

	<h2>COMMITTEE OF THE WHOLE</h2>
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For meeting to be held on: <b>September 14, 2010</b>	Submitted by: <b>James Gates,          County Treasurer</b>	For: <b>Action</b>
Subject: <h3 style="text-align: center;">2009 MUNICIPAL PERFORMANCE MEASUREMENT PROGRAM (MPMP)</h3>		

**BACKGROUND**

The Municipal Performance Measurement Program (MPMP) is an initiative designed by the Ministry of Municipal Affairs and Housing to provide taxpayers with information on service delivery and municipalities with a tool to improve those services over time. A number of the measures have changed due to the inclusion of amortization of tangible capital assets making it difficult to compare to previous years' measures.

Objectives of the program are:

- to provide a tool to assess how well municipal services are delivered
- to improve performance: measuring the efficiency (cost) and effectiveness (quality) of local services
- to strengthen local accountability to taxpayers and promote greater understanding of municipal responsibilities by the taxpayer, and
- to provide a systematic resource that allows municipalities to share information on performance and learn better/new practices from each other

The program was introduced for the 2000 reporting year and has been refined each year since then. The program requires municipalities to collect specific data on core service areas, submit their data to the Province and report to their constituents on the results.

In order to meet the requirements of the report to taxpayers, Municipalities can report to their taxpayers through direct mail, the property tax bill, and ads in local newspapers or periodicals. They can alternatively post the information on their website.

**ANALYSIS**

Performance measures can be categorized in two ways; as an efficiency measure, or as an effectiveness measure.

**SUBJECT: MUNICIPAL PERFORMANCE MEASUREMENT PROGRAM (MPMP)**

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**Efficiency measures** provide a cost per unit or the ratio of input / output. The input numbers are expenditure numbers coming from the Financial Information Return (FIR), and will be divided by an output, or total units. Example: lane kilometre is an output.

**Effectiveness measures** provide information about the quality of service delivery, and may consist of counts (number of complaints, number of new lots created) or ratios (percentage of residential waste diverted for recycling, number of conventional transit trips per person)

Both measures are needed to properly assess service delivery. An efficiency measure, on its own, may indicate the cheapest form of service delivery and that could be perceived as optimal because it would yield the lowest cost per unit. With effectiveness measures, other factors are evaluated such as how well services meet municipal service quality goals and expectations of the public.

The attached schedule is in a format recommended by the Ministry of Municipal Affairs and Housing. Included are the comparative results for the years 2000 to 2008 where applicable. In some instances there have been changes in the definitions resulting in significant variances in the numbers.

**DEFINITIONS**

**lane kilometre** - Is a continuous lane of road which conveys traffic in one direction. Total lane kilometres are determined by multiplying the number of lane kilometres by the number of lanes for each road.

Example: Municipality A has 140 km of roads. All roads have 2 lanes. Total lane km = 280

Example: Municipality B has 200 km of roads of which 30 km have 4 lanes. Total lane km (170 times 2, plus 30 times 4) = 460.

**paved ( hard top ) road** - Are defined as roads with an asphalt surface, concrete surface, composite pavement, portland cement or surface treatment.

*source: Ministry of Municipal Affairs & Housing - Municipal Performance Measurement Program*

**SUBJECT: MUNICIPAL PERFORMANCE MEASUREMENT PROGRAM (MPMP)*****WHAT DO THE FIGURES MEAN?***

It can be useful to compare measurements with preceding years. Reasons for major variations from prior years can be determined. For example, a significant change in weather from one year to the next and / or increases in the cost of asphalt would be factors that would impact the transportation related measurements.

Comparisons with other municipalities, especially neighbouring counties, may also be useful. However, with any municipality to municipality comparison it is important to keep in mind the following:

- although, many municipal operations are similar, they are not identical;
- due to geographic location, weather conditions can be very different, and as such impact costs; (that can be even evident within a municipality)
- approved service levels will differ; (a large urban centre within a municipality can impact costs) and;
- financial reporting on FIR's may vary.

