

**MODA Scoring Rationale**

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ID#	Evaluation Criteria	Status Quo	Operator Choice	Geographic Equity	Regulatory-Light	Regulatory-Heavy
<b>1.0</b>	<b>Protect People's Health</b>					
1.1	Protect people's health	System remains as is today for delivery of services, hours of operation, sustainability operational standards, flow, economics and pricing. No changes to health risks.	System remains as is today for delivery of services, hours of operation, and sustainability operational standards, flow. Some modifications to flow and pricing (no limitations on wet waste and access to same subsidies as Metro). No changes to health risks.	Improving the geographic distribution of facilities may reduce road side dumping from general public in poorly served areas. Additionally, may reduce HHW exposure to workers from HHW improperly disposed by providing more options for proper disposal.	Addition of facilities that provide Self-Haul and HHW service may reduce road side dumping from general public in poorly served areas. Additionally, may reduce HHW exposure to workers from HHW improperly disposed by providing more options for proper disposal.	Addition of facilities that provide Self-Haul and HHW service may reduce road side dumping from general public in poorly served areas. Additionally, may reduce HHW exposure to workers from HHW improperly disposed by providing more options for proper disposal.
<b>2.0</b>	<b>Protect the Environment</b>					
2.1	Life cycle GHG emissions	System remains as is today for delivery of services, hours of operation, sustainability operational standards, flow, economics and pricing. No changes to GHG emissions.	System remains as is today for delivery of services, hours of operation, and sustainability operational standards, flow. Some modifications to flow and pricing (no limitations on wet waste and access to same subsidies as Metro). No changes to GHG emissions.	Improving the geographic distribution of facilities will reduce GHGs slightly. Additionally, commercial food ban removes more food from landfill and reduces GHG emissions. Zone-based system will reduce GHGs.	Addition of facilities will reduce GHGs slightly. Additionally, commercial food ban increases capture, but under this scenario, the likely candidates for selecting to receive commercial food are the same as the ones already receiving so small change. Variable caps established to achieve Public Benefits may reduce GHGs.	Addition of facilities will reduce GHGs slightly. Additionally, commercial food ban increases capture, but under this scenario, the likely candidates for selecting to receive commercial food are the same as the ones already receiving so small change. Zone-based system will reduce GHGs.
2.2	Toxics	System remains as is today for delivery of services, hours of operation, sustainability operational standards, flow, economics and pricing. No changes in anticipated toxic releases.	System remains as is today for delivery of services, hours of operation, sustainability operational standards, flow, economics and pricing. No changes in anticipated toxic releases.	Improving the geographic distribution of facilities may reduce road side dumping and potential release of toxics from general public in poorly served areas. Additionally, may reduce chance of improperly disposed HHW by providing more options for proper disposal.	Addition of facilities that provide Self-Haul and HHW service may reduce road side dumping and potential release of toxics from general public in poorly served areas. Additionally, may reduce chance of improperly disposed HHW by providing more options for proper disposal.	Addition of facilities that provide Self-Haul and HHW service may reduce road side dumping and potential release of toxics from general public in poorly served areas. Additionally, may reduce chance of improperly disposed HHW by providing more options for proper disposal.

