

**The Regional Municipality of York**  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

**Questions about MPMP results should be addressed to:**

Name: Kelly Fenchak	Phone: 905-830-4444x1680
Title: Manager, Business Planning & Performance Measurement	
Municipality: The Regional Municipality of York	
E-mail: Kelly.Fenchak@york.ca	

## Local Government

<b>1.1 GENERAL GOVERNMENT - EFFICIENCY</b>					
	2011	2010	2009	2008	2007
1.1 a) Operating costs for governance and corporate management as a percentage of total municipal operating costs.	1.5%	0.6%	1.7%	2.6%	2.3%
1.1 b) Total costs for governance and corporate management as a percentage of total municipal costs.	1.6%	0.9%	1.8%	N/A	N/A
<b>OBJECTIVE:</b> Efficient local government.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The efficiency measure 1.1 b), based on total cost was introduced in 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt.</li> <li>• This measure is not comparable to years prior to 2009 because the formulas for operating costs and total costs were changed to net out payments to the Municipal Property Assessment Corporation (MPAC) and tax write-offs &amp; allowances reported in Schedule 40, Consolidated Statement of Operations: Expenses.</li> <li>• The 2011 results for the operating costs and total costs increased to 1.5% mainly caused by an increase of \$7.5 million in temporary borrowing costs unallocated to user rate and DC-related capital projects.</li> <li>• The 2010 results for both the operating costs (1.1 a) and total costs (1.1 b) measures have been restated to 0.6% and 0.9% respectively and differ from the 2010 Financial Information Return (FIR) results of 0.0% and 0.4%. The restatement results from an insurance assessment accrual of \$6.4 million being booked in 2009 but not paid in 2010. The reversal of this \$6.4 million in 2010 under-stated the total insurance expenses by \$6.4 million.</li> <li>• In 2010 the decrease in the General Governance measure from 2009 results from the following: an increase in investment income offsetting interest expenses of \$2.9 million and the collection of bad debt expenses of \$2.0 million in 2010 and a one-time transfer of \$3.0 million for Work in Progress to Housing York Inc in 2009.</li> <li>• The General Governance results reported by York Region are comparatively lower than other Municipalities because part of the governance and corporate management costs in York Region have been allocated to sub-functions based on OMBI methodology.</li> <li>• Financial Information Return: 91 0206 35 (Operating costs measure) and 91 0206 45 (Total costs measure).</li> </ul>					

<b>GENG901 Operating Costs for Governance &amp; Corporate Mgmt as a % of Total Municipal Operating Costs (OMBI)</b>				
Municipality	Numerator	Denominator	2010 Result	
York	\$ 6,760,647	1,061,532,507	0.6%	
Durham	\$ 14,592,882	820,617,321	1.8%	
Halton	\$ 9,962,996	543,827,736	1.8%	
Peel	\$ 29,517,213	1,417,540,508	2.1%	

The Regional Municipality of York  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

## Police Services

<b>2.1 POLICE SERVICES – EFFICIENCY</b>					
	2011	2010	2009	2008	2007
2.1 a) Operating costs for police services per person.	\$ 220.23	\$ 215.08	\$ 205.76	\$ 200.47	\$ 188.43
2.1 b) Total costs for police services per person.	\$ 234.66	\$ 225.08	\$ 213.98	N/A	N/A
<b>OBJECTIVE:</b> Efficient police services.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The efficiency measure 2.1 b), based on total cost was introduced in 2009. Total costs means operating costs as defined by MPMP plus amortization and interest on long-term debt.</li> <li>• Beginning in 2009, the efficiency measure based on operating costs for police services is not comparable to years prior to 2009 since it no longer includes expenses for prisoner transportation and court security. The expenses for these services are being uploaded to the Province.</li> <li>• Increases to the 2011 net Operating costs were due to contractual wage adjustments, debt principal and interest, building maintenance, contribution to the sick leave reserve and the addition of 28 officers and 10 civilian support staff.</li> <li>• Increases to the 2010 net Operating costs were due to contractual wage increases, debt principal and interest, insurance, building maintenance, vehicle maintenance and additional staff of 31 Officers and 11 Civilian support staff.</li> </ul>					
<ul style="list-style-type: none"> <li>• Financial Information Return: 91 1204 35 (Operating costs measure) and 91 1204 45 (Total costs measure).</li> </ul>					

<b>2.2 TOTAL CRIME RATE – EFFECTIVENESS</b>					
	2011	2010	2009	2008	2007
2.2 Total crime rate per 1,000 persons ( <i>Criminal Code</i> offences, excluding traffic).	23.3	24.9	26.5	28.6	28.3
<b>OBJECTIVE:</b> Safe communities.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• Statistics Canada has expanded the definition of violent crime, property crime and other criminal code offences in 2009. Therefore, starting from 2010, the total crime rate measure is not comparable to years prior to 2009.</li> </ul>					
<ul style="list-style-type: none"> <li>• Financial Information Return: 92 1263 07.</li> </ul>					

<b>2.3 YOUTH CRIME RATE – EFFECTIVENESS</b>					
	2011	2010	2009	2008	2007
2.3 Youth crime rate per 1,000 youths.	27.5	29.3	35.5	34.8	36.1
<b>OBJECTIVE:</b> Safe communities.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• Source - Youth Crime: Canadian Centre for Justice Statistics CAYMUN table. Include RCMP crime data allocated by the Canadian Centre for Justice Statistics.</li> <li>• The numerator does not necessarily reflect the total amount of crimes committed by youth as it does not capture the numbers of youth committing crimes who were not apprehended or arrested for their crimes. Therefore, the number of youth cleared by charge or cleared otherwise should not be interpreted as being indicative of the total amount of crime committed by youth.</li> </ul>					
<ul style="list-style-type: none"> <li>• Financial Information Return: 92 1265 07.</li> </ul>					

