

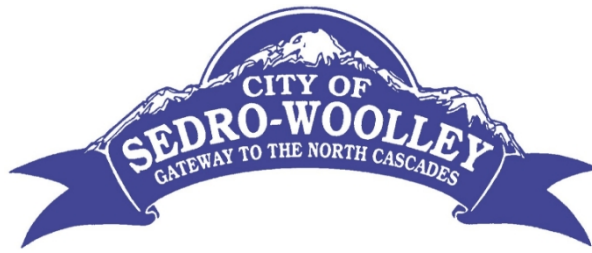
PUBLIC WORKS COMMITTEE AGENDA
October 9, 2024
5:00 PM
Sedro-Woolley Municipal Building
Council Chambers
325 Metcalf Street

- a. Call to Order**
- b. Roll Call**
- c. Unfinished Business**
- d. New Business**
 - 1. New Traffic Counting/Reporting Program
 - 2. 1590 Affordable Housing Opportunity
 - 3. 2025 Solid Waste Rates
- e. Adjournment**

Next Meeting(s) Public Works Committee - TBD

The City of Sedro-Woolley complies with applicable Federal civil rights laws and does not discriminate on the basis of race, color, national origin, limited English proficiency, age, disability, or sex. The City of Sedro-Woolley doesn't exclude people or treat them differently because of race, color, national origin, limited English proficiency, age, disability, or sex.

The City of Sedro-Woolley also complies with applicable state laws and doesn't discriminate on the basis of creed, gender, gender expression or identity, sexual orientation, marital status, religion, honorably discharged veteran or military status, or the use of a trained dog guide or service animal by a person with a disability.



Public Works Committee Agenda Item

Agenda Item No.: d.1.

Date: October 9, 2024

From: Bill Bullock, Public Works Director

Subject: New Traffic Counting/Reporting Program

RECOMMENDED ACTION:

Discussion.

No action required.

ISSUE:

The City has been receiving various comments/concerns about speeding issues from a number of citizens. As a proactive response, public works has purchased two classification counters that have the capability to collect speed and classification (vehicle type) traffic data. This capability will provide accurate data to accomplish three main goals: accurately assess reported problematic issues, respond transparently to the public, coordinate with trends with law enforcement as appropriate.

BACKGROUND/SUMMARY INFORMATION:

Reliable and accurate speed classification data is an important tool when evaluating the speed profile of a street. A typical report contains a table showing the number of vehicles travelling each hour of the day (24 hrs) in 5 mph increments ranging from <15 mph to 80 mph. Counters can collect data set that are up to three weeks long. The report also provides relevant summary information such as average, 85thtile, 95thtile, 10 mph pace, maximum, minimum speeds used to assess the traffic characteristics.

One of these yard sticks is the 85thtile speed (85% of the traffic volume travels this speed or slower) compared to the posted speed limit.

- 85th% Speed = 5 mph or less is considered excellent compliance
- 85th% Speed = 10 mph or less is generally acceptable compliance
- 85th% Speed = 15 mph or greater is excessive
 - Candidate for targeted enforcement
 - Speed limit may be set too low if coupled by very low collision rate

Understanding the speed characteristics of a given street, or street corridor, helps respond transparently to citizen concerns or perceptions of driver behavior, identify the root cause of an issue, and provide law enforcement with superior information to address problematic behaviors.

Traffic reports generated by this program will be posted on a new web page on the City website. As counts are taken throughout the coming years, the public will have access to a library of citywide counts

Classification counters are also an important tool in accessing freight impacts, evaluating traffic sign/signalization warrants, supporting traffic modeling, and evaluating congestion impacts.

FISCAL IMPACT, IF APPROPRIATE:

None

ATTACHMENTS:

1. Township N of Jameson St
2. Township S of State
3. Scheme F Truck Classification
4. MUTCD Stop Control Warrents

MetroCount Traffic Executive SCOG Report

CustomList-343 -- English (ENU)

Datasets:

Site: [twnshippofjameson] Township N of Jameson St <25 mph>
Attribute: City - Sedro Woolley
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 0:00 Wednesday, January 11, 2023 => 15:43 Friday, January 13, 2023,
Zone:
File: twnshippofjameson 0 2023-01-13 1543.EC0 (Plus)
Identifier: Q1489WSX MC56-L4 [MC55] (c)Microcom 19Sep03
Algorithm: Factory default axle (v5.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Wednesday, January 11, 2023 => 0:00 Friday, January 13, 2023 (2)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step (AB)
2 [Total] Number in time step (BA)
3 [Total] Number in time step
4 [Cls] Class totals

*** Wednesday, January 11, 2023**

Time	Total	Total	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--	AB	BA		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	5	8	0	5	0	0	3	0	0	0	0	0	0	0	0
0100	3	0	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0200	2	10	12	0	7	1	2	2	0	0	0	0	0	0	0	0
0300	10	5	15	0	9	2	2	1	0	0	0	1	0	0	0	0
0400	15	5	20	0	14	4	0	2	0	0	0	0	0	0	0	0
0500	28	29	57	0	44	8	0	4	0	0	0	1	0	0	0	0
0600	30	33	63	0	48	8	4	3	0	0	0	0	0	0	0	0
0700	48	68	116	1	86	21	2	5	1	0	0	0	0	0	0	0
0800	79	84	163	0	116	29	10	7	1	0	0	0	0	0	0	0
0900	62	66	128	0	90	20	4	13	1	0	0	0	0	0	0	0
1000	93	76	169	0	105	48	4	12	0	0	0	0	0	0	0	0
1100	83	74	157	1	99	40	3	13	1	0	0	0	0	0	0	0
1200	91	89	180	1	123	41	4	11	0	0	0	0	0	0	0	0
1300	76	86	162	1	111	36	0	14	0	0	0	0	0	0	0	0
1400	118	109	227	0	161	48	3	14	1	0	0	0	0	0	0	0
1500	121	124	245	1	184	43	1	15	1	0	0	0	0	0	0	0
1600	133	109	242	0	174	57	1	9	0	0	0	1	0	0	0	0
1700	92	90	182	0	144	29	2	7	0	0	0	0	0	0	0	0
1800	63	62	125	0	96	19	0	10	0	0	0	0	0	0	0	0
1900	41	50	91	0	69	15	0	6	1	0	0	0	0	0	0	0
2000	37	40	77	0	63	11	0	3	0	0	0	0	0	0	0	0
2100	22	21	43	0	36	6	0	1	0	0	0	0	0	0	0	0
2200	10	16	26	0	22	4	0	0	0	0	0	0	0	0	0	0
2300	7	3	10	0	10	0	0	0	0	0	0	0	0	0	0	0
00-00	1267	1254	2521	5	1817	492	42	155	7	0	0	3	0	0	0	0

