

Metro Transfer System Configuration - DRAFT Strategy Table

Services, Flow, and Pricing

Status Quo
 Operator Choice
 Minimum prescribed services, variable caps, and pricing clarity
 Geographic Equity
 Prescribed services, zone-based flow, and rate regulation

◆ Task Force Preferred Option

Self-haul (light vehicles without tipper)	Household Hazardous Waste (HHW)	Commercial Food	Residential Food/Yard	Operating Hours	Sustainability Operational Standards	Flow (what policies or economics determines where collectors deliver their material)	Transfer System Economics and Pricing
Status Quo - Metro provides self-haul services: Operator's choice at private facilities, subject to limitations on acceptance of putrescible waste from residential generators	Status Quo/Operator's Choice - Metro is sole provider (adopted policy); operators choice at private facilities, with any additional need met by roundups	Status Quo - Metro accepts at MCS: A few approved private facilities (includes facilities in region and some outside) accept material; operator's choice at private facilities (with Metro authorization)	Status Quo - Metro accepts at MCS and MSS: A few approved private facilities (includes facilities in region and some outside) accept material; operator's choice at private facilities	Status Quo - operator choice	Status Quo	Status Quo - Tonnage caps periodically reviewed and/or adjusted	Status Quo - Each facility sets material delivery fees in a way that best meet its own organizational objectives; Metro collects regional system fee and excise taxes
Operator's Choice - operator's choice at all facilities	Regulate to Achieve Public Benefits ^a - Metro - status quo; Private stations required to either host regular roundups, or, accept and store materials on-site to be managed/processed by Metro (or a contractor to Metro)	Metro sole provider, at both MCS and MSS	Metro sole provider, at both MCS and MSS	All stations open in accordance with Metro standards for various classes of service (e.g., self-haul vs. collection company)	Metro require and enforce stringent, common standards at all facilities to improve sustainability (mainly environmental)	Status quo for dry waste, no limitations on wet waste	Status Quo - except each private transfer station should have access to the same subsidies for providing services that provide a Public Benefits ^a that would not otherwise be provided in a competitive market
All Facilities - All facilities required to accept self-haul in accordance with a service hour standard (e.g., 10 hrs per day, 7 days per week)	All Facilities - All facilities required to accept HHW in accordance with Metro requirements regarding waste types and service hour standard (e.g., 10 hrs per day, 7 days per week)	All facilities required to accept commercial food	All facilities required to accept residential food/yard			Part or all of select materials directed to Metro TS and/or select private TSs in order to meet contractual quality/quantity requirements (e.g., organics, RDF)	Pricing for solid waste transfer services is determined and managed by each local jurisdictions that has franchised haulers
Select Facilities - To improve "geographic equity", select facilities (based on geographic need) to accept self-haul in accordance with a service hour standard (e.g., 10 hrs per day, 7 days per week); in return those facilities provided additional flow or otherwise compensated	Geographic Equity - RFP or other process (e.g. franchise agreement) to select facility(s) that would accept HHW in accordance with Metro-specified waste types and service hour standard (e.g., 10 hrs per day, 7 days per week)	RFP or other process to select transfer station(s) that would accept commercial food in order to improve "geographic equity"	RFP or other process to select transfer station(s) that would accept residential food/yard waste in order to improve "geographic equity"			Variable caps: tonnage caps established in a manner that best achieves Public Benefits ^a (e.g., minimizing collection truck VMT's and tip fees)	Metro review and establish process to make available costs of public and private facility activities for local government rate making
Geographic Equity - To improve "geographic equity", Metro asks private sector to provide. If private sector is unable/unwilling to provide in a particular area, Metro develop a facility with services provided at full cost of service	Not Provided - (replaced by extended producer responsibility programs or otherwise)	Facility accepts commercial food scraps as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated	Facility accepts residential food/yard as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated			All facilities will be guaranteed a minimum "floor" tonnage; Floor may differ among facilities; Additional tonnage auctioned based on Metro's defined Public Benefits ^a (VMTs, Recovery, Tip Fee, Sustainability etc.)	Utility model: All tip fees to Metro; Metro pays private operators their cost of operations; Metro sets prices for materials and services aligned with hierarchy and Public Benefits ^a (e.g., subsidized organics)
Regulate to Achieve Public Benefits ^a - Facility accepts self-haul as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated	Facility accepts HHW as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated	Any recommendation related to the transfer of commercial food waste should be put on hold until there is more clarity about where food will be processed under what circumstances (i.e., private market vs. RFP)	Any recommendation related to the transfer of residential food/yard waste should be put on hold until there is more clarity about local jurisdiction demand and where residential food/yard waste will be processed under what circumstances (i.e., private market vs. RFP)			All stations guaranteed a minimum "floor" tonnage in order to ensure Public Benefits ^a ; otherwise no restrictions of flows to private facilities	Prices for materials or services (such as food waste or self-haul) aligned with the hierarchy and "subsidized" through Regional System Fee or other mechanism
						"Nearest-cheapest" with no minimum tonnage: Zone-based system where tons from each zone are required to flow to the lowest combined travel + tip cost facility	Metro uses price cap regulation that is applied at each transfer station
						Wet MSW is divided equally among existing 6 wet-waste Transfer Stations	Metro uses universal (base point) pricing i.e., Metro sets region-wide rates for each class of waste based on "average cost" similar to collection rate setting
							Metro station fixed costs recovered through regional

