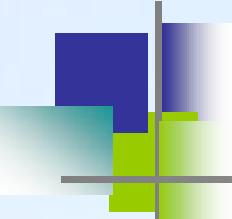


Metrics for Public-Private Partnerships: Case Studies

Eric Teicholz, IFMA Fellow
Graphic Systems, Inc.





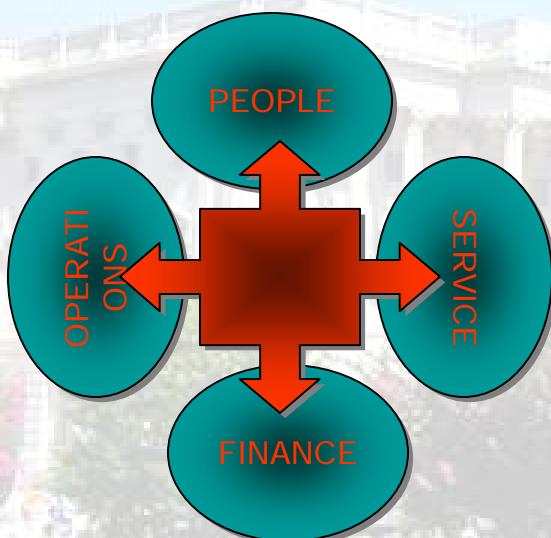
Background

- Why PPP metrics
 - A transparent process that will withstand public scrutiny
 - PPPs should have shared vision, common objectives, commitment to collaborative approach to measure, monitor, document and report on progress/results
 - To articulate expectations and goals
 - What gets measured gets performed



Balanced Scorecard Methodology

- BSC refers to the Balanced Score Card performance methodology that ensures a focus on all areas of the business rather than improving one area at the expense of others.
- Therefore BSC groups metrics into four areas
 - **CUSTOMER SERVICE**
 - How well are you serving the interests of the customer – given that IFMA ranks this as the most important category for a Facilities Department – it should receive significant attention.
 - **OPERATIONS**
 - What processes accomplish the functions of the project
 - **FINANCIAL**
 - Are we providing the best possible service for the lowest possible cost?
 - **PERSONNEL**
 - Do we have the right people, enough people, do they perform to the best of their abilities



Balanced Scorecard Institute: <http://www.balancedscorecard.org/>

- George Washington University Certificate Program
- Developing Meaningful Performance Measures for Balanced Scorecards , Sept 11-13, Washington, DC





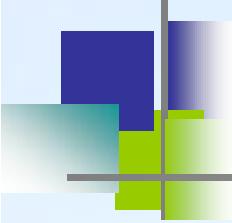
IFMA FOUNDATION

Research • Scholarships • Education

2007 - 2008 BALANCED SCORECARD

Updated August 2007

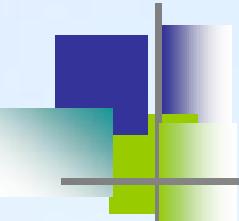
Perspective	Strategic Objectives	Measures	Targets	Accountability	Initiatives
STAKEHOLDER END USER/ CUSTOMER	1. Provide scholarships/grants to meet career-development needs of practitioners potential FMers and to advance the profession	1.1 Number of annual scholarships and grants given 1.2 Total monetary value of scholarships and grants given 1.3 Number of annual scholarship and grant applications	1.1 Award +/- 25 scholarships and +/- 10 grants annually 1.2 Award +/- \$62,500 in scholarships and +/- \$10,000 in grants annually 1.3 Receive +/- 60 scholarship applications and +/- 20 grant applications annually	Foundation Trustees IFMA President/CEO Foundation Executive Director Foundation KM Chair	1. 1.1, 1.2, 1.3 Develop and implement a plan to put Foundation scholarship information in the hands of every student pursuing a degree in FM 2. 1.1, 1.2 Actively seek global diversity among Foundation scholarship and grant recipients 3. 1.1, 1.2 Expand publicity for those receiving Foundation scholarships by working closer with sponsoring companies 4. 1.1, 1.2 Increase dollar value of individual scholarships



AOC Balanced Scorecard Critical Success Factors for Personnel (Management)