Peak step 15:00 (245) AM Peak step 10:00 (169) PM Peak step 15:00 (245)

Vehicles = 2521

Posted speed limit = 25 mph, Exceeding = 1609 (63.82%), Mean Exceeding = 28.27 mph

Maximum = 76.4 mph, Minimum = 6.4 mph, Mean = 26.2 mph

85% Speed = 29.64 mph, 95% Speed = 31.99 mph, Median = 26.17 mph

10 mph Pace = 21 - 31, Number in Pace = 2158 (85.60%)

Variance = 15.72, Standard Deviation = 3.96 mph

*** Thursday, January 12, 2023**

Time	Total	Total	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--	AB	BA		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	2	4	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0100	3	5	8	0	5	2	0	0	1	0	0	0	0	0	0	0
0200	1	5	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0300	6	3	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0400	11	5	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0500	32	22	54	0	36	12	0	5	1	0	0	0	0	0	0	0
0600	32	31	63	0	47	12	2	2	0	0	0	0	0	0	0	0
0700	78	103	181	1	141	25	10	4	0	0	0	0	0	0	0	0
0800	55	46	101	0	73	18	6	4	0	0	0	0	0	0	0	0
0900	84	81	165	1	120	31	2	10	1	0	0	0	0	0	0	0
1000	53	54	107	0	80	20	2	5	0	0	0	0	0	0	0	0
1100	72	51	123	0	84	24	2	12	1	0	0	0	0	0	0	0
1200	74	71	145	1	108	23	2	8	3	0	0	0	0	0	0	0
1300	73	65	138	0	99	23	1	13	2	0	0	0	0	0	0	0
1400	91	102	193	0	133	36	6	17	1	0	0	0	0	0	0	0
1500	113	119	232	0	174	47	2	8	0	0	1	0	0	0	0	0
1600	108	109	217	1	154	50	2	10	0	0	0	0	0	0	0	0
1700	90	101	191	0	157	25	1	7	1	0	0	0	0	0	0	0
1800	55	77	132	0	105	21	1	5	0	0	0	0	0	0	0	0
1900	43	55	98	0	73	23	1	1	0	0	0	0	0	0	0	0
2000	24	43	67	0	55	7	1	4	0	0	0	0	0	0	0	0
2100	20	25	45	0	35	10	0	0	0	0	0	0	0	0	0	0
2200	20	10	30	0	25	2	0	3	0	0	0	0	0	0	0	0
2300	6	8	14	0	11	2	0	1	0	0	0	0	0	0	0	0
00-00	1146	1195	2341	4	1747	418	41	119	11	0	1	0	0	0	0	0

Peak step 15:00 (232) AM Peak step 7:00 (181) PM Peak step 15:00 (232)

Vehicles = 2341

Posted speed limit = 25 mph, Exceeding = 1464 (62.54%), Mean Exceeding = 28.09 mph

Maximum = 58.0 mph, Minimum = 6.7 mph, Mean = 26.0 mph

85% Speed = 29.42 mph, 95% Speed = 31.65 mph, Median = 26.06 mph

10 mph Pace = 21 - 31, Number in Pace = 2004 (85.60%)

Variance = 13.89, Standard Deviation = 3.73 mph

* Virtual Day (2)

Time	Total	Total	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--	AB	BA		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	5	7	0	5	1	0	2	0	0	0	0	0	0	0	0
0100	3	3	6	0	3	2	0	0	1	0	0	0	0	0	0	0
0200	2	8	9	0	5	2	1	1	0	0	0	0	0	0	0	0
0300	8	4	12	0	9	1	1	1	0	0	0	1	0	0	0	0
0400	13	5	18	0	15	3	0	1	0	0	0	0	0	0	0	0
0500	30	26	56	0	40	10	0	5	1	0	0	1	0	0	0	0
0600	31	32	63	0	48	10	3	3	0	0	0	0	0	0	0	0
0700	63	86	149	1	114	23	6	5	1	0	0	0	0	0	0	0
0800	67	65	132	0	95	24	8	6	1	0	0	0	0	0	0	0
0900	73	74	147	1	105	26	3	12	1	0	0	0	0	0	0	0
1000	73	65	138	0	93	34	3	9	0	0	0	0	0	0	0	0
1100	78	63	140	1	92	32	3	13	1	0	0	0	0	0	0	0
1200	83	80	163	1	116	32	3	10	2	0	0	0	0	0	0	0
1300	75	76	150	1	105	30	1	14	1	0	0	0	0	0	0	0
1400	105	106	210	0	147	42	5	16	1	0	0	0	0	0	0	0
1500	117	122	239	1	179	45	2	12	1	0	1	0	0	0	0	0
1600	121	109	230	1	164	54	2	10	0	0	0	1	0	0	0	0
1700	91	96	187	0	151	27	2	7	1	0	0	0	0	0	0	0
1800	59	70	129	0	101	20	1	8	0	0	0	0	0	0	0	0
1900	42	53	95	0	71	19	1	4	1	0	0	0	0	0	0	0
2000	31	42	72	0	59	9	1	4	0	0	0	0	0	0	0	0
2100	21	23	44	0	36	8	0	1	0	0	0	0	0	0	0	0
2200	15	13	28	0	24	3	0	2	0	0	0	0	0	0	0	0
2300	7	6	12	0	11	1	0	1	0	0	0	0	0	0	0	0
00-00	1207	1225	2431	5	1782	455	42	137	9	0	1	2	0	0	0	0

Vehicles = 4862

Posted speed limit = 25 mph, Exceeding = 3073 (63.20%), Mean Exceeding = 28.19 mph

Maximum = 76.4 mph, Minimum = 6.4 mph, Mean = 26.1 mph

85% Speed = 29.53 mph, 95% Speed = 31.76 mph, Median = 26.06 mph

10 mph Pace = 21 - 31, Number in Pace = 4161 (85.58%)

Variance = 14.85, Standard Deviation = 3.85 mph

In profile: Vehicles = 4862 / 5587 (87.02%)

MetroCount Traffic Executive SCOG Report

CustomList-358 -- English (ENU)

Datasets:

Site: [twshipsofEState] Township S of E State <25 mph>
Attribute: City - Sedro Woolley
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 0:00 Wednesday, January 18, 2023 => 15:07 Wednesday, January 25, 2023,
Zone:
File: twshipsofEState 0 2023-01-25 1507.EC0 (Plus)
Identifier: Q232BNE6 MC56-L4 [MC55] (c)Microcom 19Sep03
Algorithm: Factory default axle (v5.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Wednesday, January 18, 2023 => 0:00 Friday, January 20, 2023 (2)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step (AB)
2 [Total] Number in time step (BA)
3 [Total] Number in time step
4 [Cls] Class totals