For 2009 there are a number of changes, some due to the introduction of amortization of tangible capital assets into the formula and others due to a change in the cost formula.

**RECOMMENDATION**

That the Municipal Performance Measures shown in Appendix A be posted on the County of Middlesex's website.

**Appendix A**

**2009 - OPERATING COSTS**  
**General Government**

(Revised in 2009)

In 2009 MPAC and tax write-offs have been eliminated from the General Government operating and total costs

**Operating Costs for Governance & Corporate Management X 100**

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**Total Municipal Operating Costs**

**\$936,117**  
 ----- X 100  
**\$46,697,867**

= 2.0 % of total municipal operating costs were spent on Governance and Corporate Management

2009 Total Costs includes General Government Tangible Assets' amortization

**Total Costs for Governance & Corporate Management**  
**Plus Amortization**  
**X 100**

-----  
**Total Municipal Operating Costs**

**\$1,212,942**  
 ----- X 100  
**\$53,728,974**

= 2.3 % of total municipal operating costs plus amortization were spent on Governance and Corporate Management

**Efficiency Measure**

General Government: Operating costs for governance and corporate management as a % of total municipal operating costs.

**Objective**

Efficient administration supporting County services

**Notes**

This measure reflects the cost of general government. General government includes governance, administration, financial services, legal services, information technology and human resources.

## 2009 - OPERATING COSTS FOR PAVED ROADS

(Revised in 2009)

Include administration and direct overhead

### Operating costs for Paved Roads

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Total paved lane kilometre

\$2,716,944

-----  
1,583

= \$1,716.33 per paved lane kilometre

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2009 Total Costs includes Paved Road's Tangible Assets' amortization

### Operating costs for Paved Roads Plus Amortization

-----  
Total paved lane kilometre

\$6,475,054

-----  
1,583

= \$4,090.37 per paved lane kilometre including amortization

#### Efficiency Measure

Paved Roads: Operating costs for paved (hard top) roads per lane kilometre

#### Objective

Efficient maintenance of paved roads

#### Notes

This measure is primarily patching on asphalt roads. repair including frost heave, base, utility cut; patching; shoulder maintenance; surface maintenance; surface sweeping; surface flushing; administration and direct overhead

**2009 - OPERATING COSTS FOR BRIDGES & CULVERTS**

(New in 2009)

**Operating costs for Bridges & Culverts**

-----  
**Total Square Metres of Surface Area  
 on Bridges and Culverts**

**\$193,740**

-----  
**65,397**

= **\$2.96** per square metres of surface area on bridges and culverts

2009 Total Costs includes Bridges & Culverts' Tangible Assets' amortization  
 (New in 2009)

**Operating costs for Bridges & Culverts  
 Plus Amortization**

-----  
**Total Square Metres of Surface Area  
 on Bridges and Culverts**

**\$475,698**

-----  
**65,397**

= **\$7.27** per square metres of surface area on bridges and culverts  
 Including amortization

**Efficiency Measure**

Operating costs for bridges and culverts per square metre of surface area

**Objective**

Efficient maintenance of bridges and culverts

## 2009 - WINTER CONTROL

### Maintenance of Roadways per lane kilometre

#### Operating Costs for Winter Maintenance

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**Total lane km Maintained in Winter**

**\$2,452,035**

-----  
**1,583**

**= \$1,548.98** per lane kilometre maintained in winter

#### Efficiency Measure

Winter Control: Operating costs for winter maintenance of roadways per lane kilometre maintained in winter.

#### Objective

Efficient winter road maintenance services

#### Notes

Factors that influence these results include:

- severity of the winter ( amount of snow fall, incidents of icy conditions);
- amount and the cost of salt and sand used;
- levels of approved service;
- length of road system, and in particular length of major arterial roads within the road system;
- proximity to a large urban centre.