**The Regional Municipality of York**  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

## Roads

<b>3.1 PAVED ROADS – EFFICIENCY</b>					
	2011	2010	2009*	2008	2007
3.1 a) Operating costs for paved (hard top) roads per lane kilometre.	\$ 4,464.92	\$ 4,156.24	\$ 4,020.50	\$ 3,302.00	\$ 659.82
3.1 b) Total costs for paved (hard top) roads per lane kilometre.	\$ 15,205.14	\$ 15,074.49	\$ 14,630.68	N/A	N/A
<b>OBJECTIVE:</b> Efficient maintenance of paved roads.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The efficiency measure 3.1 b), based on total costs was introduced in 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt.</li> <li>• Operating costs for 2011 increased by 7.4% compare to 2010. Numerous positions vacant during late 2010 became fully staffed throughout 2011, which in conjunction with contractual increases added approximately \$1.0 million or \$280.59 per lane kilometre.</li> <li>• In addition the removal and replacement of several road surfaces that were not yet fully amortized resulted in a loss to capital assets of \$1.17 million or \$336.98 per lane kilometre.</li> <li>• A review of the allocation process has resulted in a decrease to Interfunctional Adjustments of (\$1.0 million) or (\$289.63) per lane kilometre relating to paved roads. This \$1.0 million has been allocated to Interfunctional Adjustments relating to winter control.</li> <li>• Other minor increases to operating costs are related to a council approved increase in the number of grass cutting cycles, and a slight increase in contractor costs.</li> <li>• Operating costs for 2010 increased by 3.4% compare to 2009 restated. This is mainly due to cost of living adjustment, reduction in the number of vacancies, and a slight increase in contractor costs.</li> <li>• Effective 2009, York Region included the administrative and overhead costs in the calculation of operating costs. In previous years, the calculations only reflected direct costs associated with the service.</li> <li>• *The 2009 operating cost per lane kilometre has been restated from \$4,987.00 to \$ 4,020.50 to reflect a reallocation of operating and administrative overhead costs to bridges and culverts and winter maintenance. The overhead costs were originally included as part of 2009 paved roads cost only. 2009 total costs were restated accordingly.</li> </ul>					
<ul style="list-style-type: none"> <li>• Financial Information Return: 91 2109 35 (Operating costs measure) and 91 2109 45 (Total costs measure).</li> </ul>					

<b>3.2 UNPAVED ROADS – EFFICIENCY</b>					
	2011	2010	2009	2008	2007
3.2 a) Operating costs for unpaved (loose top) roads per lane kilometre.	N/A	N/A	N/A	N/A	N/A
3.2 b) Total costs for unpaved (loose top) roads per lane kilometre.	N/A	N/A	N/A	N/A	N/A
<b>OBJECTIVE:</b> Efficient maintenance of unpaved roads.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• This measure is not applicable as the Region has less than one kilometre of unpaved road surface.</li> </ul>					
<ul style="list-style-type: none"> <li>• Financial Information Return: 91 2110 35 (Operating costs measure) and 91 2110 45 (Total costs measure).</li> </ul>					

<b>ROAD901 Operating Costs for Paved (Hard Top) Roads per Lane Km (OMBI)</b>			
Municipality	Numerator	Denominator	2010 Result
York	\$ 14,359,794	3,455.00	\$ 4,156.24
Durham	\$ 15,109,138	2,148.22	\$ 7,033.33
Peel	\$ 23,944,855	1,559.00	\$ 15,359.11
Halton	\$ 26,115,562	933.98	\$ 27,961.59

The Regional Municipality of York  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

**The Regional Municipality of York**  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

<b>3.3 BRIDGES AND CULVERTS – EFFICIENCY</b>					
	2011	2010	2009*	2008	2007
3.3 a) Operating costs for bridges and culverts per square metre of surface area.	\$ 27.69	\$ 27.36	\$ 22.15	N/A	N/A
3.3 b) Total costs for bridges and culverts per square metre of surface area.	\$ 72.30	\$ 73.47	\$ 69.66	N/A	N/A
<b>OBJECTIVE:</b> Efficient maintenance of bridges and culverts.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The operating cost and total cost efficiency measures for bridges and culverts were introduced in 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt.</li> <li>• This cost reflects inspection and repairs of bridges and culverts. 87% of bridges and culverts within York Region are considered to be in a good state of repair. Any bridges or culverts requiring significant repairs would be considered under the capital program.</li> <li>• Operating costs for 2011 increased 1.2% or \$0.33 per square metre compared to 2010. This was due mainly to higher volume and contract costs related to catch basin cleaning and repair, culvert cleaning, culvert inspection and ditching.</li> <li>• Total costs for 2011 decreased \$130k or \$1.17 per square metre compared to 2010. This was due mainly to a slight decrease in amortization costs and interest payments.</li>   <li>• Total and operating costs for 2010 increased compared to 2009. This is due mainly to higher volume and contract costs related to catch basin cleaning and repair, culvert cleaning, culvert inspection and ditching.</li> <li>• Effective 2009, York Region included the administrative costs and overhead in the calculation of operating costs. However, the overhead costs for bridges and culverts was not included and the calculations only reflected direct costs associated with the service.</li> <li>• * The 2009 operating cost per square metre has been restated from \$3.89 to \$22.15 to reflect a reallocation of operating and administrative costs from paved roads to bridges and culverts. The overhead costs were originally included as part of 2009 paved roads cost. 2009 total costs were restated accordingly.</li> <li>• Financial Information Return: 91 2130 35 (Operating costs measure) and 91 2130 45 (Total costs measure).</li> </ul>					

<b>ROAD904M Operating Costs for Bridges and Culverts per Square Metre of Surface Area (OMBI)</b>				
Municipality	Numerator	Denominator	2010 Result	
Durham	\$ 525,442	80,173.00	\$	6.55
Peel	\$ 1,339,682	76,749.00	\$	17.46
York	\$ 2,984,015	109,052.00	\$	27.36
Halton	\$ 4,446,179	60,325.00	\$	73.70

**The Regional Municipality of York**  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

<b>3.4 WINTER MAINTENANCE OF ROADS – EFFICIENCY</b>					
	2011	2010	2009*	2008	2007
3.4 a) Operating costs for winter maintenance of roadways per lane kilometre maintained in winter.	\$ 4,665.07	\$ 4,115.13	\$ 4,031.63	\$ 3,736.88	\$ 4,174.99
3.4 b) Total costs for winter maintenance of roadways per lane kilometre maintained in winter.	\$ 4,730.27	\$ 4,183.70	N/A	N/A	N/A
<b>OBJECTIVE:</b> Efficient winter maintenance of roads.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The efficiency measure 3.4 b), based on total cost was introduced in 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt.</li> <li>• In 2011, operating and total costs increased compared to 2010. The winter season for 2011 was considered to be average versus the winter season in 2010, which was considered to be below average.</li> <li>• This resulted in an increase in labour requirements compared to 2010 and in addition to the cost of living adjustment accounted for the increase to salaries and wages for 2011. The increase totalled \$0.7 million which is equivalent to \$191.36 per lane km.</li> <li>• More salt was also used when compared to 2010, which in addition to the unit price adjustment as specified in the salt contract can account for a material cost increase in 2011. The increase totalled \$0.5 million which is equivalent to \$155.25 per lane km.</li> <li>• A review of the allocation process has resulted in an increase to Inter-functional Adjustments of \$0.9 million or \$244.63 per lane km relating to winter control. This \$0.9 million was originally allocated to paved roads based on 2010 allocation methodology.</li> <li>• In 2010 costs increased slightly compared to 2009. The number of winter events were virtually the same but the nature of the events were slightly harsher towards the end of 2010 versus the ones experienced in the mild 2009 winter.</li> <li>• Vehicle standby rates also increased slightly in 2010 versus 2009.</li> <li>• *The 2009 operating cost per lane kilometre has been restated from \$3,634.16 to \$4,031.63 to reflect a reallocation of operating and administrative costs from paved roads to winter maintenance. A portion of overhead costs were originally included as part of 2009 paved roads cost. 2009 total costs were restated accordingly.</li> </ul>					
<ul style="list-style-type: none"> <li>• Financial Information Return: 91 2205 35 (Operating costs measure) and 91 2205 45 (Total costs measure).</li> </ul>					