Financial Performance	Internal Process	Customer Service	Organizational Learning
<p>Projects on Budget</p> <p>Asset Preservation</p> <p>Recycling (savings, volume, ?)</p> <p>Project Quality (financial performance)</p> <p>(Non-project) Budget Execution</p>	<p>Employee Safety</p> <p>Clean Audit</p> <p>Project Approval Process</p> <p>Working from Defined Workflows</p> <p>Accurate and complete work classification</p>	<p>Client Satisfaction</p> <p>Recycling (stewardship)</p> <p>Project Quality (usability, appearance)</p> <p>Projects on-time</p>	<p>Employee Satisfaction (pay, employment security, health/safety, advancement, ?)</p> <p>Asset History & Significance</p> <p>Value of Proactive Approaches</p> <p>Value of Shared Processes and Standards (work classification, asset conditions, process status, etc.)</p>



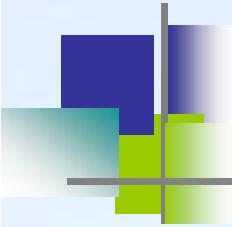


Establishing Metrics

- Prerequisites

- What are most important indicators
- How are they measured
- What is base line for indicator
- Where is data to support indicators
- How is data collected
- How often is data collected
- How is data measured
- How is progress measured
- Do metrics change over time (trend analysis?)
- How are metrics communicated to stakeholders
- How is data relevant to strategic goals
- Can feedback from metrics be used for continuous improvement





Collecting Metrics/Targets

- R+D (relevant metrics from other organizations)?
- Best Practices/KPIs
- Legal or regulatory requirements
- Diverse multi-stakeholder representation (management, line staff, end user)
- Brainstorming/problem solving
- Expert advice
- Publications



Case Study #1: Wiltshire Police Authority (1999 to 2005, \$40M, Vinci PLC)

Project Background: United Kingdom PPP Example -



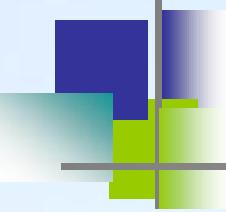
Gablecross Police Station, Swindon

The new building is 10,114m² at South Marston by Swindon. The building comprises a three-story main administration and operations block, a single storey 40 cell custody suite, garages and vehicle workshops and a two storey dedicated Vulnerable Persons Unit, together with a 200 plus space car park.

Consultants offered advice and project management services at the procurement stages including the PPP **Public Sector Comparator Case**, identifying and setting the brief, preparation of Employers Requirements, Technical Adviser for the Police Authority, and as Independent Certifiers, checking for compliance with specifications and reviewing design data.

<http://www.wiltshire.police.uk>





Metric Objectives and Description

UK Public Sector Comparator Guidelines

United Kingdom Treasury Department has developed a spreadsheet tool to assist Procuring Authorities undertake a quantitative analysis to support the Value for Money (VfM) decision as to whether to use PPP or conventional procurement. One key aspect of this is lifecycle costing.

“...Lifecycle Costs should be invested at a rate and frequency that enables an asset to be maintained to the same standard as that achieved on its construction, refurbishment and/or procurement...”.

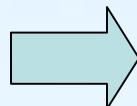
HM Treasury - Quantitative Assessment User Guide

In the calculation, Lifecycle Costs are incurred with effect from the first year following the end of the construction period.

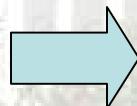


Information for Determining Lifecycle Assumptions

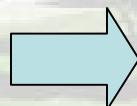
Similar Projects



Expert Advice



Publications



www.hm-treasury.gov.uk

Full "PFI-Type" Lifecycle Costs	Data Collection	Periodic Lifecycle Costs	Data Collection
Analysis of cost experience from bodily similar PFI projects, completed either by the Procuring Authority or by the sponsoring Department or its associated Estates Agency.	Interrogation of databases maintained either by sponsoring Departments or by professional advisers	Traditional level and timing of investment in assets in the sector on the basis of records maintained by, for example, Departmental Estates Agencies (such as NHS Estates and Defence Estates Agency)	Interrogation of databases maintained either by sponsoring Departments or by professional advisers.
Advice provided by external experts relating to the optimum lifecycles and associated costs for particular classes of assets.	Dissemination by sponsoring Departments of lifecycle cost norms achieved in PFI projects.	Traditional level and timing of investment in assets by the Procuring Authority on the basis of records maintained by it.	Judgements of Procuring Authority made on the basis of experience of availability of funding for lifecycle investment for broadly similar categories of assets when conventionally procured.
Particularly for equipment, guidelines published either by manufacturers or by relevant professional or trade associations		Traditional level and timing of investment in assets in the sector on the basis of past experience	