*** Wednesday, January 18, 2023**

Time	Total	Total	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--	AB	BA		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	3	2	5	0	3	0	0	1	1	0	0	0	0	0	0	0
0100	5	5	10	0	9	0	0	1	0	0	0	0	0	0	0	0
0200	1	2	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	11	8	19	0	18	0	0	1	0	0	0	0	0	0	0	0
0400	31	3	34	0	26	7	0	1	0	0	0	0	0	0	0	0
0500	45	17	62	0	44	16	0	2	0	0	0	0	0	0	0	0
0600	77	33	110	1	78	23	0	8	0	0	0	0	0	0	0	0
0700	87	60	147	0	111	23	1	10	2	0	0	0	0	0	0	0
0800	114	121	235	1	177	33	10	13	1	0	0	0	0	0	0	0
0900	101	85	186	0	142	32	4	7	1	0	0	0	0	0	0	0
1000	136	135	271	0	195	57	5	13	1	0	0	0	0	0	0	0
1100	71	68	139	0	106	25	1	7	0	0	0	0	0	0	0	0
1200	92	83	175	1	127	29	0	15	2	1	0	0	0	0	0	0
1300	106	89	195	0	135	46	1	10	3	0	0	0	0	0	0	0
1400	123	151	274	1	208	41	8	16	0	0	0	0	0	0	0	0
1500	181	192	373	0	301	56	1	14	1	0	0	0	0	0	0	0
1600	142	147	289	0	218	56	2	10	3	0	0	0	0	0	0	0
1700	103	143	246	0	188	46	1	9	2	0	0	0	0	0	0	0
1800	84	108	192	0	151	35	0	4	2	0	0	0	0	0	0	0
1900	59	65	124	0	101	17	0	6	0	0	0	0	0	0	0	0
2000	56	76	132	0	111	18	0	3	0	0	0	0	0	0	0	0
2100	25	34	59	0	45	7	1	4	2	0	0	0	0	0	0	0
2200	14	21	35	0	32	3	0	0	0	0	0	0	0	0	0	0
2300	8	14	22	0	20	2	0	0	0	0	0	0	0	0	0	0
00-00	1675	1662	3337	4	2548	573	35	155	21	1	0	0	0	0	0	0

Peak step 15:00 (373) AM Peak step 10:00 (271) PM Peak step 15:00 (373)

Vehicles = 3337

Posted speed limit = 25 mph, Exceeding = 1810 (54.24%), Mean Exceeding = 27.71 mph

Maximum = 38.2 mph, Minimum = 7.3 mph, Mean = 25.0 mph

85% Speed = 28.74 mph, 95% Speed = 30.76 mph, Median = 25.28 mph

10 mph Pace = 21 - 31, Number in Pace = 2835 (84.96%)

Variance = 16.18, Standard Deviation = 4.02 mph

*** Thursday, January 19, 2023**

Time	Total	Total	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--	AB	BA		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	7	11	0	9	1	0	1	0	0	0	0	0	0	0	0
0100	3	3	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	3	7	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0300	7	5	12	0	10	0	0	1	1	0	0	0	0	0	0	0
0400	26	1	27	0	18	8	0	1	0	0	0	0	0	0	0	0
0500	59	20	79	0	54	20	0	5	0	0	0	0	0	0	0	0
0600	80	32	112	0	72	28	1	9	2	0	0	0	0	0	0	0
0700	147	113	260	0	196	37	14	13	0	0	0	0	0	0	0	0
0800	86	89	175	0	141	18	6	9	1	0	0	0	0	0	0	0
0900	149	140	289	1	222	51	3	10	2	0	0	0	0	0	0	0
1000	103	74	177	1	110	47	3	13	3	0	0	0	0	0	0	0
1100	82	89	171	0	129	33	1	6	2	0	0	0	0	0	0	0
1200	100	90	190	0	149	24	0	15	2	0	0	0	0	0	0	0
1300	108	105	213	0	156	37	2	13	4	0	0	1	0	0	0	0
1400	141	152	293	1	216	53	10	7	6	0	0	0	0	0	0	0
1500	198	209	407	0	333	54	0	12	7	1	0	0	0	0	0	0
1600	161	164	325	0	256	47	1	15	6	0	0	0	0	0	0	0
1700	163	134	297	2	234	47	1	9	4	0	0	0	0	0	0	0
1800	88	108	196	1	156	27	0	8	4	0	0	0	0	0	0	0
1900	62	82	144	2	115	20	1	5	0	1	0	0	0	0	0	0
2000	46	72	118	0	85	26	0	7	0	0	0	0	0	0	0	0
2100	30	49	79	0	66	12	0	1	0	0	0	0	0	0	0	0
2200	24	20	44	0	38	4	0	2	0	0	0	0	0	0	0	0
2300	9	18	27	0	23	3	0	0	1	0	0	0	0	0	0	0
00-00	1879	1783	3662	8	2804	597	43	162	45	2	0	1	0	0	0	0

Peak step 15:00 (407) AM Peak step 9:00 (289) PM Peak step 15:00 (407)

Vehicles = 3662

Posted speed limit = 25 mph, Exceeding = 2003 (54.70%), Mean Exceeding = 27.67 mph

Maximum = 43.6 mph, Minimum = 7.6 mph, Mean = 25.0 mph

85% Speed = 28.52 mph, 95% Speed = 30.65 mph, Median = 25.28 mph

10 mph Pace = 20 - 30, Number in Pace = 3093 (84.46%)

Variance = 16.43, Standard Deviation = 4.05 mph

* Virtual Day (2)

Time	Total	Total	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--	AB	BA		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	4	5	8	0	6	1	0	1	1	0	0	0	0	0	0	0
0100	4	4	8	0	8	0	0	1	0	0	0	0	0	0	0	0
0200	2	5	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0300	9	7	16	0	14	0	0	1	1	0	0	0	0	0	0	0
0400	29	2	31	0	22	8	0	1	0	0	0	0	0	0	0	0
0500	52	19	71	0	49	18	0	4	0	0	0	0	0	0	0	0
0600	79	33	111	1	75	26	1	9	1	0	0	0	0	0	0	0
0700	117	87	204	0	154	30	8	12	1	0	0	0	0	0	0	0
0800	100	105	205	1	159	26	8	11	1	0	0	0	0	0	0	0
0900	125	113	238	1	182	42	4	9	2	0	0	0	0	0	0	0
1000	120	105	224	1	153	52	4	13	2	0	0	0	0	0	0	0
1100	77	79	155	0	118	29	1	7	1	0	0	0	0	0	0	0
1200	96	87	183	1	138	27	0	15	2	1	0	0	0	0	0	0
1300	107	97	204	0	146	42	2	12	4	0	0	1	0	0	0	0
1400	132	152	284	1	212	47	9	12	3	0	0	0	0	0	0	0
1500	190	201	390	0	317	55	1	13	4	1	0	0	0	0	0	0
1600	152	156	307	0	237	52	2	13	5	0	0	0	0	0	0	0
1700	133	139	272	1	211	47	1	9	3	0	0	0	0	0	0	0
1800	86	108	194	1	154	31	0	6	3	0	0	0	0	0	0	0
1900	61	74	134	1	108	19	1	6	0	1	0	0	0	0	0	0
2000	51	74	125	0	98	22	0	5	0	0	0	0	0	0	0	0
2100	28	42	69	0	56	10	1	3	1	0	0	0	0	0	0	0
2200	19	21	40	0	35	4	0	1	0	0	0	0	0	0	0	0
2300	9	16	25	0	22	3	0	0	1	0	0	0	0	0	0	0
00-00	1777	1723	3500	6	2676	585	39	159	33	2	0	1	0	0	0	0

