staff in years to come.”

# Compensation Consulting Proposal Yakima Regional Clean Air Agency May 9, 2022



## Background Information

Yakima Regional Clean Air Agency (YRCAA) is one of seven regional clean air agencies in Washington State. YRCAA has protected the people and the environment of Yakima County from the effects of air pollution since its formation in 1967.

The organization is seeking consulting support to perform a market study, review its pay scales and placement of jobs in the scales, and analyze employee pay.

## Project Activities

### Kick-off

We take a collaborative approach to our projects, working closely with clients to ensure their needs are met. Each project starts with a planning conversation during which we clarify expectations and further define the work to be performed. Working with the Interim Executive Director, we would explore YRCAA's compensation philosophy and competitive market. This conversation would inform the work of the market study. We also suggest holding regular check-in calls over the life of the project.

### Market Study and Pay Scales

To ensure our understanding of YRCAA's jobs, we will discuss the organization's jobs with the Interim Executive Director and review any applicable job descriptions and/or job summaries. We will then research base pay market data for 10 positions utilizing published survey sources. We will also reach out to the other clean air agencies to request pay range information for their positions that are similar to YRCAA.

We will work with the Interim Executive Director to ensure the selected job matches accurately reflect the essential duties and qualifications for YRCAA's jobs. Once the job matches are finalized, we will compile the base pay market data from all the sources.

Using the market data as a foundation, we will work with the Interim Executive Director to recommend updates to the existing pay scales. Then, using the new market data, we will confirm the placement of YRCAA's jobs in the pay scales.

### Employee Pay Analysis

Once the pay scales and job mapping are ready, we would compare employees' current base pay to the recommended ranges for their positions. As part of this process, we will discuss with the Interim Executive Director how YRCAA moves people through the pay ranges and work together to develop options for implementing the findings. When the analysis and recommendations are complete, we will meet with the Board of Directors to share findings.

As part of the implementation recommendations, an electronic pay scale grid will be prepared for all jobs included in the compensation review. A dashboard for determining the impact of YRCAA's proposed pay

recommendations will be included for implementing the changes and ongoing compensation administration.

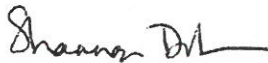
### Budget and Timeline

The chart below outlines the project deliverables, estimated hours, and pricing. The cost estimate is based on a rate of \$240 per hour. We anticipate invoicing this work on a monthly basis for hours worked during the prior month.

Deliverables and Budget		
Deliverable	Hours	Cost
Kick-off, Check-ins	4	\$960
Market Study (10 positions) and Pay Scales	15	\$3,600
Employee Pay Analysis	4	\$960
<b>Total</b>	<b>23</b>	<b>\$5,520</b>

We are able to begin the work in July and expect the entire project to take about two months.

Thank you for the opportunity to provide a quote for compensation services. We would be happy to answer any questions.



Shannon Drohman, MS, CCP, SHRM-SCP  
Principal, Compensation Connections  
[shannon@compensationconnections.com](mailto:shannon@compensationconnections.com)  
206-946-8056



Nancy Kasmar, MS, CCP, SPHR, SCHR-SCP  
Principal, Compensation Connections  
[nancyk@compensationconnections.com](mailto:nancyk@compensationconnections.com)  
206-946-8056

### Acknowledged and Agreed:

Authorized  
Representative: \_\_\_\_\_

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Organization: \_\_\_\_\_ YRCAA



## About Compensation Connections

Compensation Connections is a Seattle-area consulting firm advising organizations in matters related to total rewards. The firm was founded by Shannon Drohman and Nancy Kasmar in 2014.

Over the past several years, Compensation Connections has worked with hundreds of non-profit, for-profit, and public sector organizations ranging in size from ten employees to more 10,000 staff members.

Shannon Drohman is a Principal of the firm. She has 20+ years of experience in compensation and human resources, including designing compensation and classification programs, conducting custom surveys, creating internal value systems, and performing pay equity analysis. Industries include public sector, education, non-profit, manufacturing, technology, health care, and professional services. Credentials include an MS/HR, SHRM-SCP and CM/HR certifications and Certified Compensation Professional (CCP) designation.

Nancy Kasmar is a Principal of Compensation Connections. She has over 25 years of management experience in addition to 10 years in human resources and total rewards. She has worked with hundreds of organizations throughout North America as a compensation consultant. Nancy holds a Senior Professional in Human Resources (SPHR) designation with an additional certification as a Certified Compensation Professional (CCP). She is also certified as a SHRM-SCP.

## References

### **Puget Sound Clean Air Agency**

Heather Beckford, Human Resources Manager  
206-689-4041  
healtherb@pscleanair.gov

### **East Multnomah Soil & Water Conservation District**

Nancy J Hamilton, Executive Director  
971-867-0660  
nancy@emswcd.org

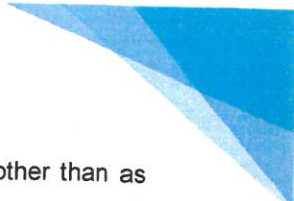
### **City of Seattle**

Alaina Goodman, Compensation and Classification Manager  
206-233-7841  
alaina.goodman@seattle.gov

Additional references available upon request.