<b>ROAD903 Operating Costs for Winter Maintenance of Roadways per Lane Km Maintained in Winter (OMBI)</b>				
Municipality	Numerator	Denominator	2010 Result	
Durham	\$ 6,980,668	2,148.22	\$	3,249.51
Halton	\$ 3,622,280	933.98	\$	3,878.33
York	\$ 14,217,770	3,455.00	\$	4,115.13
Peel	\$ 8,923,339	1,625.00	\$	5,491.29

**The Regional Municipality of York**  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

**3.5 ADEQUACY OF PAVED ROADS – EFFECTIVENESS**

	2011	2010	2009	2008	2007
3.5 Percentage of paved lane kilometres where the condition is rated as good to very good.	83%	82%	82%	82%	82%
<b>OBJECTIVE:</b> Pavement condition meets municipal objectives.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>The road condition index has been relatively stable. Approximately 90% of new investments are growth related therefore the roads infrastructure is relatively new. The 2011 index at 83% is a reflection of the increased spending in the road rehabilitation and resurfacing capital program.</li> <li>Financial Information Return: 92 2152 07.</li> </ul>					

**3.6 ADEQUACY OF BRIDGES AND CULVERTS – EFFECTIVENESS**

	2011	2010	2009	2008	2007
3.6 Percentage of bridges and culverts where the condition is rated as good to very good.	87%	91%	91%	N/A	N/A
<b>OBJECTIVE:</b> Safe bridges and culverts.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>The effectiveness measure for bridges and culverts was introduced in 2009.</li> <li>Additional bridges were identified as requiring improvements in 2011. This is due mainly to the aging infrastructure. A bridge rehabilitation and replacement program was implemented in 2011 to maintain and help keep the Region's bridge network in a good state of repair.</li> <li>Financial Information Return: 92 2165 07.</li> </ul>					

**3.7 WINTER EVENT RESPONSES – EFFECTIVENESS**

	2011	2010	2009	2008	2007
3.7 Percentage of winter events where the response met or exceeded locally determined municipal service levels for road maintenance.	100%	100%	100%	100%	100%
<b>OBJECTIVE:</b> Response to winter storm events meets locally determined service levels for winter road maintenance.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>Favourable conditions resulted in 68 winter events for 2011.</li> <li>The Region responded to a total of 68 winter events in 2011 compared to 70 winter events in 2010, 71 winter events in 2009, 87 winter events in 2008 and 78 in 2007.</li> <li>Financial Information Return: 92 2251 07.</li> </ul>					

The Regional Municipality of York  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

## Conventional Transit

<b>4.1 CONVENTIONAL TRANSIT – EFFICIENCY</b>					
	2011	2010	2009	2008	2007
4.1 a) Operating costs for conventional transit per regular service passenger trip.	\$ 7.62	\$ 7.28	\$ 6.98	\$ 6.20	\$ 5.90
4.1 b) Total costs for conventional transit per regular service passenger trip.	\$ 9.24	\$ 8.71	\$ 8.40	N/A	N/A
<b>OBJECTIVE:</b> Efficient conventional transit services.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The efficiency measure 4.1 b), based on total costs was introduced in 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt.</li> <li>• 2011 Cost per trip has increased by 4.7% to \$7.62. The increase in 2011 operating cost per trip over prior year was mainly due to the loss on sale of assets. To comply with PSAB 3150, approximately \$7.0 million (attributed mainly to the sale of buses as a result of early retirement due to safety and mechanical reasons) have been included in operating costs. Without the loss on sale of assets, the cost per trip would decrease by 0.25% to \$7.26.</li> <li>• Operating cost per trip for 2010 increased to \$7.28. The increase in 2010 operating cost per trip over prior year was mainly due to increase in contractor costs.</li> <li>• Starting from 2009, to comply with PSAB 3150, non-capitalized capital expenditures and lost on sale of assets have been included in operating costs.</li> <li>• Financial Information Return: 91 2203 35 (Operating costs measure) and 91 2203 45 (Total costs measure).</li> </ul>					

<b>4.2 CONVENTIONAL TRANSIT RIDERSHIP – EFFECTIVENESS</b>					
	2011	2010	2009	2008	2007
4.2 Number of conventional transit passenger trips per person in the service area in a year.	18.2	18.3	17.7	18.6	18.5
<b>OBJECTIVE:</b> Maximum utilization of municipal transit services.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• Ridership growth for 2011 was quite strong for the first 9 months, but was affected by the 69 day labour strike from October 24 to December 31. Total ridership reached 19.8 million, a 2.0% increase over 2010. 2011 ridership growth was less than the Region's population increase of 2.2%. Had the strike not happened and ridership achieved the projected 21.8 million, passenger trips per person in 2011 would have increased to about 20.1.</li> <li>• 2010 ridership has improved by 3.4% over 2009. The increase was attributed to economic recovery and service improvements implemented in 2010.</li> <li>• Financial Information Return: 92 2351 07.</li> </ul>					

<b>TRNT901M Operating Costs for Conventional Transit per Regular Service Passenger Trip (OMBI)</b>			
Municipality	Numerator	Denominator	2010 Result
Ottawa	\$ 304,548,113	99,287,638	\$ 3.07
Durham	\$ 51,732,245	9,120,880	\$ 5.67
York	\$ 141,147,804	19,395,721	\$ 7.28



The Regional Municipality of York  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

## Wastewater (Sewage)

<b>5.1 WASTEWATER COLLECTION/CONVEYANCE – EFFICIENCY</b>					
	2011	2010*	2009*	2008	2007
5.1 a) Operating costs for the collection/conveyance of wastewater per kilometre of wastewater main.	\$ 62,143.56	\$ 61,748.87	\$ 60,396.54	N/A	N/A
5.1 b) Total costs for the collection/conveyance of wastewater per kilometre of wastewater main.	\$ 201,355.56	\$ 200,627.76	\$ 183,599.84	N/A	N/A
<b>OBJECTIVE:</b> Efficient municipal wastewater collection/conveyance.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The efficiency measure 5.1 b), based on total costs was introduced in 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt.</li> <li>• York Region started to report this measure in 2009 because the definition of this measure changed to include conveyance of wastewater.</li> <li>• Local area municipalities are responsible for sewage collection from the street line to the trunk works. York Region is responsible for trunk sanitary sewage conveyance from municipalities to the water pollution control plants.</li> <li>• Due to York Region being the Upper Tier, costs are allocated over a small denominator as 90% of the total system is under Lower Tier responsibility.</li> <li>• Operating costs per kilometre increased by 1% in 2011 primarily due to an increase in York Durham System's costs of \$0.7 million over 2010. The total length of the wastewater pipe in 2011 was 293 kilometres (4.6% increase over 2010).</li> <li>• Total costs per kilometre increased by 0.4% in 2011. This increase is a result of the factors mentioned above for operating costs plus increases in interest on long-term debt of \$1.3 million and amortization costs of \$0.6 million.</li> <li>• 2010 Operating costs per kilometre increased 2%. The increase was a result of York Durham System operating cost increase of \$0.6 million and an increase in non-tangible capital asset cost of \$0.1 million.</li> <li>• 2010 total costs per kilometre increased 9%. This increase was a result of the factors mentioned above for operating costs plus increases in interest on long-term debt of \$4.7 million and amortization costs of \$0.6 million.</li> <li>• *The 2009 and 2010 cost per kilometre of wastewater main has been restated in 2011 to reflect a change in treatment of capital support costs that were previously allocated to operating facilities. Operating costs of capital projects were originally allocated to operating facilities. Thus, 2009 and 2010 total and operating costs were restated accordingly.</li> </ul>					
<ul style="list-style-type: none"> <li>• Financial Information Return: 91 3111 35 (Operating costs measure) and 91 3111 45 (Total costs measure).</li> </ul>					