Vehicles = 6999

Posted speed limit = 25 mph, Exceeding = 3813 (54.48%), Mean Exceeding = 27.69 mph

Maximum = 43.6 mph, Minimum = 7.3 mph, Mean = 25.0 mph

85% Speed = 28.63 mph, 95% Speed = 30.76 mph, Median = 25.28 mph

10 mph Pace = 21 - 31, Number in Pace = 5920 (84.58%)

Variance = 16.31, Standard Deviation = 4.04 mph

In profile: Vehicles = 6999 / 8236 (84.98%)



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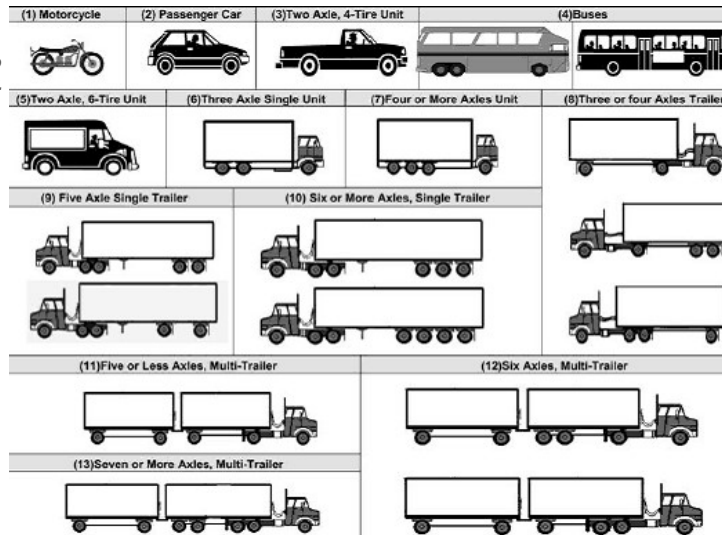
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FHWA 13 Vehicle Classification (Scheme F)

NOTE: The term "Scheme F" is a nickname for the FHWA 13 Classification definitions. It is no longer referred to in this manner.



Class 1 -

Motorcycles: All two- or three-wheeled motorized vehicles. Typical vehicles in this category have saddle type seats and are steered by handle bars rather than wheels. This category includes motorcycles, motor scooters, mopeds, motor-powered bicycles, and three-wheeled motorcycles.

Class 2 -

Passenger Cars: All sedans, coupes, and station wagons manufactured primarily for the purpose of carrying passengers and including those passenger cars pulling recreational or other light trailers.

Class 3 -

Other Two-Axle, Four-Tire, Single Unit Vehicles: All two-axle, four-tire, vehicles other than passenger cars. Included in this classification are pickups, panels, vans, and other vehicles such as campers, motor homes, ambulances, hearses, carryalls, and minibuses. Other two-axle, four-tire single unit vehicles pulling recreational or other light trailers are included in this classification.

Class 4 -

Buses: All vehicles manufactured as traditional passenger-carrying buses with two axles and six tires or three or more axles. This category includes only traditional buses (including school buses) functioning as passenger-carrying vehicles. Modified buses should be considered to be trucks and be appropriately classified.

Note: In reporting information on trucks the following criteria should be used:

- Truck tractor units traveling without a trailer will be considered single unit trucks.
- A truck tractor unit pulling other such units in a "saddle mount" configuration will be considered as one single unit truck and will be defined only by axles on the pulling unit.
- Vehicles shall be defined by the number of axles in contact with the roadway. Therefore, "floating" axles are counted only when in the down position.
- The term "trailer" includes both semi- and full trailers.

Class 5 -

Two-Axle, Six-Tire, Single Unit Trucks: All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., having two axles and dual rear wheels.

Article Details

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User Opinions

100% 0% (13 votes)

How would you rate this answer?

- Helpful
- Not helpful

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Class 6 -

Three-axle Single unit Trucks: All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., having three axles.

Class 7 -

Four or More Axle Single Unit Trucks: All trucks on a single frame with four or more axles.

Class 8 -

Four or Less Axle Single Trailer Trucks: All vehicles with four or less axles consisting of two units, one of which is a tractor or straight truck power unit.

Class 9 -

Five-Axle Single Trailer Trucks: All five-axle vehicles consisting of two units, one of which is a tractor or straight truck power unit.

Class 10 -

Six or More Axle Single Trailer Trucks: All vehicles with six or more axles consisting of two units, one of which is a tractor or straight truck power unit. .

Class 11 -

Five or Less Axle Multi-Trailer Trucks: All vehicles with five or less axles consisting of three or more units, one of which is a tractor or straight truck power unit .

Class 12 -

Six-Axle Multi-Trailer Trucks: All six-axle vehicles consisting of three or more units, one of which is a tractor or straight truck power unit.

Class 13 -

Seven or More Axle Multi-Trailer Trucks: All vehicles with seven or more axles consisting of three or more units, one of which is a tractor or straight truck power unit.

Related Articles

- [Industry Links & Partners](#)
- [Phoenix Technical Specifications](#)
- [Default Bin Tables - Pegasus, Phoenix and Unicorn MDK](#)
- [Difference in Pace Calculations](#)
- [Centurion Version History 1.01](#)

Attachments

- [Axle Class Bin Table Report.pdf](#) (11,816 bytes)
- [FHWA_Scheme_F_Report.pdf](#) (152,852 bytes)

Visitor Comments

[Diamond Traffic Home](#)

SIGNING FOR RIGHT-OF-WAY AT INTERSECTIONS

Section 2B.06 General Considerations

Support:

01 Unsignalized intersections represent the most common form of intersection right-of-way control. Selection of control type might be impacted by specific requirements of State law or local ordinances.

02 Roundabouts and traffic circles are circular intersection designs and are not traffic control devices. The decision to convert an intersection from a conventional intersection to a circular intersection is an engineering design decision and not a traffic control device decision. As such, criteria for conversion from a conventional intersection to a circular intersection are not included in the MUTCD.