## STANDARD TERMS AND CONDITIONS

1. **Services.** Compensation Connections LLC will provide the professional services and deliverables described in the attached Statement of Work (SOW).
2. **Organization Personnel.** Compensation Connections LLC will be responsible for the performance of its personnel, including its employees, agents and subcontractors (collectively, "Personnel") under this Agreement.
3. **Dues, Fees, Expenses and Invoices and Taxes**
  - 3.1. **Dues and Fees.** Client is subject to, and agrees to abide by, the Compensation Connections LLC Rates in effect as of the effective day of this Agreement, and will be subject to, and notified of, any modifications to Rates. Client will compensate Compensation Connections LLC for services rendered in the above Statement of Work.
  - 3.2. **Expenses.** Client will reimburse Compensation Connections LLC for expenses that Compensation Connections LLC reasonably incurs in connection with the Services defined in Section 1.
  - 3.3. **Invoices. Fees and Expenses.** Unless otherwise set forth in an applicable Statement of Work (SOW), Client will pay Compensation Connections LLC all undisputed amounts within 15 days after receipt of Compensation Connections LLC invoice. Client is responsible for all applicable taxes, duties or other charges, including sales or use taxes, imposed by any federal, state or local governmental entity on Services and Deliverables provided by Compensation Connections LLC under this Agreement. If Compensation Connections LLC is obligated by applicable law or regulation to collect and remit any taxes relating to the Services, then Compensation Connections LLC will add the appropriate amount to Client's invoices as a separate line item.
4. **Term**
  - 4.1. **Term.** The term of this Agreement will begin on the Effective Date and will continue for the duration of work for Client by Compensation Connections LLC.
  - 4.2. **Termination.** Client may terminate this Agreement in whole or in part, on thirty (30) days' prior written notice. If Client terminates the Agreement pursuant to this Section, Client will be responsible for any portion of the compensation owed to Compensation Connections LLC for any Services, or Expenses provided through the termination date.
5. **Ownership and Copyright of Materials**
  - 5.1. **Written Materials.** Written materials as used within this Agreement shall mean all written materials created by or for Client and delivered or communicated to Client by or on behalf of Compensation Connections LLC, including but not limited to all drafts and final revisions, electronic copies, derivative works, and all correspondence and written communication incident thereto.
  - 5.2. **Electronic Materials.** Electronic materials as used within this Agreement and pursuant to any Statement of Work (SOW) shall mean all electronic materials created by or for Client and delivered or communicated to Client by or on behalf of Compensation Connections LLC, including but not limited to all drafts and final revisions, electronic copies, video components, audio components, DVD or CD versions, derivative works, and all correspondence and written communication incidental thereto.
  - 5.3. **Copyrights.** Compensation Connections LLC retains ownership of all copyrights in the written and electronic materials designed for or delivered to Client and any copies thereof.
  - 5.4. **Trade Secrets.** The written and electronic materials, any information relating to the use of the same, and any methodologies embodied therein are confidential trade secrets and remain the exclusive property of Compensation Connections LLC
  - 5.5. **Videotaping, Audio Taping, Photographing of Personnel.** The videotaping, audio taping or photographing of Compensation Connections LLC Personnel by any means is strictly prohibited unless prior written or e-mail authorization is granted by Compensation Connections LLC.
6. **Mutual Non-Disclosure**
  - 6.1. The undersigned acknowledges that the Client has furnished to Compensation Connections certain proprietary data ("Confidential Information") relating to the business affairs and operations of the Client for use by Compensation Connections as part its work on behalf of the Client.
  - 6.2. It is acknowledged by Compensation Connections that the information provided by the Client is confidential; therefore, Compensation Connections agrees not to disclose it and not to disclose

- 
- that any discussions or contracts with the Client have occurred or are intended, other than as provided for in the following paragraph.
- 6.3. It is acknowledged by the Parties that the information to be furnished is in all respects confidential in nature, other than information which is in the public domain through other means and that any disclosure or use of same by the disclosing party, except as provided in this agreement, may cause serious harm or damage to the other party, and its owners and officers. Therefore, Compensation Connections agrees that Compensation Connections will not use the information furnished for any purpose other than as stated above, and agrees that neither party will not either directly or indirectly by agent, employee, or representative, disclose this information, either in whole or in part, to any third party; provided, however that (a) information furnished may be disclosed only to those directors, officers and employees of the disclosing party and to the disclosing party's advisors or their representatives who need such information for the purpose of evaluating any possible transaction (it being understood that those directors, officers, employees, advisors and representatives shall be informed by the disclosing party of the confidential nature of such information and shall be directed by the disclosing party to treat such information confidentially), and (b) any disclosure of information may be made to which the other party consents in writing.
  7. **Independent Contractor Relationship.** Compensation Connections LLC is and shall be an independent contractor and shall have the sole right to supervise, manage, operate, control, and direct the performance of the details incident to its agents or subcontractor's duties hereunder. IN NO EVENT SHALL COMPENSATION CONNECTIONS LLC AND/OR ITS SUBSIDIARY OR SUBSIDIARIES, BE OBLIGATED OR HELD LIABLE TO CLIENT ORGANIZATION OR ITS PARTICIPANTS FOR ANY DAMAGES DUE TO THE PERFORMANCE OR NON-PERFORMANCE OF THE SERVICE, PRODUCT OR PROGRAM, AND FOR ANY OTHER REASON RELATED TO THIS AGREEMENT, INCLUDING BUT NOT LIMITED TO LOST PROFITS, DELAYS, SUITS BY THIRD PARTIES, CONSEQUENTIAL OR INCIDENTAL DAMAGES.
  8. **Indemnification.** Client hereby agrees to defend, indemnify and hold harmless Compensation Connections LLC, its subsidiary or subsidiaries, executives, board of directors, associate consultants, and employees, from any and all claims, debts or liabilities of any kind relating to or arising from the Agreement (including attorneys' fees and costs related to such claims, debts or liabilities and to enforcing this indemnity), which shall include actions resulting from or in connection with the termination or injury of any employee of Client, any employee of Compensation Connections LLC or a breach of the Client's obligations under this Agreement.
  9. **Governing Law.** This Agreement is governed by the laws of the State of Washington, excluding its conflicts of law rules. Exclusive venue for any action hereunder will lie in the state and federal courts located in Seattle, King County, Washington and both parties hereby submit to the jurisdiction of such courts. The prevailing party in any action hereunder will be entitled to its' reasonable attorney's fees and costs.
  10. **Entire Agreement/Amendments.** This Agreement, including all exhibits that are incorporated herein by reference, contains the entire agreement of the parties regarding the subject matter described herein. The provisions of this Agreement may not be amended except by an agreement in writing signed by authorized representatives of both parties referencing this Agreement and stating their intention to amend this Agreement.
  11. **Severability.** If any provision of this Agreement is invalid or unenforceable in any jurisdiction, the other provisions herein will remain in full force and effect in such jurisdiction and will be liberally construed to effectuate the purpose and intent of this Agreement.
  12. **Successor and Assigns.** Compensation Connections LLC may assign, directly or indirectly, all or part of its rights or obligations under this Agreement. This agreement benefits and binds the parties and their successors and assigns.
  13. **Waiver.** The failure of Compensation Connections LLC or Client to enforce at any time any provision of this Agreement shall not be construed as a waiver thereof.