**The Regional Municipality of York**  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

<b>5.2 WASTEWATER TREATMENT AND DISPOSAL – EFFICIENCY</b>					
	2011	2010*	2009*	2008	2007
5.2 a) Operating costs for the treatment and disposal of wastewater per megalitre.	\$ 338.34	\$ 292.73	\$ 289.99	\$ 242.11	\$ 241.57
5.2 b) Total costs for the treatment and disposal of wastewater per megalitre.	\$ 500.94	\$ 403.32	\$ 405.08	N/A	N/A
<b>OBJECTIVE:</b> Efficient municipal wastewater treatment and disposal.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The efficiency measure 5.2 b), based on total costs was introduced in 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt.</li> <li>• 2011 operating costs increased by 16% over 2010 mainly due to higher operational costs for Duffin Creek Operations of \$2.2 million due to commissioning of Stage 3 liquids in late 2010 as well as an increase of \$0.95 million pertaining to Peel Wastewater Treatment. Also, total megalitre of Wastewater treated dropped by 1% in 2011 over 2010.</li> <li>• Total costs per megalitre increased by 24% in 2011. This increase is a result of the factors mentioned above for operating costs plus increases in interest on long-term debt of \$85K and amortization costs of \$6 million.</li> <li>• Approximately 85% of the total wastewater generated in York Region in 2011 is treated at the Duffin Creek Water Pollution Control Plant (WPCP) of the York-Durham Sewage System. The Duffin Creek facility is jointly owned by York and Durham Regions. York Region funds about 80% of the operating costs of this shared use treatment facility. Wastewater treated by the Peel Sewage System accounts for 10% of the wastewater flows for York Region. The remaining 5% of wastewater generated in the Region is treated at smaller sewage treatment facilities in York Region.</li> <li>• The 2010 operating costs per megalitre for the treatment and disposal of wastewater increased 1% due to cost increases related to Duffin Creek operations.</li> <li>• The 2010 total costs per megalitre for the treatment and disposal of wastewater remained relatively unchanged from 2009.</li> <li>• In 2010, 84% of the Region's wastewater was treated through Duffin Creek, 10% through Peel Region and 6% through the northern Region's various wastewater treatment plants and lagoon systems.</li> </ul> <p>• *The 2009 and 2010 cost per megalitre for treatment and disposal of wastewater has been restated in 2011 to reflect a change in treatment of capital support costs that were previously allocated to operating facilities. Operating costs of capital projects were originally allocated to operating facilities. Thus, 2009 and 2010 total operating costs were restated accordingly.</p> <ul style="list-style-type: none"> <li>• Financial Information Return: 91 3112 35 (Operating costs measure) and 91 3112 45 (Total costs measure).</li> </ul>					

<b>WWTR310M Operating Cost of Wastewater Treatment/Disposal per Megalitre Treated (OMBI)</b>				
Municipality	Numerator	Denominator	2010 Result	
Peel	\$ 30,569,982	198,553	\$	153.96
York	\$ 37,299,976	121,816	\$	306.20
Halton	\$ 34,616,989	84,189	\$	411.18
Durham	\$ 33,919,368	71,986	\$	471.19

**The Regional Municipality of York**  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

<b>5.3 WASTEWATER INTEGRATED SYSTEM – EFFICIENCY</b>					
	2011	2010*	2009*	2008	2007
5.3 a) Operating costs for the collection/conveyance, treatment, and disposal of wastewater per megalitre (integrated system).	\$ 489.47	\$ 434.66	\$ 433.49	N/A	N/A
5.3 b) Total costs for the collection/conveyance, treatment, and disposal of wastewater per megalitre (integrated system).	\$ 990.62	\$ 864.47	\$ 841.31	N/A	N/A
<b>OBJECTIVE:</b> Efficient municipal wastewater system (integrated system).					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The efficiency measure 5.3 b), based on total costs was introduced in 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt.</li> <li>• York Region started to report Measure 5.1 in 2009 because the definition of this measure changes to include conveyance of wastewater.</li> <li>• The costs noted above represent conveyance, treatment and disposal and do not represent costs of an integrated system.</li>   <li>• Operating costs per megalitre increased by 13% in 2011 mainly due to higher operational costs for Duffin Creek Operations of \$2.2 million, increase in Peel Wastewater Treatment costs of \$0.95 million and York Durham System's costs of \$0.7 million in 2011 over 2010.</li> <li>• Total costs per megalitre increased by 15% due to the factors mentioned above for operating costs plus increases in interest on long-term debt of \$1.4 million and amortization costs of \$6.6 million. York Region operates 293 kilometres of trunk sewer lines, representing 10% of local system.</li> <li>• \$3.1 million related to easements in 2011 purchased for South east Collector project has been excluded from the measures "Wastewater Collection/Conveyance" and "Wastewater Treatment and Disposal". These easements costs relate to a capital project and are not capitalized as per Tangible Capital Asset policy. This capital related cost has been reported under Other Environmental Services operating cost in Schedule 40.</li> <li>• 2010 operating costs per megalitre remained relatively unchanged from 2009.</li> <li>• The 2010 total costs per megalitre increased 3%. This is a result of increases in interest on long-term debt of 18% (\$5.1 million increase) and amortization costs of 3% (\$0.5 million increase).</li> <li>• *The 2009 and 2010 cost per megalitre for collection, treatment and disposal of wastewater has been restated in 2011 to reflect a change in treatment of capital support costs that were previously allocated to operating facilities. Operating costs of capital projects were originally allocated to operating facilities. Thus, 2009 and 2010 total operating costs were restated accordingly.</li> </ul>					
<ul style="list-style-type: none"> <li>• Financial Information Return: 91 3113 35 (Operating costs measure) and 91 3113 45 (Total costs measure).</li> </ul>					