Guidance:

03 *The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users.*

Support:

04 Some types of right-of-way control that can exist at an unsignalized intersection in order from the least restrictive to the most restrictive are the following:

- A. No intersection control (see Section 2B.09): There are no right-of-way traffic control devices on any of the approaches to the intersection.
- B. Yield control (see Section 2B.10): YIELD signs are placed on all approaches (for a circular intersection), on opposing approaches for a four-leg intersection, on a single approach for a three-leg intersection, or in the median of a divided highway. The YIELD signs are placed on the minor road.
- C. Minor road stop control (see Section 2B.11): STOP signs are typically placed on opposing approaches (for a four-leg intersection) or on a single approach (for a three-leg intersection). The STOP signs are normally placed on the minor road. Section 2B.07 contains guidance on selecting the minor road.
- D. All-way stop control (see Section 2B.12): STOP signs are placed on all approaches to the intersection.

Guidance:

05 *When selecting a form of intersection control, the following factors should be considered:*

- A. *Motor vehicle, bicycle, and pedestrian traffic volumes on all approaches; where the term units/day or units/hour is indicated, it should be the total of motor vehicle, bicycle, and pedestrian volume;*
- B. *Driver yielding behavior with regard to all modes of conflicting traffic, including bicyclists and pedestrians;*
- C. *Number and angle of approaches;*
- D. *Approach speeds;*
- E. *Sight distance available on each approach;*
- F. *Reported crash experience; and*
- G. *The presence of a grade crossing near the intersection.*

Standard:

06 **YIELD or STOP signs shall not be used for speed control.**

Support:

07 Appropriate traffic calming or other speed control measures are available to control vehicle speeds, such as those that do not have the potential to diminish the effectiveness of traffic control devices when used for their specified purpose.

Standard:

08 **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:**

- A. **If the signal indication for an approach is a flashing red at all times;**
- B. **If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**
- C. **If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**

09 **STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other, except as provided for in Items A and B in Paragraph 3 of Section 2B.10.**

10 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**

Guidance:

- 04 *The YIELD signs should be installed on opposing minor-street approaches (for a four-leg intersection) or on the minor-street approach (for a three-leg intersection). When two intersecting roadways have relatively equal volumes, speeds, and other characteristics, yield control should be installed on the approach that conflicts the most with established pedestrian crossing activity, school walking routes, or bicycle crossing activity.*

Standard:

- 05 **A YIELD sign shall be used to require road users to yield the right-of-way to other traffic at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.**
- 06 **YIELD signs shall not be placed on all of the approaches to an intersection, except at roundabouts.**

Section 2B.11 Minor Road Stop Control*Guidance:*

- 01 *Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:*
- A. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.*
 - B. *Crash records indicate that:*
 1. *For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.*
 2. *For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.*
 - C. *The intersection is of a lower functional classification road with a higher functional classification road.*
 - D. *Conditions that previously supported the installation of all-way stop control no longer exist.*
- 02 *On low-volume rural roads, a STOP sign should be considered at an intersection where engineering judgment indicates that Item C in Paragraph 1 of this Section is applicable or where the intersection has inadequate sight distance for the operating vehicle speeds.*

Section 2B.12 All-Way Stop Control**Support:**

- 01 The provisions in the following sections describe warrants for the recommended engineering study to determine all-way stop control. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification to install or not install all-way stop control. Because each intersection will have unique characteristics that affect its operational performance or safety, it is the engineering study for a given intersection that is ultimately the basis for a decision to install or not install all-way stop control.
- 02 All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.

Guidance:

- 03 *The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants:*
- A. *All-Way Stop Control Warrant A: Crash Experience (see Section 2B.13)*
 - B. *All-Way Stop Control Warrant B: Sight Distance (see Section 2B.14)*
 - C. *All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (see Section 2B.15)*
 - D. *All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)*
 - E. *All-Way Stop Control Warrant E: Other Factors (see Section 2B.17)*

Option:

- 04 The decision to install all-way stop control on site roadways open to public travel may be based on engineering judgment.

Standard:

- 05 **The satisfaction of an all-way stop control warrant or warrants shall not in itself require the installation of all-way stop control at an unsignalized intersection.**

Section 2B.13 All-Way Stop Control Warrant A: Crash Experience

Option:

- 01 All-way stop control may be installed at an intersection where an engineering study indicates that:
- A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
 - B. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Section 2B.14 All-Way Stop Control Warrant B: Sight Distance

Option:

- 01 All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

Support:

- 02 At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

Section 2B.15 All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

Option:

- 01 All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Section 2B.16 All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

Option:

- 01 All-way stop control may be installed at an intersection where an engineering study indicates:
- A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and
 - B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor-street approaches is at least 200 units per hour for each of any of the same 8 hours.
- 02 If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.

Section 2B.17 All-Way Stop Control Warrant E: Other Factors

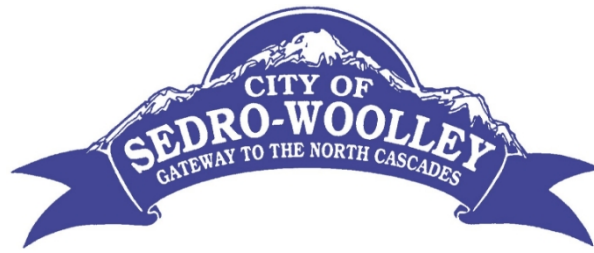
Option:

- 01 All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:
- A. The need to control left-turn conflicts,
 - B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or
 - C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Section 2B.18 STOP Sign or YIELD Sign Placement

Standard:

- 01 The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.35) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.35) shall be installed in advance of the YIELD sign.
- 02 The STOP or YIELD sign shall be located as close as practicable to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.
- 03 STOP signs and YIELD signs shall not be mounted on the same post.



Public Works Committee Agenda Item

Agenda Item No.: d.2.

Date: October 9, 2024

From: Bill Bullock, Public Works Director

Subject: 1590 Affordable Housing Opportunity

RECOMMENDED ACTION:

Discussion only.

ISSUE:

Council has expressed interest in pursuing opportunities to utilize 1590 funding that will provide affordable housing within Sedro-Woolley that would potentially benefit veterans and other citizens living under 30%-50% AMI. Public Works has identified a potential opportunity that could be developed to serve this goal.

BACKGROUND/SUMMARY INFORMATION:

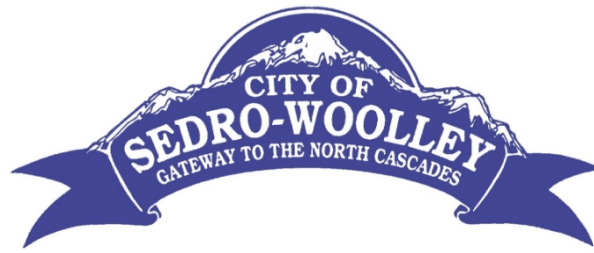
The design of the SR9/John Liner Roundabout required two "full take" purchases of homes adjacent to the intersection; known as the Totino and the Fann properties. These properties were purchased through an 80%/20% TIB/local match and have now been deeded to the City. One option available to Council could be to utilize the 1590 funding to renovate and donate these homes to an appropriate non-profit agency to manage their use as either a permanent affordable housing option or as temporary housing to stabilize individuals or families until they can transition into other permanent options. These homes could either serve several individuals or up to two families.