**AMENDMENT NO. 4  
TO AGREEMENT NO. AQPM25-1924-YRCAA-00014  
BETWEEN  
THE STATE OF WASHINGTON DEPARTMENT OF ECOLOGY  
AND  
Yakima Regional Clean Air Agency**

**PURPOSE:** To amend the above-referenced agreement (AGREEMENT) between the state of Washington Department of Ecology (ECOLOGY) and Yakima Regional Clean Air Agency (RECIPIENT) for the Local Partner PM2.5 Grant Program 2019-2024 (PROJECT).

The purpose of this amendment is to add year 4 (4/1/2022 - 3/31/2023) of operation funding to this agreement.

IT IS MUTUALLY AGREED that the AGREEMENT is amended as follows:

Expiration Date:

Original: 03/31/2022 Amended: 03/31/2023

**CHANGES TO THE BUDGET**

**Funding Distribution EG190375**

Funding Title: Local Partner PM2.5 2019-2024

Funding Type: Grant

Funding Effective Date: 04/01/2019

Funding Expiration Date: 03/31/2023

Funding Source:

Title: General Fund - Federal

Fund: FD

Type: Federal

Funding Source %: 100%

Description: WA State PM2.5 Monitoring / General Fund - Federal



Federal Awarding Agency: Environmental Protection Agency (EPA)  
 Federal Awarding Agency Contact: Christina Miller  
 Federal Awarding Agency Phone: 206.553.6512  
 Federal Awarding Agency Email: miller.christina@epa.gov  
 Federal Awarding Agency Address: USEPA REGION 10, 1200 Sixth Avenue, Mail Code: OAW-150, Seattle, WA 98101  
 CFDA Catalog Name: Surveys-Studies-Investigations-Demonstrations and Special Purpose  
 CFDA Number: 66.034  
 FAIN: 01J54001  
 Research Grant: No  
 Federal Award Date: 4/1/2019  
 Total Federal Award Amount: **\$3,225,110.00**  
 Federal Funds Obligated To Recipient: **\$105,250.00**

Approved Indirect Costs Rate: De Minimis Rate per 2 CFR §200.414  
 Recipient Match %: 0%  
 InKind Interlocal Allowed: No  
 InKind Other Allowed: No  
 Is this Funding Distribution used to match a federal grant? No

Local Partner PM2.5 2019-2024	Task Total
YRCAA PM2.5 Monitor and Operation Year 1	\$ 21,050.00
YRCAA PM2.5 Monitor and Operation Year 2	\$ 21,050.00
YRCAA PM2.5 Monitor and Operation Year 3	\$ 21,050.00
YRCAA PM2.5 Monitor and Operation Year 4	\$ 21,050.00
YRCAA PM2.5 Monitor and Operation Year 5	\$ 21,050.00

**Total: \$ 105,250.00**

**CHANGES TO SCOPE OF WORK**

Task Number: 1 Task Cost: \$21,050.00

Task Title: YRCAA PM2.5 Monitor and Operation Year 1

Task Description:

YRCAA will site and operate the monitoring equipment in accordance with policies and procedures established by the

Department (Ecology) and the Environmental Protection Agency (EPA). YRCAA understands that all equipment supplied by Ecology remains the property of the state.

Operation from 4/1/2019 through 3/31/2020.

Operate one Federal Equivalent Method (FEM) continuous PM2.5 monitor in Yakima (Comprehensive Healthcare)  
1 @ \$6,000 per year x 5 years= \$30,000.

Operate one Federal Reference Method PM2.5 sampler in Yakima (Comprehensive Healthcare).  
1 @ \$8,300 per year x 5years= \$41,500.

Operate PM2.5 speciation monitor in Yakima (Comprehensive Healthcare).  
1 @ \$6,750 per year x 5 years= \$33,750.

Task Goal Statement:

Successful operation of FEM, FRM, and Speciation monitors in accordance with State and Federal SOP; FEM PM2.5 sampler with a percentage valid data completeness goal of at least 80% for each calendar quarter.

Task Expected Outcome:

Judge compliance with the National Ambient Air Quality Standards: Observe PM2.5 pollution trend in the region; Determine the highest PM2.5 concentrations; Determine representative PM2.5 concentrations; Determine background PM2.5 concentrations; data sets are generated for air quality measurements.

Recipient Task Coordinator: Dustin Harrington

**Deliverables**

Number	Description	Due Date
1.1	Operation of one Federal Equivalent Method continuous PM2.5 monitor in Yakima (Comprehensive Healthcare)	03/31/2020
1.2	Operation of one Federal Reference Method PM2.5 sampler in Yakima (Comprehensive Healthcare)	03/31/2020
1.3	Operation of PM2.5 Speciation monitors in Yakima (Comprehensive Healthcare)	03/31/2020

**CHANGES TO SCOPE OF WORK**

Task Number: 2

Task Cost: \$21,050.00

Task Title: YRCAA PM2.5 Monitor and Operation Year 2

Task Description:

YRCAA will site and operate the monitoring equipment in accordance with policies and procedures established by the Department (Ecology) and the Environmental Protection Agency (EPA). YRCAA understands that all equipment supplied by Ecology remains the property of the state.

Operation from 4/1/2020 through 3/31/2021.

Operate one Federal Equivalent Method (FEM) continuous PM2.5 monitor in Yakima (Comprehensive Healthcare)  
 1 @ \$6,000 per year x 5 years= \$30,000.

Operate one Federal Reference Method PM2.5 sampler in Yakima (Comprehensive Healthcare).  
 1 @ \$8,300 per year x 5years= \$41,500.

Operate PM2.5 speciation monitor in Yakima (Comprehensive Healthcare).  
 1 @ \$6,750 per year x 5 years= \$33,750.

Task Goal Statement:

Successful operation of FEM, FRM, and Speciation monitors in accordance with State and Federal SOP; FEM PM2.5 sampler with a percentage valid data completeness goal of at least 80% for each calendar quarter.

Task Expected Outcome:

Judge compliance with the National Ambient Air Quality Standards: Observe PM2.5 pollution trend in the region; Determine the highest PM2.5 concentrations; Determine representative PM2.5 concentrations; Determine background PM2.5 concentrations; data sets are generated for air quality measurements.