UK Public Sector Comparator Input Data

General		Timings (Yrs)		Rates - Escalators & Discount		Rates (%)	Base Year
Contract period	30	CapEx escalator		5.0%		1	
Initial CapEx period	3	OpEx (non employment) escalator		2.5%		1	
Year when OpEx is first incurred	4	OpEx (employment) escalator		3.5%		1	
Lifecycle Number Goes Here							
Costs		PSC	OB Pre (%)	OB Post (%)	PFI	OB Pre (%)	
Initial CapEx (£'000)		40,000	15%	17%	50,000	15%	
Lifecycle costs at each LC date (£'000)		1,150	15%	14%	1,100	15%	
Lifecycle intervals (yrs)				NA	1	NA	
OpEx (non employment) (p.a.) (£'000)		23	Value should be expressed in £'000 terms		22,425	11%	
OpEx (employment per person) (p.a.) (£'000)				NA	0	NA	
OpEx (employee number)				NA	0	NA	
Transaction		PSC	OB Pre (%)	OB Post (%)	PFI	OB Pre (%)	
Public sector (£'000)		1,200	15%	17%	1,200	15%	
Private sector (£'000)		0	0%	0%	750	0%	
Third Party Income		PSC	OB Pre (%)	OB Post (%)	PFI	OB Pre (%)	
Income (p.a.) (£'000)		0	0%	0%	0	0%	
Flexibility		PSC	PFI				
Scope change year		10	10				
Probability factor (%)		50%	50%				
Level of scope change (%)		10%	10%				
Premium flexibility factor (%)		0	0%				
Indirect VfM Factors		PSC	PFI				
Amount (Npv) (£'000)		0	0				
Tax		PSC	PFI				
PSC adjustment factor (%)		3%	NA				
Lifecycle Related Adjustments							
PSC lifecycle VfM adjustment			40%				
Residual cost benchmark			50%				
PSC residual cost factor if lower than benchmark			70%				
PSC residual cost factor if higher than benchmark			35%				

PFI Funding	
Gearing (%)	90%
Sterling swap rate (%)	5.00%
Credit spread (bps)	12
Bank margin (bps)	93
Tail for bank debt (yrs)	2
Commitment fee (bps)	50
Upfront fee (bps)	90
Grace period (yrs)	1

Unitary Charge	
Initial CapEx period payment (%)	0%

Pre Tax IRR Targets	
High	18%
Medium	15%
Low	13%

bps
 CapEx
 LC
 NA
 OB Pre
 OB Post
 OpEx
 PSC
 Basis Points
 Capital Expenditure
 Lifecycle Costs
 Not Applicable - **no input required**
 Pre-FBC Optimism Bias
 Post-FBC Optimism Bias (for PSC only)
 Operational Expenditure
 Public Sector Comparator (i.e. conventional procurement)
 Input required
 Hard-wired Assumption - **no input required**

#END

<http://www.hm-treasury.gov.uk>

UK Public Sector Comparator Output Data

Switches
IRR

13% Pre Tax Target IRR
15% Pre Tax Target IRR
18% Pre Tax Target IRR

IRR Stabiliser

Indifference

CapEx IP
OpEx Non Employ IP
OpEx Employ IP
Transaction IP

Unitary Charge IP

IP Stabiliser

Running the
indifference switch
gives the percentage
increase/decrease in
the variable required
to give the point of
indifference