FISCAL IMPACT, IF APPROPRIATE:

Not yet determined.

ATTACHMENTS:

None



Public Works Committee Agenda Item

Agenda Item No.: d.3.

Date: October 9, 2024

From: Bill Bullock, Public Works Director

Subject: 2025 Solid Waste Rates

RECOMMENDED ACTION:

Discussion and direction to staff

ISSUE:

Costs to the City solid waste operation will increase in 2025 owing to increases in tipping fees, labor, fuel and other operational cost. For consideration are options for changes in rates for service to preserve the financial stability of the solid waste fund.

BACKGROUND/SUMMARY INFORMATION:

The City of Sedro-Woolley operates provides solid waste collection and hauling services for residents. The City uses the Skagit County transfer station for disposal to an landfill operated by Waste Management, Inc located in Arlington, Oregon. The contract with Waste Management was procured through a competitive, low-bid procurement process that nonetheless resulted in an increased cost to operate. Specifically, the cost of landfilling increased from \$62/ton to \$89/ton through the bidding and contracting process in 2023. The Contract between Skagit County and Waste Management calls for an annual adjustment in landfilling pricing based on a CPI index. Skagit County conducted rate study in 2023 using a cost of service methodology and adopted rates in 2024 to pay for the cost of operating the transfer station and disposal costs through 2028. (see attached)

Tipping fees in 2023 were \$104/ton but increased on Sept 1, 2024 to \$131/ton. Rates for municipalities are planned to increase through 2028 as established by Skagit County Resolution #R20240120 effective September 1, 2024.

The 2024 budget anticipates \$3.65 million in Solid Waste expenditures. Contract processes through tipping fees to Skagit county for MSW are estimated at \$688,000 at the \$104/ton rate. Tipping fees account for 19% of the overall costs to the Solid Waste group. The other 80% of expenses relate taxes, personnel and trucking costs.

The Solid Waste fund has operated essentially revenue/expenditure neutral maintaining a healthy reserve (approximately \$600-700k in '23/'24 budget) with revenues matching expenditures. The tipping fee increase to \$131/ton will increase disposal costs to for MSW to \$866,000. Increased revenue to the fund of approximately \$180k annually is needed to preserve this budgeting methodology. Total budgeted revenue for 2024 from solid waste MSW disposal fees is \$2.23million. An additional \$180k in revenue

to pay for the increase in tipping fees calculates to at least an 8% increase in revenue in the solid waste fund.

In addition to tipping fees, increased costs for fuel, labor costs and shortages, recycling changes and equipment costs will put additional pressure on the solid waste fund. Recycling markets continue to evolve as evidenced by the recent halting of glass collection by Skagit County. Increased customer base for all types is resulting in pressure on staffing in the solid waste division. When combined with the increase in tipping fees there is a degree of uncertainty facing the solid waste fund. An increase in fees for all services will help manage the risk of this uncertainty. A uniform increase of 10% preserves fund stability and distributes cost to all users.

Concepts for discussion:

- Increase residential garbage rates only
- Increase commercial and roll off rates garbage rates only
- Consider changes in cost-of-service model to redistribute costs to customer classes (eg increase commercial at one rate with residential at another)
- Uniformly Increase all solid waste fees (recycling, yard waste, roll offs)
- Adjustments in services levels to control costs
- Absorb increase into reserve accounts (*not recommended, however the additional \$180k from the reserves would leave the minimum 1/12th of revenue reserve requirement contained in City Policy*)

Based on City policy to use “objective and analytical process that are conservative in nature,” staff recommendation is to consider an across the board increase in solid waste and recycling rates in 2025 through a combination of a cost of living increase using the consumer price index and an additional increase for the tipping fees. A 3% increase for CPI coupled with a 7% increase for tipping fees should be adequate to meet the increased revenue requirement. Staff further recommends that concurrently with the 2025 increase that an annual increase, beginning in 2026, in solid waste rates equal to the consumer price index (CPI) be codified. Providing for an annual CPI increase will help conservatively stabilize the solid waste fund by matching increased costs with increased revenue and avoid large single year increases. Historically, CPI increases between 2.5%-3.0% annually. Staff also recommends that consideration be given in the 2025-2026 budget cycle to analyze the types of services offered and the cost of service to the various customer classes to ensure equitable distribution of costs.

FISCAL IMPACT, IF APPROPRIATE:

Costs to the City for solid waste operations will increase in 2025 by at least 8% resulting from tipping fees alone. Increases in rates are necessary to maintain current reserves and match revenues to expenditures owing to increase tipping fees, fuel, labor and other operational costs

ATTACHMENTS:

1. excerpt from quarterly report
2. Skagit county rates
3. Solid Waste Graphs and Tables

2024 BUDGET POSITION

City Of Sedro-Woolley

Time: 10:35:42 Date: 08/26/2024

Page: 51

412 Solid Waste Operations Fund

Months: 01 To: 06

Revenues	Amt Budgeted	Revenues	Remaining	
340 Charges For Goods & Services				
343 70 00 000	Garbage/Solid Waste Fees	2,223,000.00	1,142,482.63	1,080,517.37 51.4%
343 70 00 010	Utility Tax Collected	345,000.00	186,283.87	158,716.13 54.0%
343 71 00 000	Garbage/Extra Tags	200.00	190.00	10.00 95.0%
343 72 00 000	Yard Waste Punch Cards	1,000.00	2,781.00	(1,781.00) 278.1%
343 72 00 001	Curbside Yard Waste Fees	225,000.00	128,848.94	96,151.06 57.3%
343 73 00 000	Curbside Recycling Fee	450,000.00	257,985.96	192,014.04 57.3%
343 73 00 001	Site Recycling Fees	20,000.00	15,163.49	4,836.51 75.8%
343 73 00 005	Commercial Recycling Fees	90,000.00	82,881.14	7,118.86 92.1%
343 73 01 001	Rolloff Haul Fees	125,000.00	92,996.36	32,003.64 74.4%
343 73 01 002	Rolloff Dump Fees	135,000.00	126,106.16	8,893.84 93.4%
343 74 00 000	Equipment Rental	61,000.00	15,784.07	45,215.93 25.9%
343 75 00 000	Fuel Surcharge	82,000.00	65,393.33	16,606.67 79.7%
343 77 00 000	Advertising Signs	0.00	(200.00)	200.00 0.0%
343 78 00 000	Collection Recoveries	15,000.00	1,026.76	13,973.24 6.8%
343 79 00 000	Penalties On Accounts	26,000.00	16,707.47	9,292.53 64.3%
340 Charges For Goods & Services		3,798,200.00	2,134,431.18	1,663,768.82 56.2%