Recipient Task Coordinator: Dustin Harrington

**Deliverables**

Number	Description	Due Date
2.1	Operation of one Federal Equivalent Method continuous PM2.5 monitor in Yakima (Comprehensive Healthcare)	03/31/2021
2.2	Reference Method PM2.5 sampler in Yakima (Comprehensive Healthcare)	03/31/2021
2.3	Operation of PM2.5 Speciation monitors in Yakima (Comprehensive Healthcare)	03/31/2021

**CHANGES TO SCOPE OF WORK**

Task Number: 3

Task Cost: \$21,050.00

Task Title: YRCAA PM2.5 Monitor and Operation Year 3

**Task Description:**

YRCAA will site and operate the monitoring equipment in accordance with policies and procedures established by the Department (Ecology) and the Environmental Protection Agency (EPA). YRCAA understands that all equipment supplied by Ecology remains the property of the state.

Operation from 4/1/2021 through 3/31/2022

Operate one Federal Equivalent Method (FEM) continuous PM2.5 monitor in Yakima (Comprehensive Healthcare)  
 1 @ \$6,000 per year x 5 years= \$30,000.

Operate one Federal Reference Method PM2.5 sampler in Yakima (Comprehensive Healthcare).  
 1 @ \$8,300 per year x 5years= \$41,500.

Operate PM2.5 speciation monitor in Yakima (Comprehensive Healthcare).  
 1 @ \$6,750 per year x 5 years= \$33,750.

**Task Goal Statement:**

Successful operation of FEM, FRM, and Speciation monitors in accordance with State and Federal SOP; FEM PM2.5 sampler with a percentage valid data completeness goal of at least 80% for each calendar quarter.

**Task Expected Outcome:**

Judge compliance with the National Ambient Air Quality Standards: Observe PM2.5 pollution trend in the region; Determine the highest PM2.5 concentrations; Determine representative PM2.5 concentrations; Determine background PM2.5 concentrations; data sets are generated for air quality measurements.

**Recipient Task Coordinator:** Dustin Harrington

**Deliverables**

Number	Description	Due Date
3.1	Operation of one Federal Equivalent Method continuous PM2.5 monitor in Yakima (Comprehensive Healthcare)	03/31/2022
3.2	Reference Method PM2.5 sampler in Yakima (Comprehensive Healthcare)	03/31/2022
3.3	Operation of PM2.5 Speciation monitors in Yakima (Comprehensive Healthcare)	03/31/2022

**CHANGES TO SCOPE OF WORK**

Task Number: 4

**Task Cost:** \$21,050.00

Task Title: YRCAA PM2.5 Monitor and Operation Year 4

**Task Description:**

YRCAA will site and operate the monitoring equipment in accordance with policies and procedures established by the Department (Ecology) and the Environmental Protection Agency (EPA). YRCAA understands that all equipment supplied by Ecology remains the property of the state.

Operation from 4/1/2022 through 3/31/2023

Operate one Federal Equivalent Method (FEM) continuous PM2.5 monitor in Yakima (Comprehensive Healthcare)  
 1 @ \$6,000 per year x 5 years= \$30,000.

Operate one Federal Reference Method PM2.5 sampler in Yakima (Comprehensive Healthcare).  
 1 @ \$8,300 per year x 5years= \$41,500.

Operate PM2.5 speciation monitor in Yakima (Comprehensive Healthcare).  
 1 @ \$6,750 per year x 5 years= \$33,750.

**Task Goal Statement:**

Successful operation of FEM, FRM, and Speciation monitors in accordance with State and Federal SOP; FEM PM2.5 sampler with a percentage valid data completeness goal of at least 80% for each calendar quarter.

**Task Expected Outcome:**

Judge compliance with the National Ambient Air Quality Standards: Observe PM2.5 pollution trend in the region; Determine the highest PM2.5 concentrations; Determine representative PM2.5 concentrations; Determine background PM2.5 concentrations; data sets are generated for air quality measurements.

**Recipient Task Coordinator:** Dustin Harrington

**Deliverables**

Number	Description	Due Date
4.1	Operation of one Federal Equivalent Method continuous PM2.5 monitor in Yakima (Comprehensive Healthcare)	03/31/2023
4.2	Reference Method PM2.5 sampler in Yakima (Comprehensive Healthcare)	03/31/2023
4.3	Operation of PM2.5 Speciation monitors in Yakima (Comprehensive Healthcare)	03/31/2023

**CHANGES TO SCOPE OF WORK**

Task Number: 5

Task Cost: \$21,050.00

**Task Title:** YRCAA PM2.5 Monitor and Operation Year 5

**Task Description:**

At this time, there is no commitment for ECY to provide funds to YRCAA for Task 5. Nor is there any commitment for YRCAA to perform this Task. This task is being kept as a place holder to ensure funds are encumbered fiscally. A future amendment will need to take place between both parties for work and payment to commence for Task 5.

-----  
 YRCAA will site and operate the monitoring equipment in accordance with policies and procedures established by the Department (Ecology) and the Environmental Protection Agency (EPA). YRCAA understands that all equipment supplied by Ecology remains the property of the state.

Operation from 4/1/2023 through 3/31/2024

Operate one Federal Equivalent Method (FEM) continuous PM2.5 monitor in Yakima (Comprehensive Healthcare)  
 1 @ \$6,000 per year x 5 years= \$30,000.

Operate one Federal Reference Method PM2.5 sampler in Yakima (Comprehensive Healthcare).  
 1 @ \$8,300 per year x 5years= \$41,500.

Operate PM2.5 speciation monitor in Yakima (Comprehensive Healthcare).  
 1 @ \$6,750 per year x 5 years= \$33,750.

**Task Goal Statement:**

Successful operation of FEM, FRM, and Speciation monitors in accordance with State and Federal SOP; FEM PM2.5 sampler with a percentage valid data completeness goal of at least 80% for each calendar quarter.

**Task Expected Outcome:**

Judge compliance with the National Ambient Air Quality Standards: Observe PM2.5 pollution trend in the region; Determine the highest PM2.5 concentrations; Determine representative PM2.5 concentrations; Determine background PM2.5 concentrations; data sets are generated for air quality measurements.

