

**MODA Scoring Rationale**

ID#	Evaluation Criteria	Preferred Direction	Definition of a 1	Definition of a 3	Definition of a 5
N/A	<b>Long-term Lifecycle Cost</b>				
1.0	<b>Protect People's Health</b>				
1.1	Protect people's health	High	Virtually certain that changes would result in health risks not easily mitigated to both workers and the general public	No noticeable change to health risks likely	Virtually certain that changes would result in a tangible reduction in health risk to both workers and the general public
2.0	<b>Protect the Environment</b>				
2.1	Life cycle GHG emissions	Low	10% increase in GHGs resulting from solid waste collection in Metro region likely	Little or no change in GHG emissions anticipated	10% decrease in GHGs resulting from solid waste collection in Metro region likely
2.2	Toxics	Low	5% increase in toxic releases resulting from solid waste management in Metro region likely	Little or no change in toxic releases anticipated	5% decrease in toxic releases resulting from solid waste management in Metro region likely
2.3	Nuisances	Low	Virtually certain that changes would result in nuisances not easily mitigated that would have tangible effects that reflect poorly on Metro	No change in current, relatively minor level of nuisances resulting from transfer system	A substantive reduction in nuisances resulting from the transfer system is likely
2.4	Non-industrial land use	Low	Highly likely that new facilities would be developed that would consume 50 acres or more of non-industrial land	Some chance that new facilities would be developed that would consume 20 acres or more of non-industrial land	Highly unlikely that any additional non-industrial land use would be used in the transfer system
3.0	<b>Recognize Investment (prior and future, public and private)</b>				
3.1	Stranded investment	Low	Highly likely that two or more stations will experience a long-term reduction in MSW tons of more than 25 percent	Some chance that one station will experience a reduction in MSW tons by more than 25 percent	Highly likely that no station will experience a long-term reduction in MSW tons of more than 25 percent
3.2	Potential future investment environment	High	Very little certainty of long-term MSW flows and return on investment that would justify any substantive private or public investment at stations	Future investment environment similar to today's system	Stable, predictable MSW flows and other factors that make long-term industry-average return on investment highly likely
4.0	<b>Adequate and Reliable Services for All</b>				
4.1	Appropriate sizing	High	No limitation on entry; Severe limitations likely on private stations ability to receive industry-average margins on their transfer operations; and/or Metro is highly exposed to financial risk of MSW tonnage flows	Sizing constraints and opportunities similar to today's system	Entry limitations that ensure capacity does not exceed demand; sound financial conditions highly likely to result in industry-average margins on private transfer operations and/or Metro is shielded from financial risk of MSW tonnage flows
4.2	Essential services	High	One or more existing services highly likely to be cut back substantially in future system	Ability to provide essential services similar to today's system	Clear, feasible, financially sound mechanisms exist that provide a clear pathway for providing essential services throughout the system planning horizon
4.3	Access equity	High	Access equity unchanged from current system	10 minute round trip reduction in average trip time to transfer station for more than 10 percent of the region	10 minute round trip reduction in average trip time to transfer station for more than 20 percent of the region and substantial increase in operating hours at private stations or other service opportunities
5.0	<b>Maintain Commitment to SW Hierarchy</b>				
5.1	Maintain commitment to SW hierarchy	High	Metro takes no further action to ensure materials are managed in accordance with the solid waste hierarchy	The transfer system has the capability to manage a 5 percent reduction in per-capita solid waste disposal (depending on advanced material recovery adoption and food waste and other collection system changes)	The transfer system has the capability to manage a 10 percent reduction in per-capita solid waste disposal (depending on advanced material recovery adoption and food waste and other collection system changes)
6.0	<b>Flexible and Adaptable to Change</b>				
6.1	Flexible and adaptable to change	High	Highly uncertain if there will be space and financial means to invest in equipment and/or space at existing or expanded transfer station(s)	Service flexibility similar to today's system	Clear, feasible, financially sound mechanisms exist that provide a clear pathway for additional space and/or equipment at existing or expanded transfer station(s)
7.0	<b>Sustainable Finance</b>				
7.1	Fair public funding	High	Regional system fee somewhat likely to rise to the point that unintended consequences result such as illegal dumping, citizen protests, and substantial leakage of MSW through unauthorized means	Public funding fairness similar to today	Public good funding remains fair and transparent with a substantial improvement in the predictability and certainty of funds collected to meet budgeted needs
7.2	Full cost pricing	High	System changes highly likely to result in MSW tip fees at private stations that are \$20/ton or more higher than those at Metro's stations	Pricing similar to today with private MSW tip fees within \$5/ton of Metro's and higher transaction fees at some facilities	Pricing at all private transfer stations receive very similar, industry-average operating margin and/or return on investment