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2.3	Nuisances	System remains as is today for delivery of services, hours of operation, sustainability operational standards, flow, economics and pricing. No changes in nuisances.	System remains as is today for delivery of services, hours of operation, sustainability operational standards, flow, economics and pricing. No changes in nuisances.	Improving the geographic distribution of facilities that provide self-haul, HHW, and food waste services might increase traffic nuisances in areas not currently exposed to self-haul, HHW, or food traffic. Additionally, food waste inherently has more nuisances associated with it (liquids, odor, vectors). No noticeable change in nuisances based on the number, location, flow, or economics and pricing.	Addition of facilities that provide self-haul, HHW, and food waste services might increase traffic nuisances in areas not currently exposed to self-haul, HHW, or food traffic. Additionally, food waste inherently has more nuisances associated with it (liquids, odor, vectors). However, under this scenario, the likely candidates for selecting to receive commercial food are the same as the ones already receiving so small change. No noticeable change in nuisances based on the number, location, flow, or economics and pricing.	Addition of facilities that provide self-haul and HHW might increase traffic nuisances in areas not currently exposed to self-haul or HHW. Additionally, food waste inherently has more nuisances associated with it (liquids, odor, vectors). Under this scenario Metro is sole commercial food waste facility so nuisances not changed much. No noticeable change in nuisances based on the number, location, flow, or economics and pricing.
2.4	Non-industrial land use	System remains as is today for delivery of services, hours of operation, sustainability operational standards, flow, economics and pricing. No changes in non-industrial land use.	System remains as is today for delivery of services, hours of operation, sustainability operational standards, flow, economics and pricing. No changes in non-industrial land use.	Although facilities will be selected to achieve better geographic equity, it is highly unlikely non-industrial land will be used, thus no noticeable change in non-industrial land use.	Addition of facilities that provide self-haul, HHW, and food waste service will likely be done on existing facility locations, thus no noticeable change in non-industrial land use.	Addition of facilities that provide self-haul, HHW, and food waste service will likely be done on existing facility locations, thus no noticeable change in non-industrial land use.

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<b>3.0</b>	<b>Recognize Investment (prior and future, public and private)</b>					
3.1	Stranded investment	System remains as is today for delivery of services, hours of operation, sustainability operational standards, economics and pricing. Not likely to experience wide swings in wet waste to facilities. Only small changes to potential for stranded investment.	System remains as is today for delivery of services, hours of operation, sustainability operational standards, economics and pricing. In the long-term, flow to Metro facilities could change substantially, particularly if there are no restrictions on where TS operators may send waste for disposal. Some private operators could lose flow as well (some winners, some losers).	Delivery of services, hours of operation, sustainability operational standards, and economics and pricing not expected to impact stranded investment. Zone-based system will ensure no long-term reduction in flow.	Delivery of services, hours of operation, sustainability operational standards, and economics and pricing not expected to impact stranded investment. Variable caps may impact flow, however, not anticipated to impact many stations with significant reductions in MSW flow.	Delivery of services (except commercial food, which will be controlled by Metro), hours of operation, sustainability operational standards, and economics and pricing not expected to impact stranded investment. . Zone-based system will ensure no long-term reduction in flow.
3.2	Potential future investment environment	System remains as is today for delivery of services, hours of operation, sustainability operational standards, flow, economics and pricing. Future investment environment similar to today's system.	Private station owners would have somewhat greater ability to direct flow to facilities. There would also be more value in purchasing franchises from smaller haulers. Much would depend on the extent of any restriction on sending waste to landfills owned by transfer station owners; however, uncertainty about flows would make Metro less likely to invest. Providing subsidies for Public Benefits would increase profits that could support additional investment by private station owners.	Slightly better than status quo because there would be specific criteria used to direct flow rather than current method that is somewhat more uncertain. Auditing and making costs available to local jurisdictions could limit profits and could constrain the availability of funds for investment by private station owners	Slightly better than status quo because there would be specific criteria used to direct flow rather than current method that is somewhat more uncertain. Auditing and making costs available to local jurisdictions could limit profits and could constrain the availability of funds for investment by private station owners	Slightly better than status quo because there would be specific criteria used to direct flow rather than current method that is somewhat more uncertain. Regulated tip fees would limit profits and could constrain the availability of funds for investment by private station owners