**Recipient Task Coordinator:** Dustin Harrington

**Deliverables**

<b>Number</b>	<b>Description</b>	<b>Due Date</b>
5.1	Operation of one Federal Equivalent Method continuous PM2.5 monitor in Yakima (Comprehensive Healthcare)	
5.2	Operation of one Federal Reference Method PM2.5 sampler in Yakima (Comprehensive Healthcare)	
5.3	Operation of PM2.5 Speciation monitors in Yakima (Comprehensive Healthcare)	

**Funding Distribution Summary**

**Recipient / Ecology Share**

<b>Funding Distribution Name</b>	<b>Recipient Match %</b>	<b>Recipient Share</b>	<b>Ecology Share</b>	<b>Total</b>
Local Partner PM2.5 2019-2024	0 %	\$ 0.00	\$ 105,250.00	\$ 105,250.00
<b>Total</b>		<b>\$ 0.00</b>	<b>\$ 105,250.00</b>	<b>\$ 105,250.00</b>

**AUTHORIZING SIGNATURES**

All other terms and conditions of the original Agreement including any Amendments remain in full force and effect, except as expressly provided by this Amendment.


The signatories to this Amendment represent that they have the authority to execute this Amendment and bind their respective organizations to this Amendment.


This amendment will be effective 03/31/2022.

IN WITNESS WHEREOF: the parties hereto, having read this Amendment in its entirety, including all attachments, do agree in each and every particular and have thus set their hands hereunto.

Washington State  
Department of Ecology

Yakima Regional Clean Air Agency

By:  for Kathy Taylor  
\_\_\_\_\_ 4/6/2022  
Kathy Taylor Date  
Air Quality  
Program Manager

By:  3/30/2022  
\_\_\_\_\_ Hasan M Tahat Date  
Interim Executive Director

Template Approved to Form by  
Attorney General's Office





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

March 31, 2022

John Martin  
Associate General Counsel  
DGT Recycle  
P.O. Box 14203  
Mill Creek, WA, 98012  
(425)-549-3000

Re: New Source Review (NSR) application determination for DGT Recycle, for the Limited Purpose Landfill (LPL), located at 41 Rocky Top Road Yakima, Washington 98902.

Dear Mr. Martin:

This is the official reply from our office for your inquiry, as promised within a couple of weeks regarding your NSR application for the Limited Purpose Landfill (LPL) located at the 41 Rocky Top Road. As you know, we have been working with you and your consultant. As a result of this work your consultant has submitted the last NSR application on January 5, 2022 to include a Material Recovery Facility (MRF). However, in light of the most recent development at your facility, and the new information from the report, "Soil Gas and Ambient Air Sampling Report dated February 25, 2022" received from the Department of Ecology on March 1, 2022, our office will not be able to issue the permit until the following are submitted and satisfied. Hence, as YRCAA continues to work on the draft Order of Approval (Permit) for your facility the following must be submitted to our office on or before June 1, 2022:

1. As the pollutants are toxic in nature, according to the report and we do not know exactly the cause and how much are beneath the active cell including the migration pathway, and even the cause of cracks/fissure; further sampling should be done to quantify the air emissions properly and figure out a control emission method. YRCAA suggest the following approved EPA method to be used to identify and quantify the VOC emissions at the active cell:
  - Having several gas sampling probes on the active cell itself and take gas samples from those sampling ports, which will quantify the gas and the kind below the cell. We suggest at least two samples per hectare as referenced by EPA 40 CFR Part 60, which requires the probe to be at least three feet within the landfill waste. We will be glad to work with you in determining EPA approved method for the sampling analysis. Once the gases are identified, and the quantified, a control methodology can be implemented. If the gas quantity warrants a control methodology, your facility needs to propose one, which will be included in the final order of approval. Of course, YRCAA will help and work with DTG to accomplish that and to meets the air quality standards.
2. YRCAA received a copy of an approval from the Department of Health for a new cell at your facility. We assume it is cell 2. A NSR application shall be submitted for the modification/expansion to the LPL that expands the area to include 64 additional acres to the



*Yakima Regional Clean Air Agency  
186 Iron Horse Court, Suite 101  
Yakima, WA 98901  
(509) 834-2050, Fax (509) 834-2060  
[www.yakimacleanair.org](http://www.yakimacleanair.org)*

---

south of the existing LPL. This should include a site map of the proposed new cells, roadways, and any other information pertinent to the emissions produced by this expansion including the new design capacity.

3. Please provide an updated list of equipment used in the DTG operations and include whether they have been accounted for in the fugitive dust emission calculations. During the silt-sampling event, two of the large dump trucks, were observed in moving soil to the LPL for top cover. However, upon further review of the application only one was listed in the equipment list. Please just clarify the/update the list.

I hope this letter helps you understand the complexity of the permitting involving your facility as we have been working with you and your consultant. We do really appreciate your cooperation and understanding in finalizing your Permit. If you have any questions regarding this letter, feel free to email or contact me at (509) 834-2050 Ext. 105. Thank you.

Sincerely,

Hasan M. Tahat, Ph.D.  
Compliance, Engineering and Planning Division Supervisor  
Yakima Regional Clean Air Agency  
[hasan@yrcaa.org](mailto:hasan@yrcaa.org)

## Work Plan

### DTG Enterprises, Inc. Yakima Limited Purpose Landfill Landfill Gas Investigation

#### INTRODUCTION

DTG Enterprises, Inc. (DTG) operates the Yakima Limited Purpose Landfill (LPL). This Work Plan is intended to address the Yakima Regional Clean Area Agency (YRCAA) March 31, 2022 request for further sampling of the LPL air emissions. The scope of work below describes specific activities associated with this effort.

#### SOLID WASTE ENGINEERING SERVICES

##### **Task: Landfill Gas Investigation**

**Task Objective:** This task is specifically related to responding to the YRCAA New Source Review application determination dated March 31, 2022 which required additional investigations related to emissions from the LPL.

**Activities:** The following activities will be performed as part of this task:

Conduct a Field Investigation for subsurface landfill gas (LFG) and volatile organic compounds (VOCs).