The Regional Municipality of York  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

<b>5.4 WASTEWATER MAIN BACKUPS – EFFECTIVENESS</b>					
	2011	2010	2009	2008	2007
5.4 Number of wastewater main backups per 100 kilometres of wastewater main in a year.	N/A	N/A	N/A	N/A	N/A
<b>OBJECTIVE:</b> Municipal sewage management practices prevent environmental and human health hazards.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• York Region operates 293 kilometres of trunk sewer lines. Wastewater sewer backups do not apply to trunk sewer conduits mainly because of the large diameter and slope of the pipes. The pipes are required to be constructed as self-scouring. This measure would be applicable to the local systems, operated by the local area municipalities.</li> <li>• Financial Information Return: 92 3154 07.</li> </ul>					

<b>5.5 WASTEWATER BYPASSES TREATMENT – EFFECTIVENESS</b>					
	2011	2010	2009	2008	2007
5.5 Percentage of wastewater estimated to have by-passed treatment.	0.000%	0.009%	0.023%	0.008%	0.000%
<b>OBJECTIVE:</b> Municipal sewage management practices prevent environmental and human health hazards.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• There were no spills in 2011 for the Region. However, one spill occurred at Town of Markham chamber which was plugged by overgrown tree roots that resulted in an overflow. Although York Region staff were onsite and contacted the MOE's Spill Action Centre, the Town bears the responsibility for the spill, considering it involved the Town's infrastructure.</li> <li>• In 2010, 11,390 cubic meters of untreated sewage was released into the environment due to vandalism at the Holland Landing Lagoons. This represents about 0.009% of the total megalitres of treated and untreated wastewater.</li> <li>• Financial Information Return: 92 3155 07.</li> </ul>					

The Regional Municipality of York  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

## Drinking Water

6.1 DRINKING WATER TREATMENT – EFFICIENCY					
	2011	2010*	2009*	2008	2007
6.1 a) Operating costs for the treatment of drinking water per megalitre.	\$ 436.54	\$ 375.81	\$ 355.08	\$ 614.36	\$ 495.64
6.1 b) Total costs for the treatment of drinking water per megalitre.	\$ 498.40	\$ 435.24	\$ 422.40	N/A	N/A
<b>OBJECTIVE:</b> Efficient municipal water treatment services.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The efficiency measure 6.1 b), based on total costs was introduced in 2009. Total costs means operating costs as defined in MPMP plus amortization and interest on long-term debt.</li> <li>• Operating costs per megalitre of drinking water has increased by 16% in 2011. The primary reason is due to an overall increase of \$5.7 million (18%) in purchased water costs; Peel represented \$6.6 million and Toronto had a decline of \$0.8 million. York Region purchased more water from Peel in 2011 as well as 2010 reconciliation amounts had not been paid or accrued until 2011.</li> <li>• Total costs per megalitre increased by 15% in 2011. This increase is mainly a result of higher costs of purchased water from Peel as described above.</li> <li>• In 2010 operating costs per megalitre of drinking water has increased by 6%. This increase is mainly a result of a 7% increase (\$2.1 million) in purchased water costs from Toronto (\$1.8 million) and Peel (\$0.3 million). York Region purchased more water from Toronto in 2010 at higher costs due to the Peel feedermain break.</li> <li>• The 2010 total costs per megalitre increased 3%. This increase is mainly a result of higher costs of purchased water from Toronto and Peel as described above.</li> <li>• *The 2009 and 2010 cost per megalitre for treatment of drinking water has been restated in 2011 to reflect a change in treatment of capital support costs that were previously allocated to operating facilities. Operating costs of capital projects were originally allocated to operating facilities. Thus, 2009 and 2010 total operating costs were restated accordingly.</li> <li>• York Region acts as a wholesaler for treated water for its 9 local area municipalities. York Region purchases water for Markham, Richmond Hill, Aurora and Vaughan from the City of Toronto and the Region of Peel. This water is sourced from Lake Ontario and treated at the City of Toronto's and Region of Peel's treatment facilities. Ground water is also supplied from municipal wells to serve northern York Region. Lake Simcoe treatment plants provide municipal water supply in Sutton and Keswick.</li> <li>• York Region treated 23,256 megalitres and purchased 106,402,968 megalitres of drinking quality water in 2011; treated 16,597 megalitres and purchased 106,721,918 megalitres of drinking quality water in 2010; treated 17,787 megalitres and purchased 102,218,713 megalitres in 2009; treated 18,575 megalitres in 2008 and 23,273 megalitres in 2007.</li> <li>• York Region operates and maintains 2 water treatment facilities, 19 pumping stations and 42 storage facilities (elevated tanks and reservoirs) and 40 production wells.</li> </ul>					
<ul style="list-style-type: none"> <li>• Financial Information Return: 91 3311 35 (Operating costs measure) and 91 3311 45 (Total costs measure).</li> </ul>					

WATR310M Operating Cost for the Treatment of Drinking Water per Megalitre of Drinking Water Treated (OMBI)			
Municipality	Numerator	Denominator	2010 Result
Peel	\$ 28,117,214	179,136	\$ 156.96
Durham	\$ 19,076,985	66,694	\$ 286.04
Halton	\$ 21,376,701	65,765	\$ 325.05
York	\$ 48,996,874	123,475	\$ 396.82

**The Regional Municipality of York**  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

<b>6.2 DRINKING WATER DISTRIBUTION/TRANSMISSION – EFFICIENCY</b>					
	2011	2010*	2009*	2008	2007
6.2 a) Operating costs for the distribution/ transmission of drinking water per kilometre of water distribution pipe.	\$ 60,992.65	\$ 60,932.52	\$ 40,196.22	N/A	N/A
6.2 b) Total costs for the distribution/ transmission of drinking water per kilometre of water distribution pipe.	\$ 140,107.86	\$ 135,757.46	\$ 108,769.10	N/A	N/A
<b>OBJECTIVE:</b> Efficient municipal water distribution/transmission services.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b> <ul style="list-style-type: none"> <li>• York Region started to report this measure in 2009 because the definition of this measure changes to include transmission of drinking water.</li> <li>• Distribution of all drinking water is the responsibility of the local area municipalities and reported by local area municipalities.</li> <li>• York Region only reports the transmission of drinking water in this measure. The numerator reported on this measure represents transmission costs incurred by York Region for transmitting treated water from the treatment plants in Sutton and Keswick as well as purchased water from Toronto and Peel to the storage facilities; the denominator represents the kilometres of transmission pipe maintained by the Region.</li> <li>• Operating costs per kilometre consist of non-tangible asset costs and operating costs, which increased slightly by a total of 0.1% in 2011. The total water transmission pipe in 2011 was 328 kilometres (5% increase over 2010).</li> <li>• Total costs per kilometre increased by 3% or \$2.6 million in 2011. This increase is a result of the factors mentioned above for operating costs plus increases in interest on long-term debt of 13.6% (\$2.4 million) and amortization costs of 3% (\$0.2 million).</li> <li>• The 2010 operating costs per kilometre consist of non-tangible asset costs and operating costs, which increased a total of 61%. Non-tangible asset costs increased 100% or \$4.3 million, due to Toronto and Peel cost shared amounts included in 2010 (\$1.4 million) and increases in Water For Tomorrow (\$1.1 million) and Source Water Protection (\$0.7 million) programs. Operating costs increased 18% or \$1.1 million, due to increases in intradepartmental costs, occupancy costs and insurance allocation.</li> <li>• The 2010 total costs per kilometre increased 26%. This increase is a result of the factors mentioned above for operating costs plus increases in interest on long-term debt of 10% (\$1.6 million) and amortization costs of 13% (\$0.6 million).</li> <li>• *The 2009 and 2010 cost per kilometre of water distribution pipe for distribution/transmission of drinking water has been restated in 2011 to reflect a change in treatment of capital support costs that were previously allocated to operating facilities. Operating costs of capital projects were originally allocated to operating facilities. Thus, 2009 and 2010 total operating costs were restated accordingly.</li> </ul>					
<ul style="list-style-type: none"> <li>• Financial Information Return: 91 3312 35 (Operating costs measure) and 91 3312 45 (Total costs measure).</li> </ul>					