^aPublic Benefits as Amended by the Task Force.

Note: VMT calculations would consider the location of the customer base, truck yard, and disposal / transfer. Allowed flows would be limited so as to not exceed the facilities operational limitations

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Alternatives	Self-haul (light vehicles without tipper)	Household Hazardous Waste (HHW)	Commercial Food	Residential Food/Yard	Operating Hours	Sustainability Operational Standards	Flow	Transfer System Economics and Pricing
Status Quo	Status Quo - Metro provides self-haul services: Operator's choice at private facilities, subject to limitations on acceptance of putrescible waste from residential generators	Status Quo/Operator's Choice - Metro is sole provider (adopted policy); operators choice at private facilities, with any additional need met by roundups	Status Quo - Metro accepts at MCS: A few approved private facilities (includes facilities in region and some outside) accept material; operator's choice at private facilities (with Metro authorization)	Status Quo - Metro accepts at MCS and MSS: A few approved private facilities (includes facilities in region and some outside) accept material; operator's choice at private facilities	Status Quo - operator choice	Status Quo	Status Quo - Tonnage caps periodically reviewed and/or adjusted	Status Quo - Each facility sets material delivery fees in a way that best meet its own organizational objectives; Metro collects regional system fee and excise taxes
Status quo for dry waste, no limitations on wet waste							Status Quo - except each private transfer station should have access to the same subsidies for providing services that provide Public Benefits that would not otherwise be provided in a competitive market	
Geographic Equity	Select Facilities - To improve "geographic equity", select facilities (based on geographic need) to accept self-haul in accordance with a service hour standard (e.g., 10 hrs per day, 7 days per week); in return those facilities provided additional flow or otherwise compensated	Geographic Equity - RFP or other process (e.g. franchise agreement) to select facility(s) that would accept HHW in accordance with Metro-specified waste types and service hour standard (e.g., 10 hrs per day, 7 days per week)	RFP or other process to select transfer station(s) that would accept commercial food in order to improve "geographic equity"	RFP or other process to select transfer station(s) that would accept residential food/yard waste in order to improve "geographic equity"	All stations open in accordance with Metro standards for various classes of service (e.g., self-haul vs. collection company)	Metro require and enforce stringent, common standards at all facilities to improve sustainability (mainly environmental)	"Nearest-cheapest" with no minimum tonnage: Zone-based system where tons from each zone are required to flow to the lowest combined travel + tip cost facility	Metro review and establish process to make available costs of public and private facility activities for local government rate making
Minimum prescribed services, variable caps, and pricing clarity		Regulate to Achieve Public Benefits ^a - Metro - status quo; Private stations required to either host regular roundups, or, accept and store materials on-site to be managed/processed by Metro (or a contractor to Metro)	Facility accepts commercial food scraps as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated	Facility accepts residential food/yard as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated			Variable caps: tonnage caps established in a manner that best achieves Public Benefits ^a (e.g., minimizing collection truck VMT's and tip fees)	
Prescribed services, zone-based flow, and rate regulation	Regulate to Achieve Public Benefits ^a - Facility accepts self-haul as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated	Facility accepts HHW as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated	Metro sole provider, at both MCS and MSS	Facility accepts residential food/yard as requirement (new policy) to provide service of at least one of three extras (HHW, food, or self-haul); in return those facilities provided additional flow or otherwise compensated			"Nearest-cheapest" with no minimum tonnage: Zone-based system where tons from each zone are required to flow to the lowest combined travel + tip cost facility	Metro uses price cap regulation that is applied at each transfer stationc

◆ Task Force Preferred Option Note: for commercial food, any recommendation related to the transfer of commercial food waste should be put on hold until there is more clarity about where food will be processed under what circumstances (i.e., private market vs. RFP) and for residential food/yard, any recommendation related to the transfer of residential food/yard waste should be put on hold until there is more clarity about local jurisdiction demand and where residential food/yard waste will be processed under what circumstances (i.e., private market vs. RFP)

^aPublic Benefits as Amended by the Task Force.