Stash Outputs

Clear Stash

Copy Output Sheet

NA Not applicable

Inputs for running sensitivities

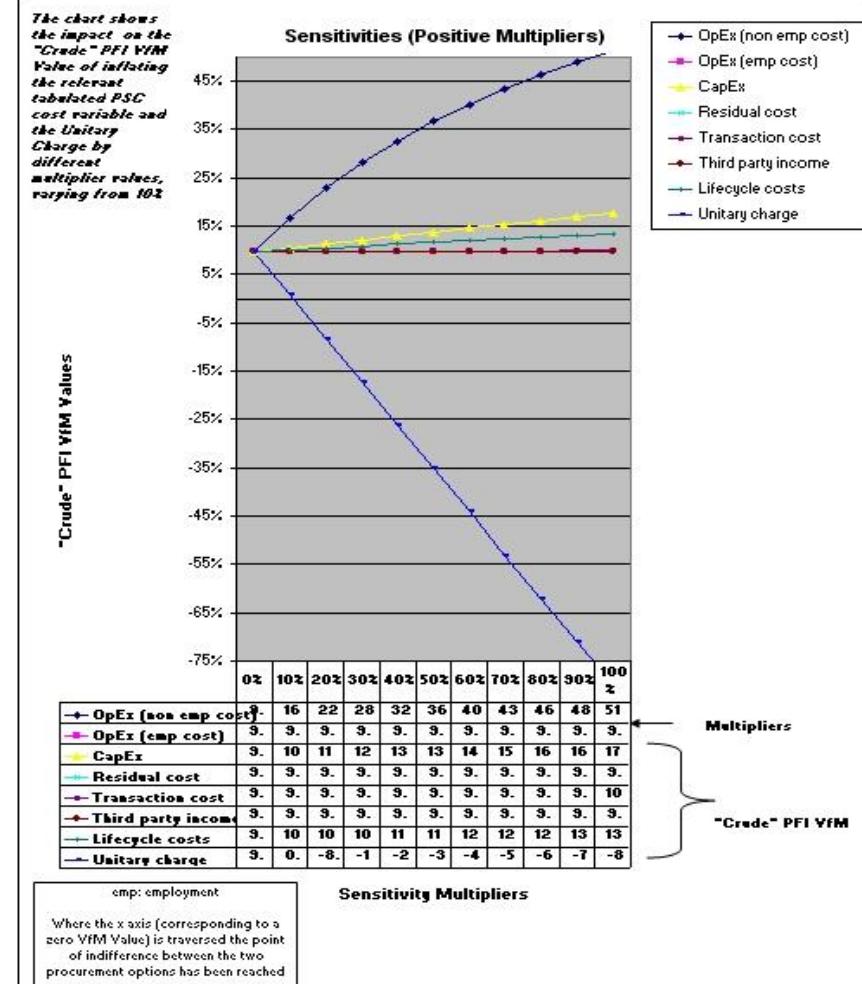
No input required

Default value of 30%

Note: The "Default UC Factor" value may be changed from the dummy value of 30% **ONLY** in the event that #DIV/0 or other error values appear and these are NOT cleared by the IRR and IP stabilizer switches, having checked that all inputs in the input sheet are correct. See section A.22 of the User Guide for further details.

Positive Value = Go With PPP/PFI

Output Box	
Scenario No	6
Scenario name	18% IRR Target
Pre Tax Equity IRR	18.01%
Pre Tax Project IRR	8.71%
"Crude" PFI VfM	9.69%
Indifference Points	
PSC	
1 Initial CapEx	0%
2 OpEx (Non Employment)	0%
3 OpEx (Employment)	0%
4 Transaction Costs	0%
PFI	
5 Unitary Charge	0%
Other Values	
PSC Costs (NPV)	-526
PFI Costs (NPV)	-475
Unadjusted Annual Unitary Charge	31.0
Check	
Senior Debt Fully Repaid?	TRUE
Pre Tax IRR = Target?	TRUE
Total Cashflows = Zero?	TRUE
PSC Sensitivity Multipliers	
CapEx(%)	0%
Lifecycle (%)	0%
OpEx (non employment) (%)	0%
OpEx (employment) (%)	0%
Transaction (%)	0%
Residual cost (%)	0%
Third party income (%)	0%
Unitary Charge Balancer(£mn)	31.03
Default UC Factor	30%



<http://www.hm-treasury.gov.uk>

Case Study #2: **Partnerships Victoria - Spencer Street Station**

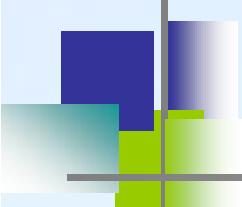


Public Sector Comparator (PSC)

<http://www.partnerships.vic.gov.au/CA25708500035EB6/0/0FB129CD8B4D8742CA2570D900188615>

Project Information	Details
Project name	Southern Cross Station (Junction) and Outer Street Station
Date	\$10 million (Net) - started late June 2002, completed 2003, delivered to government.
Status	Service delivery commenced
Department/agency	Department of Infrastructure, Southern Cross delivered by Cbus
Private sector partner	Crucia Rail Construction, comprising the following partners: AUS-Auto Logistic Solutions, Pacific Rail Infrastructure, Repco Group, and Partners, Unisys, and, and Deloitte Touche Tohmatsu
Description	<p>Southern Cross Station (Junction) and Outer Street Station is very Melbourne and the region's first multi-level, integrated, energy efficient, accessible, and highly integrated station. It will be delivered by the New Corporation.</p> <p>The project includes:</p> <ul style="list-style-type: none"> • the transport interchange infrastructure (bus, train, trams, and the great • a modern, accessible station, which is a vital part of the project to be paid for by the government)
	<p>PSC Benchmark</p> <ol style="list-style-type: none"> 1. Pay PSC 2. Competitive Neutrality Adjustment 3. Transferable Risk: 4. Retained Risk
	<p>Some of the features of the transport interchange include:</p> <ul style="list-style-type: none"> • an open design (light rail, tram, bus, train, trams to Southern Cross, and Outer Street) can readily accommodate the Docklands Street Bridge and Outer Street extension • more passenger interchange areas than required by current and developing Melbourne and surrounding city areas; • a 10 level road stack; • secure, sheltered parking spaces in 100 cars and 100 bicycle bays, off street pick up areas, etc • improved public spaces and green areas;