#### Previous Years

**2008 = \$2,425.58**

**2007 = \$1,977.29**

**2006 = \$1,605.73**

**2005 = \$2,110.72**

**2004 = \$1,902.15**

**2003 = \$1,994.90**

**2002 = \$1,405.87**

**2001 = \$1,302.95**

**2000 = \$1,471.36**

**2009 - WINTER CONTROL**  
 (New in 2009)

**Maintenance of Roadways per lane kilometre**  
 includes Winter Control Tangible Assets' amortization

**Operating Costs for Winter Maintenance  
 Plus Amortization**

-----  
**Total lane km Maintained in Winter**

**\$2,715,015**

-----  
**1,583**

**= \$1,715.11** per lane kilometre maintained in winter

**Efficiency Measure**

Winter Control: Operating costs for winter maintenance of roadways per lane kilometre maintained in winter.

**Objective**

Efficient winter road maintenance services

**Notes**

Factors that influence these results include:

- severity of the winter ( amount of snow fall, incidents of icy conditions);
- amount and the cost of salt and sand used;
- levels of approved service;
- length of road system, and in particular length of major arterial roads within the road system;
- proximity to a large urban centre.



**2009– LIBRARY SERVICES**

**Operating costs for library services per person**

$$\frac{\text{Operating Costs for Library Services}}{\text{Total Population}}$$

**Efficiency Measure**

$$\frac{\$ 2,405,436}{73,341}$$

**= \$32.80 per person**

- 2008 = \$36.01
- 2007 = \$36.70
- 2006 = \$31.95
- 2005 = \$32.96
- 2004 = \$31.39

(New in 2009)

**Total costs for library services per use**  
includes library’s amortization

**Total Costs for Library Services  
Plus Amortization**

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**Total Library Uses for your Municipality**

**Efficiency Measure**

$$\frac{\$2,716,004}{73,341}$$

**= \$37.03 per person**

Operating costs include staffing, materials and rent. The measure is calculated by dividing the total expenditure by the County’s population.

**2009 – LIBRARY SERVICES**

**Operating costs for library services per use**

**Operating Costs for Library Services**

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**Library Services per Use**

**Efficiency Measure**

**\$2,405,436**

**1,014,744**

**= \$2.37 per library use**

**Previous Years**

**2008 = \$2.94**

**2007 = \$2.37**

**2006 = \$2.45**

**2005 = \$2.24**

**2004 = \$2.00**

(New in 2009)

**Operating costs for library services per use**

includes library's amortization

**Operating Costs for Library Services**

**Plus Amortization**

-----

**Library Services per Use**

**Efficiency Measure**

**\$2,716,004**

**1,014,744**

**= \$2.68 per Library use**

Comments:

The Library usage defined by the Annual Survey of Public including electronic uses and circulation

## 2009 - ADEQUACY OF ROADS

### PERCENTAGE OF PAVED LANE KILOMETRES RATED AS GOOD TO VERY GOOD

Number of paved lane kilometres where the condition is rated as good to very good

$$\frac{\text{-----}}{\text{Total number of paved lane kms. tested}} \times 100$$

$$\frac{949}{\text{-----}} \times 100$$

1,583

= 59.9% of lane kilometres tested were rated as good to very good

#### Effectiveness Measure

Adequacy of Roads: Percentage of paved lane kilometres where the condition is rated as good to very good.

#### Objective

To measure the change in quality of the driving surface from year to year.

#### Previous Years

- 2008 = 52.6%
- 2007 = 52.6%
- 2006 = 49.5%
- 2005 = 46.66%
- 2004 = 44.58%
- 2003 = 46.03%
- 2002 = 44.21%
- 2001 = 44.24%

**2009 - ADEQUACY OF BRIDGES & CULVERTS  
(New in 2009)**

**PERCENTAGE OF BRIDGES AND CULVERTS WHERE THE CONDITION IS RATED  
AS GOOD TO VERY GOOD**

**Number of bridges and culverts where the condition of primary components is  
rated as good to very good, requiring only maintenance**  
----- X 100  
**Total number of bridges and culverts**

$$\frac{424}{424} \times 100$$

=100 % of bridges and culverts were rated as good to very good condition

**Effectiveness Measure**

Adequacy of Bridges and Culverts: Percentage of bridges and culverts where the condition is rated as good to very good and requires only maintenance.