360 Interest & Other Earnings

361 11 00 412	Investment Interest	2,500.00	2,500.00	0.00 100.0%
361 40 00 412	Interest On Accts	7,500.00	6,652.23	847.77 88.7%
360 Interest & Other Earnings		10,000.00	9,152.23	847.77 91.5%

380 Non Revenues

382 10 00 412	Dumpster Deposit	3,000.00	0.00	3,000.00 0.0%
380 Non Revenues		3,000.00	0.00	3,000.00 0.0%

Fund Revenues:	3,811,200.00	2,143,583.41	1,667,616.59	56.2%
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Expenditures	Amt Budgeted	Expenditures	Remaining	
537 Garbage & Solid Waste				
537 50 48 000	Repairs/maint-equip	85,000.00	68,132.56	16,867.44 80.2%
537 50 48 010	Repairs/Maint-Building	10,000.00	1,036.06	8,963.94 10.4%
537 50 48 412	M&O Fund 501	88,000.00	12,750.00	75,250.00 14.5%
003 Maintenance		183,000.00	81,918.62	101,081.38 44.8%
537 60 47 000	Solid Waste Disposal	688,000.00	348,285.17	339,714.83 50.6%
537 60 47 010	Curbside Recycling Disposal	160,000.00	55,505.77	104,494.23 34.7%
537 60 47 011	Site Recycling Disposal	8,200.00	4,246.28	3,953.72 51.8%
537 60 47 015	Construction Demolition Land Disposal - CDL	1,000.00	28,595.21	(27,595.21) 2859.5%
537 60 47 020	Site Yard Waste Disposal	16,000.00	1,750.00	14,250.00 10.9%
537 60 47 021	Curbside Yard Waste Disposal	51,000.00	14,337.71	36,662.29 28.1%
006 Contracted Processing		924,200.00	452,720.14	471,479.86 49.0%
537 80 11 000	Salaries	604,000.00	295,214.01	308,785.99 48.9%
537 80 12 000	Extra Help	10,000.00	0.00	10,000.00 0.0%
537 80 13 000	Overtime	36,000.00	24,246.37	11,753.63 67.4%

2024 BUDGET POSITION

City Of Sedro-Woolley

Time: 10:35:42 Date: 08/26/2024

Page: 52

412 Solid Waste Operations Fund

Months: 01 To: 06

Expenditures	Amt Budgeted	Expenditures	Remaining	
537 Garbage & Solid Waste				
537 80 21 001 Industrial Insurance	15,000.00	4,005.29	10,994.71	26.7%
537 80 22 001 Social Security	50,000.00	21,817.35	28,182.65	43.6%
537 80 23 001 PERS Retirement	67,000.00	29,344.85	37,655.15	43.8%
537 80 24 001 Unemployment	2,000.00	629.07	1,370.93	31.5%
537 80 25 001 Medical/Dental/Vision	156,000.00	67,593.40	88,406.60	43.3%
537 80 26 050 Washington Sick Leave	2,000.00	0.00	2,000.00	0.0%
537 80 28 000 Employee Wellness	1,700.00	0.00	1,700.00	0.0%
010 Solid Waste Services	943,700.00	442,850.34	500,849.66	46.9%
537 80 31 000 Operating Supplies	62,000.00	15,604.29	46,395.71	25.2%
537 80 31 010 Office Supplies	3,000.00	0.00	3,000.00	0.0%
537 80 32 000 Auto Fuel/Diesel	143,000.00	47,099.77	95,900.23	32.9%
537 80 32 010 Fuel Additive - DEF	2,500.00	0.00	2,500.00	0.0%
537 80 34 000 Containers - Garbage	60,000.00	65,563.83	(5,563.83)	109.3%
537 80 34 001 Containers - Recycling	12,000.00	3,149.40	8,850.60	26.2%
537 80 34 002 Containers -Yard Waste	10,000.00	22,521.65	(12,521.65)	225.2%
537 80 35 000 Small Tools & Minor Equip	10,000.00	156.36	9,843.64	1.6%
030 Supplies	302,500.00	154,095.30	148,404.70	50.9%
537 80 41 000 Professional Services	5,000.00	0.00	5,000.00	0.0%
537 80 41 020 Collection Services	15,000.00	11,142.80	3,857.20	74.3%
537 80 41 030 Legal Publications	250.00	0.00	250.00	0.0%
537 80 41 031 Advertising	500.00	0.00	500.00	0.0%
537 80 42 010 Postage	15,000.00	5,604.06	9,395.94	37.4%
537 80 42 020 Telephone	1,000.00	215.93	784.07	21.6%
537 80 42 025 Cell Phones	4,000.00	1,952.02	2,047.98	48.8%
537 80 43 000 Meals/Travel	1,200.00	0.00	1,200.00	0.0%
537 80 44 001 Taxes & Assessments	133,000.00	63,756.29	69,243.71	47.9%
537 80 44 020 Utility Tax - Municipal	345,000.00	347,061.90	(2,061.90)	100.6%
537 80 45 000 Equipment Rental	5,000.00	107.57	4,892.43	2.2%
537 80 46 000 Insurance	51,000.00	1,570.71	49,429.29	3.1%
537 80 47 000 Public Utilities	10,000.00	3,545.63	6,454.37	35.5%
537 80 48 000 Repair/Maintenance	2,000.00	94.93	1,905.07	4.7%
537 80 49 000 Misc-Laundry	500.00	112.79	387.21	22.6%
537 80 49 010 Misc-Dues/Subs & Tuitn/Reg	500.00	0.00	500.00	0.0%
537 80 49 015 Training	2,000.00	2,062.02	(62.02)	103.1%
537 80 49 020 Misc-Filing Fees/Lien Exp	1,000.00	72.00	928.00	7.2%
537 80 49 030 CDL/Drug & Alcohol Testing	1,000.00	0.00	1,000.00	0.0%
537 80 49 090 ICA-Support Allocation	252,177.31	126,088.68	126,088.63	50.0%
040 Services & Charges	845,127.31	563,387.33	281,739.98	66.7%
594 37 64 000 Machinery & Equipment	20,000.00	0.00	20,000.00	0.0%
900 Capital Expenditures	20,000.00	0.00	20,000.00	0.0%
597 00 02 412 Reserve Fund	125,000.00	62,500.02	62,499.98	50.0%
597 90 00 412 Equipment Replacement Fund 501	312,000.00	156,000.00	156,000.00	50.0%
950 Transfers	437,000.00	218,500.02	218,499.98	50.0%
537 Garbage & Solid Waste	3,655,527.31	1,913,471.75	1,742,055.56	52.3%