**The Regional Municipality of York**  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

<b>6.3 DRINKING WATER INTEGRATED SYSTEM – EFFICIENCY</b>					
	2011	2010*	2009*	2008	2007
6.3 a) Operating costs for the treatment and distribution/transmission of drinking water per megalitre (integrated system).	\$ 599.61	\$ 529.77	\$ 458.63	N/A	N/A
6.3 b) Total costs for the treatment and distribution/transmission of drinking water per megalitre (integrated system).	\$ 872.98	\$ 778.28	\$ 702.60	N/A	N/A
<b>OBJECTIVE:</b> Efficient municipal water system (integrated system).					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>● This measure was not reported in years prior to 2009 since it is only reported when Measure 6.1 and 6.2 are completed. York Region started to report Measure 6.2 in 2009 because the definition of this measure changes to include transmission of drinking water.</li> <li>● Water treatment and distribution is a shared responsibility between York Region and its local area municipalities. York Region is responsible for the treatment and transmission of municipal water supply in Sutton and Keswick as well as purchasing treated water from the City of Toronto and the Region of Peel for servicing the area municipalities of Richmond Hill, Markham, Aurora and City of Vaughan. Area municipalities are responsible for the distribution of water within York Region.</li> <li>● Operating costs for treatment and distribution/transmission of drinking water per megalitre increased by 13% in 2011, due to factors explained in Measure 6.1 and 6.2.</li> <li>● Total costs for treatment and distribution/transmission of drinking water per megalitre increased by 12% in 2011, due to factors explained in Measure 6.1 and 6.2.</li> <li>● In 2010 operating costs for treatment and distribution/transmission of drinking water per megalitre increased 16%, due to factors explained in Measure 6.1 and 6.2.</li> <li>● In 2010 total costs for treatment and distribution/transmission of drinking water per megalitre increased 11%, due to factors explained in Measure 6.1 and 6.2.</li> <li>● *The 2009 and 2010 cost per megalitre for treatment and distribution/transmission of drinking water has been restated in 2011 to reflect a change in treatment of capital support costs that were previously allocated to operating facilities. Operating costs of capital projects were originally allocated to operating facilities. Thus, 2009 and 2010 total operating costs were restated accordingly.</li> <li>● Financial Information Return: 91 3313 35 (Operating costs measure) and 91 3313 45 (Total costs measure).</li> </ul>					

The Regional Municipality of York  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

<b>6.4 BOIL WATER ADVISORIES – EFFECTIVENESS</b>					
	2011	2010	2009	2008	2007
6.4 Weighted number of days when a boil water advisory issued by the medical officer of health, applicable to a municipal water supply, was in effect.	0	0	0	0	0
<b>OBJECTIVE:</b> Water is safe and meets local needs.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The Region did not issue any boil water advisories in 2011.</li> <li>• Financial Information Return: 92 3355 07.</li> </ul>					

<b>6.5 BREAKS IN WATER MAINS – EFFECTIVENESS</b>					
	2011	2010	2009	2008	2007
6.5 Number of water main breaks per 100 kilometres of water distribution pipe in a year.	0.61	1.00	0.32	0.66	0.40
<b>OBJECTIVE:</b> Improve system reliability.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• In 2011, York Region experienced 2 breaks along the 328 kilometres of water main pipes as compared to 3 breaks along 312 kilometres of water main pipes in 2010. Since water distribution is primarily a local area municipality's responsibility, this indicator for trunk transmission mains is not directly comparable with those municipalities that operate in the local distribution system as well as water mains.</li> <li>• In 2010, York Region experienced 3 breaks along the 312 kilometres of water main pipes.</li> <li>• Financial Information Return: 92 3356 07.</li> </ul>					



The Regional Municipality of York  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

## Solid Waste Management (Garbage)

<b>7.1 GARBAGE COLLECTION – EFFICIENCY</b>					
	2011	2010	2009	2008	2007
7.1 a) Operating costs for garbage collection per tonne	N/A	N/A	N/A	N/A	N/A
7.1 b) Total costs for garbage collection per tonne	N/A	N/A	N/A	N/A	N/A
<b>OBJECTIVE:</b> Efficient municipal garbage collection services.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• Region of York has a two-tier solid waste management structure. Local municipalities are responsible for collection and the Region is responsible for processing and disposal. Solid waste collection is the responsibility of the 9 local municipalities. Therefore, this indicator is not applicable to York Region.</li> <li>• Financial Information Return: 91 3404 35 (Operating costs measure) and 91 3404 45 (Total costs measure).</li> </ul>					

<b>7.2 GARBAGE DISPOSAL – EFFICIENCY</b>					
	2011	2010	2009	2008	2007
7.2 a) Operating costs for garbage disposal per tonne	\$ 109.67	\$ 102.48	\$ 105.58	\$ 95.37	\$ 88.35
7.2 b) Total costs for garbage disposal per tonne	\$ 113.87	\$ 107.18	\$ 109.46	N/A	N/A
<b>OBJECTIVE:</b> Efficient municipal garbage disposal services.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The efficiency measure 7.2 b), based on total costs was introduced in 2009. Total costs include operating costs as defined in MPMP plus amortization and interest on long-term debt.</li> <li>• Effective August 2008 the Region no longer ships waste to Michigan landfills. Disposal costs include landfill and energy from waste processing. Tipping fees from residential and ICI customers are not included in this number as per MPMP definition.</li> <li>• The operating cost per tonne increased in 2011 by 7.0% over 2010 due to more tonnes (40,700 tonnes more) sent to Dongara facility (pelletization processing).</li> <li>• The operating cost per tonne decreased in 2010 by 3% over 2009, primarily due to fewer tonnes (19,621 tonnes less) sent to Dongara facility (pelletization processing) at a higher cost of \$84 per tonne compared to sending these same tonnes to lower cost landfill disposal.</li> <li>• Financial Information Return: 91 3504 35 (Operating costs measure) and 91 3504 45 (Total costs measure).</li> </ul>					