**Objective**

To measure the change in quality of the bridges and culverts from year to year.

**2009 - EFFECTIVE SNOW & ICE CONTROL**

**PERCENTAGE OF WINTER EVENTS WHERE THE RESPONSE MET OR EXCEEDED LOCALLY DETERMINED ROAD MAINTENANCE STANDARDS**

Number of winter events where response met or exceeded locally determined road maintenance standards  
 ----- X 100  
 Total number of winter events

$$\frac{39 \times 100}{39}$$

= 100 % of winter events where response met or exceeded locally determined road maintenance standards.

**Effectiveness Measure**

Effective Snow & Ice Control: Percentage of winter events where the response met or exceeded locally determined road maintenance standards.

**Objective**

To measure response to snow and ice conditions.

Comparatives

This effectiveness measure has remained consistent at 100% since 2000.

**2009 – LIBRARY SERVICES (New in 2004)**

**Total library uses per person**

$$\frac{\text{Total library uses}}{\text{Total population}}$$

**Effectiveness Measure**

$$\frac{1,014,744}{73,341}$$

**= 13.836 uses per person in Middlesex County**

**Previous Years**

**2008 = 12.248**

**2007 = 15.509**

**2006 = 13.018**

**2005 = 17.743**

**2004 = 15.748**

**Electronic library uses as a percentage of total library uses = 32.4%**

**Non-electronic library uses as a percentage of total library uses = 67.6%**

**Previous Years**

	<b>Electronic</b>	<b>Non-electronic</b>
<b>2008</b>	<b>19.5%</b>	<b>80.5%</b>
<b>2007</b>	<b>38.3%</b>	<b>61.7%</b>
<b>2006</b>	<b>24.2%</b>	<b>75.8%</b>
<b>2005</b>	<b>25.2%</b>	<b>74.8%</b>

**2009 - PRESERVATION OF AGRICULTURAL LAND IN  
REPORTING YEAR**

**PERCENTAGE OF LAND DESIGNATED FOR AGRICULTURAL PURPOSES WHICH  
WAS NOT REDESIGNATED FOR OTHER USES DURING THE REPORTING YEAR**

**Hectares of land designated for agricultural purposes in the Official Plan as of  
December 31, 2009**

----- X 100

**Hectares of land designated for agricultural purposes in the Official Plan as of  
January 1, 2009**

**262,502 X 100**  
-----  
**262,560**

**= 100 %** of land designated for agricultural purposes in the Official Plan was not re-designated for other uses during the reporting year

**2009 - PRESERVATION OF AGRICULTURAL LAND RELATIVE TO  
BASE YEAR**

**PERCENTAGE OF LAND DESIGNATED FOR AGRICULTURAL PURPOSES WHICH  
WAS NOT REDESIGNATED FOR OTHER USES RELATIVE TO THE BASE YEAR  
2003**

Hectares of land designated for agricultural purposes in the Official Plan as of

December 31, 2009

----- X 100

Hectares of land designated for agricultural purposes in the Official Plan as of  
January 1, 2003

262,502 X 100

-----

262,710

= **99.9 %** of land designated for agricultural purposes in the Official Plan was not re-designated for other uses relative to the base year of 2003



**2009 - CHANGE IN SIZE OF SETTLEMENT AREA**  
 (New in 2009)

**PERCENTAGE CHANGE IN THE SIZE OF THE SETTLEMENT AREA RELATIVE TO  
 THE BASE YEAR 2003**

Hectares of land in settlement area as at December 31, 2009 less the number of  
 hectares of land in the settlement area as of January 1, 2003

----- X 100

Hectares of land in the settlement area as of January 1, 2003

$$\frac{208 \times 100}{7,292}$$

= 2.9 % increase (decrease) in the settlement area relative to January 1, 2003