Case Study #3:

Project Background: Highways Agency, London

<http://www.highways.gov.uk>

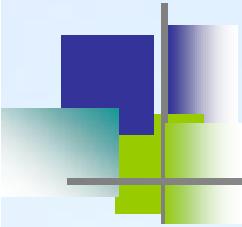


UK Roads Project

<http://www.highways.gov.uk>

- Road Privatization
- Contracts
 - Managing agent
 - Term maintenance
 - Private Financing
- KPIs
- Communication of Metrics
 - Local press
 - Leaflets
 - Call center
 - Signage
 - Stakeholder meetings





Metrics Used

Key Performance Indicator	Description	Target Type	Target Value	Data Source
Ministerial Indicators These standards cover: <ul style="list-style-type: none">• Maintenance• Making Better Use of Network• Safety• Environment http://www.highways.gov.uk/info/corpdocs/annrep/12.htm http://www.highways.gov.uk/info/corpdocs/busplan/17a.htm http://www.highways.gov.uk/info/corpdocs/busplan/18a.htm	In order to deliver best value for money, maintain the network so that the proportion requiring maintenance within the next year is held between 7% and 8%.	Network Target (max) Network Target (min)	8% 7%	State of Network (SON)
Whitehall Standards These standards cover Customer Service and are available at: http://www.highways.gov.uk/info/corpdocs/busplan/2a.htm	Aim to provide the Information Line service with a satisfaction rating of 75%, as measured by the 1998 Road Users Satisfaction Survey. This figure will combine the percentage of callers satisfied and percentage of callers partially satisfied with the service they receive.	Network Target (min)	75%	HAIL database

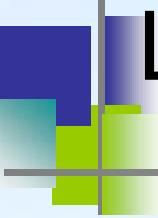


			each road type.			
4. Winter Maintenance	MAC	Time to carry out precautionary treatment	Area Target (max)	[] minutes	RMMS database	
		Number of confirmed adverse personal injury accidents reported where ice is a factor	Area Target (max)	[] number	STATS 19	

PERFORMANCE SPECIFICATION FOR ROUTINE & WINTER MAINTENANCE

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10 ROUTINE MAINTENANCE REQUIREMENTS	2
10.1 General Requirements	2
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Life Cycle Model Metrics - Buildings

Condition Index

$$= 1 - \frac{\$ \text{ repair needs}}{\$ \text{ Replacement Value}} \times 100\%$$

Federal Real Property Council (2005)