1. Approximately 16 sample locations (at least 2 per hectare) will be identified and preliminarily mapped on a site layout.
2. DTG will measure ambient air conditions with a Landtec GEM 5000 LFG meter (methane, oxygen, carbon dioxide, carbon monoxide, and hydrogen sulfide) and a mini-Rae 3000 photoionization detector (VOCs) at proposed bar hole locations to evaluate emissions from the landfill.
3. Following collection of ambient air conditions, DTG will install a bar hole probe down to approximately 36-inches (24-inch minimum) below ground surface. Actual locations will be recorded during the investigation with a handheld GPS or similar device.
4. DTG will insert a manifold comprised of polyethylene, tygon, silicone, and/or stainless-steel tubing into the bar hole and seal the bar hole at land surface to prevent ambient air from entering. DTG will then allow the pressure to equilibrate for 15 minutes then measure static pressure within the tube with the Landtec GEM 5000.
5. Vadose zone concentrations will be collected following a purge, and measurement of LFG and VOCs with a Landtec GEM 5000 LFG meter and a mini-Rae 3000 photoionization detector (PID) to evaluate in place landfill conditions. The PID will measure VOCs from the exhaust pump of the Landtec GEM 5000 meter and also be used with a peristaltic pump by filling a Tedlar bag and measuring the concentrations within the bag as it is exhaled by the pump of the PID.
6. Results will be recorded on field sampling sheets documenting the meter readings, weather, personnel collecting the measurement, observations, position/location ID, and other information. No samples will be collected and submitted for laboratory analysis.

DTG will prepare a technical report documenting the results of the analysis including photographs, tables, and maps.



*Yakima Regional Clean Air Agency  
186 Iron Horse Court, Suite 101  
Yakima, WA 98901  
(509) 834-2050, Fax (509) 834-2060  
[www.yakimacleanair.org](http://www.yakimacleanair.org)*

---

April 20, 2022

John Martin  
Associate General Counsel  
DGT Recycle  
P.O. Box 14203  
Mill Creek, WA, 98012  
(425)-549-3000

Re: Work Plan, DTG Enterprises, Inc. Yakima, Limited Purpose Landfill (LPL), Landfill Gas Investigation.

Dear Mr. Martin:

This is in response to your work plan submitted via email on April 19, 2022. We believe the work plan was in response to the NSR application determination by YRCAA Dated March 31, 2022. One of the task objective as was stated in the letter is to determine and to quantify the Volatile Organic Compounds (VOC's) and in specific the Hazardous and or Toxic air pollutants. Knowing and quantifying the air emissions from most sources are accomplished by an USEPA approved methods i.e., 40 CFR Part 60 referenced in the Appendixes.

A control methodology or technology cannot be identified and implemented, if the gases are not identified, and the quantified, especially, if the gas quantity warrants a control methodology. At that point, in time, your facility needs to propose one, which will be included in the final order of approval.

What have you proposed, to my knowledge is not an official approved methods by EPA as referenced in 40 CFR Part 60. In addition, the samples taken per hectare should be submitted for laboratory analysis. Hence, YRCAA cannot approve or accept the work plan submitted to our office on April 19, 2022.

If you have any questions regarding this letter, please feel free to email or contact me at (509) 834-2050 Ext. 105. Thank you.

Sincerely,

Hasan M. Tahat, Ph.D.  
Compliance, Engineering and Planning Division Supervisor  
Yakima Regional Clean Air Agency  
[hasan@yrcaa.org](mailto:hasan@yrcaa.org)

## Work Plan

### DTG Enterprises, Inc. Yakima Limited Purpose Landfill Landfill Gas Investigation

#### INTRODUCTION

DTG Enterprises, Inc. (DTG) operates the Yakima Limited Purpose Landfill (LPL). This Work Plan is intended to address Item 1 from the Yakima Regional Clean Area Agency (YRCAA) March 31, 2022 request for further sampling of the LPL air emissions. The YRCAA request is attached for reference. The scope of work below describes specific activities associated with this effort.

#### SOLID WASTE ENGINEERING SERVICES

##### **Task: Landfill Gas Investigation**

**Task Objective:** This task is specifically related to responding to Item 1 of the YRCAA New Source Review application determination dated March 31, 2022 which required additional investigations related to emissions from the LPL.

**Activities:** The following activities will be performed as part of this task:

Conduct a Field Survey with portable instruments for near surface, soil gas, and ambient air conditions related to landfill gas (LFG) and volatile organic compounds (VOCs) from the LPL. This is the first step in the process and follows the general EPA Guidance for Evaluating Landfill Gas Emissions From Closed or Abandoned Facilities (EPA, 2005) and the probe requirements of Method 25C - Determination of Nonmethane Organic Compounds (NMOC) in Landfill Gases with measurements taken with field instruments rather than capturing gas in a canister for laboratory analysis. Following the Field Survey, locations for laboratory sampling will be determined.

1. Approximately 16 sample locations (at least 2 per hectare) will be identified and preliminarily mapped on a site layout.
2. Field instruments will include a Landtec GEM 5000 LFG meter (GEM) for measuring methane, oxygen, carbon dioxide, and hydrogen sulfide and a mini-Rae 3000 photoionization detector (PID) for measuring for VOCs. See instrument preparation requirements below.
3. Field screening for LFG and VOCs will include the following procedures:
  - a) Field instruments will be calibrated according to manufacturers recommendations. The GEM will be calibrated by the rental agency prior to use. The GEM generally requires no greater than weekly calibration. The PID will be calibrated daily in the morning by the field staff prior to use. The calibration gas will be supplied by the rental agency and be composed of 100 parts per million (ppm) isobutylene. The PID will be calibrated additionally if readings are measured over 250 ppm to make sure of appropriate readings.
  - b) Record the location identification, date, time, temperature, weather conditions, barometric pressure, and field personnel on the field sampling sheet (attached).
  - c) At each sample location:

## SCOPE OF WORK (continued)

---

- 1) Measure ambient air conditions with the GEM and PID at the proposed bar hole location. Record the measurements on the field sampling sheet.
  - 2) Measure near surface air conditions with the GEM and PID at a point no greater than 4 inches above ground surface. Record the measurements on the field sampling sheet.
  - 3) Record the proposed bar hole location on a field map and collect horizontal coordinates with a GPS or similar device.
  - 4) Install a bar hole probe down to approximately 36-inches (24-inch minimum) below ground surface.
  - 5) Insert a manifold comprised of polyethylene, tygon, silicone, and/or stainless-steel tubing into the bar hole and seal the bar hole at land surface to prevent ambient air from entering with hydrated bentonite or similar means.
  - 6) Allow the pressure to equilibrate in the manifold for 15 minutes then measure static pressure within the tube with the GEM.
  - 7) Record the static pressure reading on the field sampling sheet.
  - 8) Calculate the purge volume of the bar hole.
  - 9) Purge the bar hole with the GEM for the minimum purge volume and/or until readings stabilize.
  - 10) Measure and record the initial and final readings of the GEM on the field sampling sheet.
  - 11) Disconnect the GEM from the manifold and connect a peristaltic pump and silicone tubing.
  - 12) Connect an empty tedlar bag to the end of the tubing (exhaust).
  - 13) Turn on the peristaltic pump at a medium pumping rate, open the valve on the tedlar bag and fill the tedlar bag.
  - 14) Close the valve of the tedlar bag and turn off the peristaltic pump.
  - 15) Attach the PID to the tedlar bag and measure and record VOC concentrations on the field sampling sheet.
  - 16) Remove the bar hole manifold from ground surface and cover hole.
  - 17) Decontaminate re-used equipment with a liquinox-water solution and a deionized water rinse.
4. Results will be recorded on field sampling sheets documenting the meter readings, weather, personnel collecting the measurement, observations, position/location ID, and other information. No samples will be collected and submitted for laboratory analysis during the screening phase.

DTG will prepare a technical report documenting the results of the analysis including photographs, tables, and maps for submittal to YRCAA. The screening results will be utilized to determine if further investigations are warranted, including potential laboratory analysis of LFG and VOC's at identified LPL locations.

## FIELD PARAMETERS - LANDFILL GAS SCREENING

<b>Project Name / Number:</b>	_____				
<b>Project Address:</b>	_____				
<b>Client Name:</b>	_____				
<b>Sample Location:</b>	_____				
<b>Date:</b>	_____				
<b>Sampled By:</b>	_____				
<b><u>Ambient Conditions</u></b>					
<b>Date/Time Sampled:</b>	_____				
<b>Air temperature / Weather:</b>	_____ / _____				
<b>GEM Measurements:</b>	Methane	Carbon Dioxide	Carbon Monoxide	Oxygen	Hydrogen Sulfide
<b>PID Measurements (ppm):</b>	_____				
<b><u>Near Surface Conditions</u></b>					
<b>Date/Time Sampled:</b>	_____				
<b>GEM Measurements:</b>	Methane	Carbon Dioxide	Carbon Monoxide	Oxygen	Hydrogen Sulfide
<b>PID Measurements (ppm):</b>	_____				
<b><u>Subsurface Conditions</u></b>					
<b>Date/Time Sampled:</b>	_____				
<b>Depth of Sample:</b>	_____				
<b>Static Pressure:</b>	_____				
<b>Purge Time:</b>	_____				
<b>GEM Measurements:</b>	Methane	Carbon Dioxide	Carbon Monoxide	Oxygen	Hydrogen Sulfide
<b>PID Measurements (ppm):</b>	_____				
<b>Notes:</b>	_____				
<b>Signature:</b>	_____				

**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](http://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

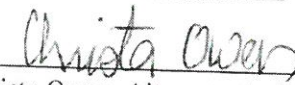
<u>Name</u>	<u>Warrant/MICR #</u>	<u>GL #</u>	<u>Amount</u>	<u>Date</u>
Armstrong's Stove & Spa Yakima*	35122	4105	\$ 23,396.33	4/15/2022
Cascade Natural Gas Corporation	35123	4701	\$ 129.81	4/15/2022
Catholic Charities Volunteer Services*	35124	4105	\$ 100.00	4/15/2022
Charter Communications	35125	4201	\$ 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

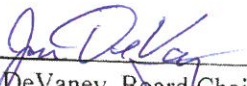
**\$ 43,050.46**


\*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, Alternate Auditing Officer 4/15/2022

  
Jon DeVaney, Board Chairman 5/12/2022

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



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

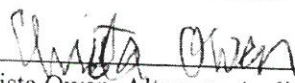
Name	Warrant/MICR #	GL #	Amount	Date
Abadan Reprographics	35143	4801	\$ 142.59	4/29/2022
Alliant Communications	35144	4101	\$ 319.14	4/29/2022
Armstrong's Stove & Spa Yakima*	35145	4105	\$ 5,200.90	4/29/2022
Cascade Natural Gas Corporation	35146	4701	\$ 194.40	4/29/2022
Catholic Charities Volunteer Services*	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

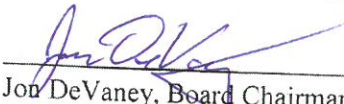
\$ 22,609.10

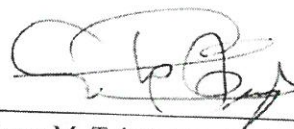
\*Reimbursement from Grant \*\*NOC/Enterprise

