

COUNTY OF PERTH
Municipal Performance Measurement Program (MPMP)
2009 RESULTS

Questions about MPMP results should be addressed to:

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Related documents and links:

2009 FIR, http://www.perthcounty.ca/page/FIR

Local Government

CONTACT PERSON FOR LOCAL GOVERNMENT: Bill Arthur, CAO
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1.1 GENERAL GOVERNMENT - EFFICIENCY		
	2009	
1.1 a) Operating costs for governance and corporate management as a percentage of total municipal operating costs.	7.6%	
1.1 b) Total costs for governance and corporate management as a percentage of total municipal costs.	7.7%	
OBJECTIVE: Efficient local government.		
NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS:		
REFERENCE: <ul style="list-style-type: none"> • The total costs efficiency measure is new for 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt. • The 2009 formulas for operating costs and total costs were changed to net out payments to the Municipal Property Assessment Corporation (MPAC) and tax write-offs & allowances reported in Schedule 40, Consolidated Statement of Operations: Expenses. • Financial Information Return: 91 0206 35 (Operating costs measure) and 91 0206 45 (Total costs measure). 		

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Roads

CONTACT PERSON FOR ROADS: Matt Ash, Director of Public Works

4.1 PAVED ROADS – EFFICIENCY

	2009	2008	2007	2006	2005
4.1 a) Operating costs for paved (hard top) roads per lane kilometre.	\$ 1,299				
4.1 b) Total costs for paved (hard top) roads per lane kilometre.	\$ 1,965				
OBJECTIVE: Efficient maintenance of paved roads.					
NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS:					
REFERENCE:					
<ul style="list-style-type: none"> The efficiency measure based on total costs is new for 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt. Financial Information Return: 91 2109 35 (Operating costs measure) and 91 2109 45 (Total costs measure). 					
Line numbers for 2009 and prior years:					
If amounts for unfunded liabilities are not material for paved roads and there are no changes in what are deemed to be capital expenses, then, <ul style="list-style-type: none"> The efficiency measure based on operating costs for paved roads in 91 2109 35 for 2009 is comparable to the measure in 91 2107 13 for 2005 to 2008. 					

4.2 UNPAVED ROADS – EFFICIENCY

	2009	2008	2007	2006	2005
4.2 a) Operating costs for unpaved (loose top) roads per lane kilometre.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
4.2 b) Total costs for unpaved (loose top) roads per lane kilometre.	\$0.00				
OBJECTIVE: Efficient maintenance of unpaved roads.					
NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS: All County roads have been fully paved from the onset of the MPM Program.					
REFERENCE:					
<ul style="list-style-type: none"> The efficiency measure based on total costs is new for 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt. Financial Information Return: 91 2110 35 (Operating costs measure) and 91 2110 45 (Total costs measure). 					

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Line numbers for 2009 and prior years:

If amounts for unfunded liabilities are not material for unpaved roads and there are no changes in what are deemed to be capital expenses, then,

- The efficiency measure based on operating costs for unpaved roads in 91 2110 35 for 2009 is comparable to the measure in 91 2108 13 for 2005 to 2008.

4.3 BRIDGES AND CULVERTS – EFFICIENCY

	2009				
4.3 a) Operating costs for bridges and culverts per square metre of surface area.	\$ 1.68				
4.3 b) Total costs for bridges and culverts per square metre of surface area.	\$ 19.30				
OBJECTIVE: Efficient maintenance of bridges and culverts.					
NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS:					
REFERENCE:					
<ul style="list-style-type: none"> • The efficiency measures for bridges and culverts are new for 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt. • Financial Information Return: 91 2130 35 (Operating costs measure) and 91 2130 45 (Total costs measure). 					

4.4 WINTER MAINTENANCE OF ROADS – EFFICIENCY

	2009	2008	2007	2006	2005
4.4 a) Operating costs for winter maintenance of roadways per lane kilometre maintained in winter.	\$ 2,092				
4.4 b) Total costs for winter maintenance of roadways per lane kilometre maintained in winter.	\$ 2,279				
OBJECTIVE: Efficient winter maintenance of roads.					
NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS:					
REFERENCE:					
<ul style="list-style-type: none"> • The total costs efficiency measure is new for 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt. • Financial Information Return: 91 2205 35 (Operating costs measure) and 91 2205 45 (Total costs measure). 					

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Line numbers for 2009 and prior years:

If amounts for unfunded liabilities are not material for winter maintenance of roadways and there are no changes in what are deemed to be capital expenses, then,

- The efficiency measure based on operating costs for winter maintenance of roads in 91 2205 35 for 2009 is comparable to the efficiency measure in 91 2204 13 for the years 2005 to 2008.

4.5 ADEQUACY OF PAVED ROADS – EFFECTIVENESS

	2009	2008	2007	2006	2005
4.5 Percentage of paved lane kilometres where the condition is rated as good to very good. ¹	94%				
OBJECTIVE: Pavement condition meets municipal objectives.					
NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS:					
REFERENCE:					
<ul style="list-style-type: none"> • ¹Pavement condition is rated using a Pavement Condition Index (PCI) such as the Index used by the Ontario Good Roads Association (OGRA) or the Ministry of Transportation's Roads Inventory Management System (RIMS). • Financial Information Return: 92 2152 07. 					

4.6 ADEQUACY OF BRIDGES AND CULVERTS – EFFECTIVENESS

	2009	
4.6 Percentage of bridges and culverts where the condition is rated as good to very good. ¹	81%	
OBJECTIVE: Safe bridges and culverts.		
NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS:		
REFERENCE:		
<ul style="list-style-type: none"> • The effectiveness measure for bridges and culverts is new for 2009. • ¹A bridge or culvert is rated in good to very good condition if distress to the primary components is minimal, requiring only maintenance. Primary components are the main load carrying components of the structure, including the deck, beams, girders, abutments, foundations, etc. • Financial Information Return: 92 2165 07. 		

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4.7 WINTER EVENT RESPONSES – EFFECTIVENESS					
	2009	2008	2007	2006	2005
4.7 Percentage of winter events where the response met or exceeded locally determined municipal service levels for road maintenance.	100%	100%	100%	100%	100%
OBJECTIVE: Response to winter storm events meets locally determined service levels for winter road maintenance.					
NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS:					
REFERENCE: <ul style="list-style-type: none"> • Financial Information Return: 92 2251 07. 					