2024 BUDGET POSITION

City Of Sedro-Woolley

Time: 10:35:42 Date: 08/26/2024

Page: 53

412 Solid Waste Operations Fund Months: 01 To: 06

Expenditures	Amt Budgeted	Expenditures	Remaining	
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591 Debt Service - Principal Repayment

591 80 70 412	Leases + Subscription IT (SBITA) - Solid Waste Dept.	0.00	6,790.79	(6,790.79)	0.0%
591 Debt Service - Principal Repayment		0.00	6,790.79	(6,790.79)	0.0%

597 Interfund Transfers

597 00 01 505	Transfers-Out - PW Facility Fund 505	147,088.00	73,543.98	73,544.02	50.0%
597 Interfund Transfers		147,088.00	73,543.98	73,544.02	50.0%

Fund Expenditures:	3,802,615.31	1,993,806.52	1,808,808.79	52.4%
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Fund Excess/(Deficit):	8,584.69	149,776.89
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Skagit County
Solid Waste Cost of Service Rate Study

Rate Schedule		As of 9/1/2024	As of 1/1/2025	As of 1/1/2026	As of 1/1/2027	As of 1/1/2028		
Class of Service	Existing	2024	2025	2026	2027	2028	% of System Revenue (2024)	
1	General Waste - Municipal							
1	Municipalities	\$104.00	\$131.00	\$131.00	\$133.00	\$135.00	\$137.00	33.9%
	Total General Waste - Municipal							33.9%
2	General Waste - Self-Haul							
2	Commercial / Residential - Commercial	\$105.00	\$137.00	\$137.00	\$141.00	\$145.00	\$149.00	48.4%
2	Commercial / Residential - Minimum Fee	\$19.30	\$26.06	\$26.06	\$27.03	\$27.99	\$28.96	9.2%
2	County Litter Clean-Up Program	\$57.00	\$137.00	\$137.00	\$141.00	\$145.00	\$149.00	0.0%
	Total General Waste - Self-Haul							57.6%
3	General Waste - Out-of-County							
3	Out-of-County Garbage	\$111.00	\$138.00	\$138.00	\$140.00	\$142.00	\$144.00	0.6%
	Total General Waste - Out-of-County							0.6%
4	Street Waste							
4	De-watered Solids	\$64.50	\$128.00	\$128.00	\$131.00	\$134.00	\$137.00	1.0%
4	Sweeper waste	\$49.70	\$98.00	\$98.00	\$100.00	\$102.00	\$104.00	0.0%
4	Vactor Waste	\$20.20	\$40.00	\$40.00	\$41.00	\$42.00	\$43.00	0.2%
	Total Street Waste							1.3%
5	White Goods							
5	Appliances	\$10.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	0.1%
5	Refrigerators	\$25.00	\$33.00	\$33.00	\$34.00	\$35.00	\$36.00	0.3%
	Total White Goods							0.4%
6	Direct to Intermodal							
6	C&D Residuals	\$69.00	\$107.00	\$107.00	\$109.00	\$111.00	\$113.00	3.8%
	Total Direct to Intermodal							3.8%
7	MRW							
7	Antifreeze	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	0.0%
7	Aerosols	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	0.0%
7	Compact Florescent Lamps	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	0.0%
7	Corrosive Material	\$18.00	\$18.00	\$18.00	\$19.00	\$20.00	\$21.00	0.0%
7	Flammable Liquids (Solvents) & Fuels	\$3.00	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00	0.0%
7	Florescent Lamps	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	0.0%
7	HID Lamps	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	0.0%
7	Motor Oil, Uncontaminated	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	0.0%
7	Oxidizing Material	\$20.00	\$20.00	\$20.00	\$21.00	\$22.00	\$23.00	0.0%
7	Paint Related Material	\$4.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	0.0%
7	Pesticides & Consumer Chemicals	\$6.00	\$8.00	\$8.00	\$8.00	\$8.00	\$8.00	0.0%
7	Poisons & Toxic Liquids	\$6.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	0.0%
7	Solid Organics	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	0.0%
	Total MRW							0.1%
8	Tires							
8	Off-Rim: Passenger (Under 27")	\$4.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	0.0%
8	Off-Rim: Large Passenger car/light truck (Over 27")	\$4.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00	0.0%
8	Off-Rim: Semi-Truck (rim size of 19.5" and over)	\$24.00	\$24.00	\$24.00	\$25.00	\$26.00	\$27.00	0.0%
8	Off-Rim: Tires over 25 inches	\$150.00	\$150.00	\$150.00	\$154.00	\$158.00	\$162.00	0.0%
8	On-Rim: Passenger (Under 27")	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	0.0%
8	On-Rim: Large Passenger car/light truck (Over 27")	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	0.0%
8	On-Rim: Semi-Truck (rim size of 19.5" and over)	\$40.00	\$40.00	\$40.00	\$41.00	\$42.00	\$43.00	0.0%
8	On-Rim: Tires over 25 inches	\$250.00	\$250.00	\$250.00	\$257.00	\$264.00	\$271.00	0.0%
	Total Tires							0.1%
9	Sauk Transfer							
9	General Waste - Commercial	\$105.00	\$137.00	\$137.00	\$141.00	\$145.00	\$149.00	0.7%
9	General Waste - Minimum Fee	\$19.30	\$26.06	\$26.06	\$27.03	\$27.99	\$28.96	1.2%
9	White Goods - Appliances	\$10.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	0.0%
9	White Goods - Refrigerators	\$25.00	\$33.00	\$33.00	\$34.00	\$35.00	\$36.00	0.0%
	Total Sauk Transfer							1.9%
10	Clear Lake Transfer							
10	General Waste - Can (32 gallon)	\$7.00	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	0.2%
10	General Waste - Half Can (32 gallon)	\$3.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	0.0%
10	White Goods - Appliances	\$10.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	0.0%
10	White Goods - Refrigerators	\$25.00	\$33.00	\$33.00	\$34.00	\$35.00	\$36.00	0.0%
	Total Clear Lake Transfer							0.3%

Solid Waste Graphs And Tables

ATTACHMENT A SOLID WASTE RATE SCHEDULE

A. GENERAL WASTE:

	<u>Commercial / Residential</u> (exempt / non-exempt)	<u>Municipalities</u>
2024	\$137.00 / ton	\$131.00 / ton
2026	\$141.00 / ton	\$133.00 / ton
2027	\$145.00 / ton	\$135.00 / ton
2028	\$149.00 / ton	\$137.00 / ton

State Refuse Tax of 3.6% will be added to Non-Exempt tonnage rates.

1Excerpt from Skagit County Resolution #R20240120