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

  
Jon DeVaney, Board Chairman 5/12/2022

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



FY 2022 Monthly BVA

April 2022						
Report Date: May 12, 2022		Budget	Actual Current	Actual Year to Date	Year to Date % of Budget	
<b>REVENUE</b>						
<b>REVENUE 614 YRCAA Base Operations</b>						
<b>Stationary Source Permit Fees</b>						
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%	
<i>Subtotal, Stationary Source Permit Fees</i>		<b>\$ 349,675</b>	<b>\$ -</b>	<b>\$ 288,818</b>	<b>82.6%</b>	
<b>Burn Permit Fees</b>						
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%	
<i>Subtotal, Burn Permit Fees</i>		<b>\$ 93,000</b>	<b>\$ -</b>	<b>\$ 28,570</b>	<b>30.7%</b>	
<b>Compliance Fees</b>						
614-32190005	Asbestos Removal Fees	\$ 30,000	\$ -	\$ 16,680	55.6%	
614-32190009	Construction Dust Control Fees	\$ 5,000	\$ -	\$ 4,694	93.9%	
<i>Subtotal, Compliance Fees</i>		<b>\$ 35,000</b>	<b>\$ -</b>	<b>\$ 21,374</b>	<b>61.1%</b>	
<i>Subtotal, All Permit Fee Revenue</i>		<b>\$ 479,225</b>	<b>\$ -</b>	<b>\$ 338,762</b>	<b>70.7%</b>	
<b>Base Grants</b>						
614-33366001	EPA, Core Grant	\$ 106,322	\$ -	\$ 80,658	75.9%	
614-33403101	DOE, Core Grant	\$ 76,800	\$ -	\$ 57,866	75.3%	
<i>Subtotal, Base Grants</i>		<b>\$ 183,122</b>	<b>\$ -</b>	<b>\$ 138,525</b>	<b>75.6%</b>	
<b>Fines &amp; Penalties</b>						
614-35990001	Civil Penalty	\$ 2,500	\$ -	\$ 40,363		
614-35990001	Other Fines	\$ -	\$ -	\$ -		
<i>Subtotal, Fines &amp; Penalties</i>		<b>\$ 2,500</b>	<b>\$ -</b>	<b>\$ 40,363</b>		
<b>Supplemental Income</b>						
614-33831001	Supplemental Income	\$ 102,830	\$ -	\$ 99,369	96.6%	
<i>Subtotal, Supplemental Income</i>		<b>\$ 102,830</b>	<b>\$ -</b>	<b>\$ 99,369</b>	<b>96.6%</b>	
<b>Other Income</b>						
614-36111001	Interest	\$ 2,000	\$ -	\$ 2,716	135.8%	
614-36990014	Miscellaneous Income	\$ 50	\$ -	\$ 9,455	18910.6%	
<i>Subtotal, Other Income</i>		<b>\$ 2,050</b>	<b>\$ -</b>	<b>\$ 12,171</b>	<b>593.7%</b>	
<i>Total YRCAA Base Operations Revenue</i>		<b>\$ 769,727</b>	<b>\$ -</b>	<b>\$ 629,189</b>	<b>81.7%</b>	
<b>REVENUE 614 YRCAA Grant Operations</b>						
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%	
<i>Total YRCAA Grant Operations Revenue</i>		<b>\$ 325,638</b>	<b>\$ -</b>	<b>\$ 260,247</b>	<b>79.9%</b>	
<b>REVENUE Enterprise Operations</b>						
614-34317001	VE Certification Fees	\$ 80,000	\$ -	\$ 37,183	46.5%	
614-34317002	Other Enterprise Revenue	\$ -	\$ -	\$ -	#DIV/0!	
<i>Subtotal, Enterprise Revenue</i>		<b>\$ 80,000</b>	<b>\$ -</b>	<b>\$ 37,183</b>	<b>46.5%</b>	
<i>Total Base, Grant and Enterprise Revenue</i>		<b>\$ 1,175,365</b>	<b>\$ -</b>	<b>\$ 926,620</b>	<b>78.8%</b>	

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!
<i>Subtotal, Salaries</i>		<i>\$ 594,263</i>	<i>\$ -</i>	<i>\$ 392,274</i>	<i>66.0%</i>

**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%
<i>Subtotal, Supplies</i>		<i>\$ 11,500</i>	<i>\$ 489</i>	<i>\$ 7,881</i>	<i>68.5%</i>

**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 Oversight Fees	\$ 4,600	\$ -	\$ 3,531	76.8%
<i>Subtotal, Services</i>		<i>\$ 183,428</i>	<i>\$ 11,243</i>	<i>\$ 165,488</i>	<i>90.2%</i>

**Capital Out-Lay & Fixed Assets**

614-6401	Capital Out-Lay/Fixed Assets	\$ -	\$ -	\$ -	#DIV/0!
<i>Total YRCAA Base Operations Expenses</i>		<i>\$ 789,191</i>	<i>\$ 11,732</i>	<i>\$ 565,642</i>	<i>71.7%</i>

**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!
<i>Subtotal, Salaries</i>		<i>\$ 4,588</i>	<i>\$ -</i>	<i>\$ 3,196</i>	<i>69.7%</i>

**Supplies**

614-3101	Office Supplies	\$ -	\$ -	\$ -	#DIV/0!
<i>Subtotal, Supplies</i>		<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>#DIV/0!</i>

FY 2022 Monthly BVA

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

## FY 2022 Monthly BVA

April 2022		Budget	Actual Current	Actual Year to Date	Year to Date % of Budget
Report Date: May 12, 2022					
<b>Supplies</b>					
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%
<i>Subtotal, Supplies</i>		<i>\$ 1,350</i>	<i>\$ 776</i>	<i>\$ 1,275</i>	<i>94.5%</i>
<b>Services</b>					
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!
<i>Subtotal, Services</i>		<i>\$ 9,630</i>	<i>\$ 2,524</i>	<i>\$ 10,028</i>	<i>104.1%</i>
<b>Capital Out-Lay &amp; Fixed Assets</b>					
141-4500	Capital Out-Lay/Fixed Assets	\$ -	\$ -	\$ -	#DIV/0!
<i>Total Enterprise Operations Expenses</i>		<i>\$ 27,736</i>	<i>\$ 3,300</i>	<i>\$ 23,663</i>	<i>85.3%</i>
<b>Summary of Revenue vs Expenses:</b>					
<i>Prior-Year Carry Over Funds</i>		<i>\$ 125,000</i>	<i>\$ -</i>	<i>\$ 125,000</i>	
<i>Total Revenue, Base, Grants &amp; Enterprise</i>		<i>\$ 1,300,365</i>	<i>\$ -</i>	<i>\$ 1,051,620</i>	<i>80.9%</i>
<i>Total Expenses, Base, Grants &amp; Enterprise</i>		<i>\$ 1,142,665</i>	<i>\$ 65,660</i>	<i>\$ 1,256,681</i>	<i>110.0%</i>
<i>Fund Balance</i>		<i>\$ 157,700</i>	<i>\$ (65,660)</i>	<i>\$ (205,061)</i>	
<i>Operating Reserves</i>		<i>\$ 32,700</i>			
<i>Estimated Available Fund Balance</i>		<i>\$ 125,000</i>			



**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
<b>Totals:</b>	\$ -	\$ 103,280	\$ 103,280		\$ 78,890	\$ 24,390	