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<b>4.0 Adequate and Reliable Services for All</b>						
4.1	Appropriate sizing	Sizing constraints and opportunities same as today's system.	Some limitations (local jurisdiction and/or Metro franchise) on entry. Substantial risk to Metro's ability to maintain flow.	Assumes capacity versus demand would be factored into what locations selected for self-haul, HHW, and food, which would result in an improvement in sizing. This scenario is somewhat worse than today for flow because transfer station flows would be driven by VMT and cost rather than current caps where all private stations (except one) have the same cap.	Assumes capacity versus demand would be factored into what locations selected for self-haul but not much impact from HHW and food, resulting in a slight improvement in sizing. This scenario is somewhat worse than today for flow because transfer station flows would be driven by VMT and cost rather than current caps where all private stations (except one) have the same cap.	Since all facilities required to pick at least one of three extras (HHW, food, or self-haul), might end up with all selecting self-haul or HHW and increase financial risk. This scenario is somewhat worse than today for flow because transfer station flows would be driven by VMT and cost rather than current caps where all private stations (except one) have the same cap.
4.2	Essential services	Ability to provide essential services similar to today's system.	Some chance that providing desired services would be less likely in this model because fewer tons to Metro and some mechanism would need to be developed to compensate private station owners for providing services they may not be that interested in providing. Metro subsidizing essential services that are not economic for all station operators would be a good way to ensure those services are provided	Not highly influence by method that tons flow to facilities. No substantial impact on the ability to provide essential services.	Not highly influence by method that tons flow to facilities. No substantial impact on the ability to provide essential services.	Not highly influence by method that tons flow to facilities. No substantial impact on the ability to provide essential services.
4.3	Access equity	No substantive change in access equity.	No substantive change in access equity.	Assumes selected facilities would be chosen to result in round trip reduction in travel time with largest impacts in self-haul and food waste. Also some improvement with more equal hours.	Access equity improves with more providers but less of an impact than geographic equity option. Also some improvement with more equal hours.	Access equity improves with more providers but even less of an impact than geographic equity option (commercial food only provided by Metro in this option). Also some improvement with more equal hours.

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<b>5.0 Maintain Commitment to SW Hierarchy</b>						
5.1	Maintain commitment to SW hierarchy	No additional action to ensure materials are managed in accordance with the solid waste hierarchy.	No additional action to ensure materials are managed in accordance with the solid waste hierarchy.	Could increase opportunity for reuse of HHW materials (cleaning products) if there is a material exchange, commercial food waste ban improves recovery, no residential food waste ban, potentially reduced hauler transportation cost and that passed to generator, so more participation.	Increase opportunity for reuse of HHW materials (cleaning products) if there is a material exchange to larger groups, commercial food waste ban improves recovery, no residential food waste ban, potentially reduced hauler transportation cost and that passed to generator, so more participation.	Less opportunity for reuse of HHW with material exchange, commercial food waste ban improves recovery, no residential food waste ban, potentially reduced hauler transportation cost and that passed to generator, so more participation.
<b>6.0 Flexible and Adaptable to Change</b>						
6.1	Flexible and adaptable to change	No additional flexibility or adaptability	No additional flexibility or adaptability	By requiring certain facilities to provide self-haul or HHW service, it takes away some of their flexibility to provide other services. Also requiring private facilities to be open more, may reduce ability to do new services.	By requiring certain facilities to provide self-haul service, it takes away some of their flexibility to provide other services. However, this option provides more flexibility for HHW. Also requiring private facilities to be open more, may reduce ability to do new services.	By requiring certain facilities to provide self-haul or HHW service, it takes away some of their flexibility to provide other services. Also for commercial food waste service this option is a little less flexible than today because only 2 stations to take it to. Also requiring private facilities to be open more, may reduce ability to do new services.
<b>7.0 Sustainable Finance</b>						
7.1	Fair public funding	Fair public funding remains unchanged from current system.	With limited local government review of private station tip fees, this option could result in an increase in operator profits by funding Public Benefits through the Regional System Fee, particularly if more wet waste flows to private facilities.	Additional costs of self-haul and HHW could increase reg system fee. Making costs transparent to local government will ensure that private transfer station profits to not become unreasonably high.	Additional costs of self-haul (HHW has less of an impact in this option) could increase reg system fee. Making costs transparent to local government will ensure that private transfer station profits to not become unreasonably high.	Everyone required to provide an expensive service. However, regulating rates will ensure that private transfer station profits to not become unreasonably high.

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7.2	Full cost pricing	No change from current system.	With limited local government review of private station tip fees, this option could result in an increase in operator profits by funding Public Benefits through the Regional System Fee, particularly if more wet waste flows to private facilities.	Additional costs of self-haul could increase tip fees. Making costs transparent to local government will ensure that private transfer station profits to not become unreasonably high.	Additional costs of self-haul (HHW has less of an impact in this option) could increase tip fees. Making costs transparent to local government will ensure that private transfer station profits to not become unreasonably high.	Everyone required to provide an expensive service. However, rate regulation would results in similar profit margins at all privately-owned transfer stations.