<b>SWST325M Cost of Solid Waste Disposal per Tonne (All Property Classes) (OMBI)</b>				
Municipality	Numerator	Denominator	2010 Result	
Halton	\$ 6,633,858	87,983	\$	75.40
Peel	\$ 23,851,364	274,204	\$	86.98
York	\$ 12,803,694	124,934	\$	102.48
Durham	\$ 15,353,463	108,000	\$	142.16

**The Regional Municipality of York**  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

<b>7.3 SOLID WASTE DIVERSION (RECYCLING) – EFFICIENCY</b>					
	2011	2010	2009	2008	2007
7.3 a) Operating costs for solid waste diversion per tonne <b>(Specify)</b>	\$ 102.05	\$ 89.03	\$ 107.78	\$ 70.11	\$ 65.35
7.3 b) Total costs for solid waste diversion per tonne	\$ 108.24	\$ 93.46	\$ 118.18	N/A	N/A
<b>OBJECTIVE:</b> Efficient solid waste diversion (recycling) services.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• The efficiency measure 7.3 b), based on total costs was introduced in 2009. Total costs include operating costs as defined in MPMP plus amortization and interest on long-term debt.</li> <li>• The Region is responsible for processing yard waste, blue box materials, source separated organics and household hazardous waste. The collection of recyclable waste is the responsibility of the 9 local area municipalities. Therefore York's indicators are not comparable to other municipalities that have collection costs included.</li> <li>• Funding from Waste Diversion Ontario in the amount of \$3.5 million is not included in this number as per MPMP definition.</li>   <li>• The operating cost per tonne increase of 14.6% from 2010 to 2011 is due to a number of factors, including: diverted tonnes to Elgin Mills facility (opened in 2011); a higher overall total for diverted tonnes over 2010 (4,569 more tonnes); and 2011 had higher contractor costs for SSO processing.</li> <li>• The operating cost per tonne decrease by 17% in 2010 from 2009 due to higher market revenue from blue box materials of \$9.1 million. The average basket of goods price per tonne for blue box marketed materials was \$107 in 2010, up from \$62 in 2009.</li>   <li>• Financial Information Return: 91 3606 35 (Operating costs measure) and 91 3606 45 (Total costs measure).</li> </ul>					

<b>7.4 SOLID WASTE MANAGEMENT (INTEGRATED SYSTEM) – EFFICIENCY</b>					
	2011	2010	2009	2008	2007
7.4 a) Average operating costs for solid waste management (collection, disposal and diversion) per tonne	N/A	N/A	N/A	N/A	N/A
7.4 b) Average total costs for solid waste management (collection, disposal and diversion) per tonne	N/A	N/A	N/A	N/A	N/A
<b>OBJECTIVE:</b> Efficient solid waste management (integrated system).					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• This measure is not applicable to York Region since only single tier municipalities report this measure with complete responsibility for garbage collection, garbage disposal and solid waste management diversion.</li> <li>• Region of York has a two-tier solid waste management structure. Local area municipalities are responsible for collection and the Region is responsible for processing and disposal.</li>   <li>• Financial Information Return: 91 3607 35 (Operating costs measure) and 91 3607 45 (Total costs measure).</li> </ul>					

<b>SWST330M Cost for Solid Waste Diversion per Tonne-Residential (OMBI)</b>			
Municipality	Numerator	Denominator	2010 Result
York	\$ 18,583,486	208,724	\$ 89.03
Halton	\$ 15,917,827	108,357	\$ 146.90
Durham	\$ 19,126,979	118,262	\$ 161.73

The Regional Municipality of York  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

Peel	\$ 48,494,801	227,906	\$ 212.78
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Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

**7.5 COMPLAINTS – COLLECTION OF GARBAGE AND RECYCLED MATERIALS  
EFFECTIVENESS**

	2011	2010	2009	2008	2007
7.5 Number of complaints received in a year concerning the collection of garbage and recycled materials per 1,000 households.	0.0	0.0	0.0	0.0	0.0

**OBJECTIVE:**

Improved collection of garbage and recycled materials.

**NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS:**

- The majority of the calls received for solid waste and recycled material are at the local municipal level.
- Financial Information Return: 92 3452 07.

**7.6 NUMBER OF MUNICIPAL SOLID WASTE MANAGEMENT FACILITIES  
EFFECTIVENESS**

	2011	2010	2009	2008	2007
7.6 Total number of solid waste management facilities owned by the municipality with a Ministry of Environment certificate of approval.	7	6	6	5	5

**OBJECTIVE:**

Context for solid waste management facility compliance measure.

**NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS:**

- All facilities owned by York Region conform to performance standards under Part V of the Environmental Protection Act.
- A new Community Environmental Centre was opened by York Region on Elgin Mills in Richmond Hill in 2011.
- A new Community Environmental Centre was opened by York Region on McCleary Court in Vaughan in 2009.
- Financial Information Return: 92 3552 07.

**7.7 FACILITY COMPLIANCE – EFFECTIVENESS**

7.7 Number of days per year when a Ministry of Environment compliance order for remediation concerning an air or groundwater standard was in effect for a municipally owned solid waste management facility, by facility.

FIR line #	Facility Name	Days 2011	Days 2010	Days 2009	Days 2008	Days 2007
3553	Georgina Transfer Station	0	0	0	0	0
3554	Vaughan HHW Depot	0	0	0	0	0
3555	Bales Drive HHW Depot	0	0	0	0	0
3556	Markham HHW Depot	0	0	0	0	0
3557	Waste Management Centre, East Gillimbury	0	0	0	0	0
3558	Community Environmental Centre, Vaughan	0	0	0	N/A	N/A
3559	Community Environmental Centre, Elgin Mills	0	N/A	N/A	N/A	N/A

List facilities in the order they appear in the 2011 Financial Information Return (FIR).

**OBJECTIVE:**

Municipal solid waste services do not have an adverse impact on environment.

**NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS:**

- All facilities owned by the Region of York reported no Ministry of Environment remediation issues in 2011.
- Facility Name: 92 3553 03 to 92 3560 03 in Financial Information Return.
- Days: 92 3553 07 to 92 3560 07.

