

Metro Transfer System Configuration - Draft Strategy Table
Services, Flow, and Pricing

Alternatives	Self-haul (light vehicles without tippers)	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"			"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								
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 station

Note: VMT calculations would consider the location of the customer base, truck yard, and disposal / transfer. Allowed

^aPublic Benefits as Amended by the Task Force.

MCS = Metro Central Station MSS - Metro South Station

Strategy Table Options for Council_v1 Alts

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