The Regional Municipality of York  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

<b>7.8 DIVERSION OF RESIDENTIAL SOLID WASTE EFFECTIVENESS</b>					
	2011	2010	2009	2008	2007
7.8 Percentage of residential solid waste diverted for recycling.	59%	50%	55%	52%	53%
<b>OBJECTIVE:</b> Municipal solid waste reduction programs divert waste from landfills and/or incinerators.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• Residential diversion percentage, is calculated as tonnes diverted from landfill divided by total tonnes of waste collected, after processing residues and unprocessed organics have been removed from diversion. Examples of diversion tonnes are blue box, green bin, yard waste, household hazardous waste, electronics, tires and scrap metal.</li> <li>• 2011 diversion percentage increased by 9% over 2010 due to lower tonnage for unprocessed organics. Total tonnes diverted in 2011 was 20% higher than total tonnes diverted in 2010.</li> <li>• 2010 diversion percentage decreased by 5% due to temporary shutdowns of organics processing facilities during the year. These shutdowns resulted in 19,000 fewer tonnes of source separated organics being diverted in 2010 compared to 2009.</li> </ul>					
<ul style="list-style-type: none"> <li>• Financial Information Return: 92 3655 07.</li> </ul>					

<b>7.9 DIVERSION OF RESIDENTIAL SOLID WASTE (Based on Combined Residential and Industrial/Commercial/Institutional Tonnage) EFFECTIVENESS</b>					
	2011	2010	2009	2008	2007
7.9 Percentage of residential solid waste diverted for recycling (based on combined residential and ICI tonnage).	N/A	N/A	N/A	N/A	N/A
<b>OBJECTIVE:</b> Municipal solid waste reduction programs divert waste from landfills and/or incinerators.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>• This measure is not applicable to York Region since it should be completed only if tonnage for residential solid waste can not be identified separately from ICI tonnage.</li> <li>• ICI means Industrial/Commercial/Institutional.</li> <li>• Financial Information Return: 92 3656 07.</li> </ul>					

The Regional Municipality of York  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

## Land Use Planning

### 8.1 LOCATION OF NEW DEVELOPMENT – EFFECTIVENESS

	2011	2010	2009	2008	2007
8.1 Percentage of new residential units located within settlement areas	N/A	N/A	N/A	N/A	99.96%
<b>OBJECTIVE:</b> New residential development is occurring within settlement areas.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>This measure is now being collected by the local area municipalities, as they issue building permits.</li> <li>Financial Information Return: 92 8170 07.</li> </ul>					

### 8.2 PRESERVATION OF AGRICULTURAL LAND DURING REPORTING YEAR EFFECTIVENESS

	2011	2010	2009	2008	2007
8.2 Percentage of land designated for agricultural purposes which was not re-designated for other uses during the reporting year.	99.94%	98.60%	100.00%	99.60%	100.00%
<b>OBJECTIVE:</b> Preservation of agricultural land.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>In 2008, 223 hectares of agricultural land were brought into the urban area in the Town of Georgina under ROPA 51 – Keswick Business Park.</li> <li>In 2010, 686 hectares of agricultural land were re-designated for other uses under ROPA 52 - Highway 400 North Employment Area.</li> <li>In 2011, 30 hectares of agricultural land (previously deferred under ROPA 52) were re-designated for other uses under OPA 637 - Highway 400 North Employment Area Secondary Plan.</li> <li>Financial Information Return: 92 8163 07.</li> </ul>					

### 8.3 PRESERVATION OF AGRICULTURAL LAND RELATIVE TO 2000 EFFECTIVENESS

	2011	2010	2009	2008	2007
8.3 Percentage of land designated for agricultural purposes which was not re-designated for other uses relative to the base year of 2000.	95.60%	95.70%	97.00%	97.00%	97.50%
<b>OBJECTIVE:</b> Preservation of agricultural land.					
<b>NOTES &amp; KEY FACTORS FOR UNDERSTANDING RESULTS:</b>					
<ul style="list-style-type: none"> <li>In 2008, the result has been dropped from 97.5% to 97.0% because 223 hectares were brought into the urban area in the Town of Georgina under ROPA 51 – Keswick Business Park.</li> <li>In 2010, the result has been dropped from 97% to 95.7% because 686 hectares of agricultural land were re-designated for other uses under ROPA 52 - Highway 400 North Employment Area.</li> <li>In 2011, the result has been dropped from 95.7% to 95.6% because 30 hectares of agricultural land (previously deferred under ROPA 52) were re-designated for other uses under OPA 637 - Highway 400 North Employment Area Secondary Plan.</li> <li>Financial Information Return: 92 8164 07.</li> </ul>					

The Regional Municipality of York  
Municipal Performance Measurement Program (MPMP) • 2011 RESULTS

**8.4 CHANGE IN NUMBER OF AGRICULTURAL HECTARES DURING REPORTING YEAR  
EFFECTIVENESS**

	2011	2010	2009	2008	2007
8.4 Number of hectares of land originally designated for agricultural purposes which was re-designated for other uses during the reporting year.	30	686	0	223	0

**OBJECTIVE:**

Preservation of agricultural land.

**NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS:**

- In 2008, 223 hectares of agricultural land were brought into the urban area in the Town of Georgina under ROPA 51 – Keswick Business Park.
- In 2010, 686 hectares of agricultural land were re-designated for other uses under ROPA 52 - Highway 400 North Employment Area.
- In 2011, 30 hectares of agricultural land (previously deferred under ROPA 52) were re-designated for other uses under OPA 637 - Highway 400 North Employment Area Secondary Plan.
- Financial Information Return: 92 8165 07.

**8.5 CHANGE IN NUMBER OF AGRICULTURAL HECTARES SINCE 2000  
EFFECTIVENESS**

	2011	2010	2009	2008	2007
8.5 Number of hectares of land originally designated for agricultural purposes which was re-designated for other uses since January 1, 2000.	2,274	2,244	1,558	1,558	1,335

**OBJECTIVE:**

Preservation of agricultural land.

**NOTES & KEY FACTORS FOR UNDERSTANDING RESULTS:**

- Economic growth in York Region resulted in 2,274 hectares of agriculture land been brought into the urban area since 2000: 1,037 hectares were brought into the urban area in the City of Vaughan under ROPA 19 – West Vaughan Employment Lands in 2001; 118 hectares were brought into the urban area in the Town of Markham under ROPA 92 – Box Grove in 2003; 180 hectares were brought into the urban area in the Town of Markham under ROPA 46 – Woodbine/404 North Employment Lands in 2005; 223 hectares were brought into the urban area in the Town of Georgina under ROPA 51 – Keswick Business Park in 2008; 686 hectares were brought into the urban area in the city of Vaughan under ROPA 52 - Highway 400 North Employment Area in 2010 and 30 hectares were brought into the urban area in the city of Vaughan under OPA 637 Highway 400 North Employment Area Secondary Plan in 2011.
- 2006 result has been restated from 1,555 to 1,335 since 220 hectares of agricultural lands were brought into the urban area in the Town of Georgina, under ROPA 51 - Keswick Business Park in 2006, but re-designation did not occur in 2006 due to outstanding approvals. 223 hectares are being reported for 2008.
- 2007 result has been restated from 1,555 to 1,335 accordingly because of the change in 2006 result.
- Financial Information Return: 92 8166 07.