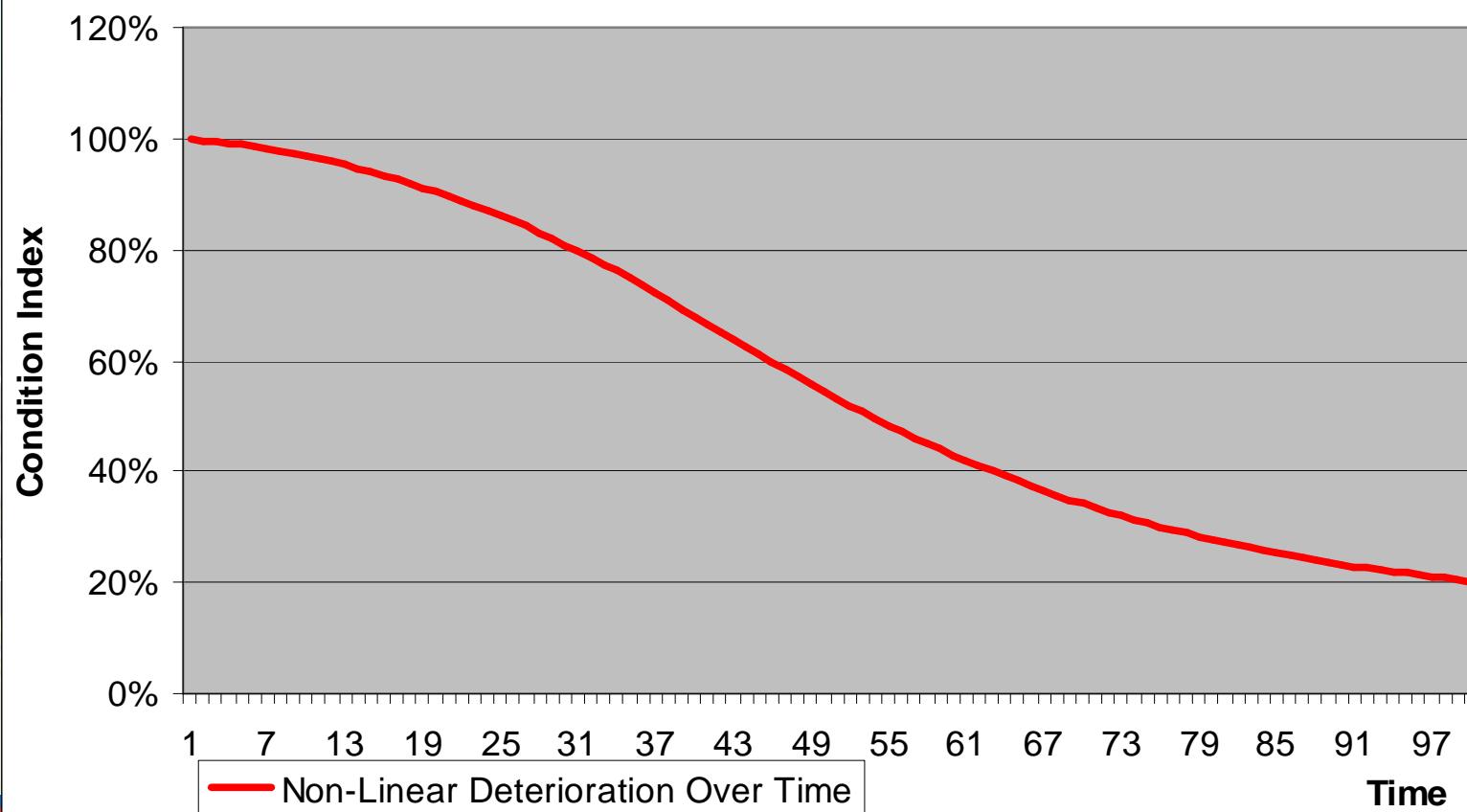
1. Full Visual Assessment
2. Parametric Estimating
3. Asset Inventory Based
4. Questionnaire Based
5. Scalable Modeling
-

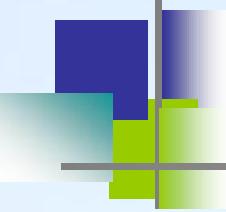


*Ref: July, IMFA's FMJ, "Condition Indices and Strategic Planning"
or GSA, Office of Governmentwise Policy (OGP)*

UK PPP Example – Wiltshire Police Authority

Non-Linear Deterioration Over Time





Theoretical condition assessment

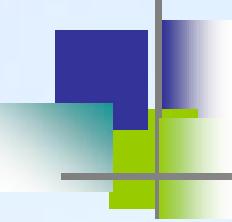
you need the following minimum information:

- Age of the building,
- the type of building it is,
- the component breakdown for that type of building,
- the expected useful life of each system type.
- use more info if known...



BASIC Age and Building-Type Data

Condition Index	<10 YRS	<25 YRS	<30 YRS	<35 YRS	<40 YRS	<45 YRS	<50 YRS	OVERALL TOTAL
<25% Variance	93.36%	90.89%	89.44%	89.49%	88.92%	86.93%	84.94%	80.15%
<20% Variance	91.60%	87.25%	85.80%	85.73%	84.88%	82.28%	79.87%	75.18%
<15% Variance	88.28%	83.60%	81.90%	81.56%	80.39%	77.25%	74.63%	68.71%
<10% Variance	82.23%	76.01%	72.90%	71.45%	70.21%	66.99%	63.61%	58.06%
<5% Variance	72.07%	62.55%	58.35%	56.54%	55.09%	51.82%	48.77%	42.35%
<2% Variance	60.94%	44.94%	41.39%	39.53%	37.87%	35.44%	33.01%	25.96%
<1% Variance	51.56%	35.93%	32.81%	30.95%	29.42%	27.41%	24.82%	18.23%
<1% Variance	31.68%	20.58%	19.09%	16.79%	14.31%	11.67%	10.16%	5.72%



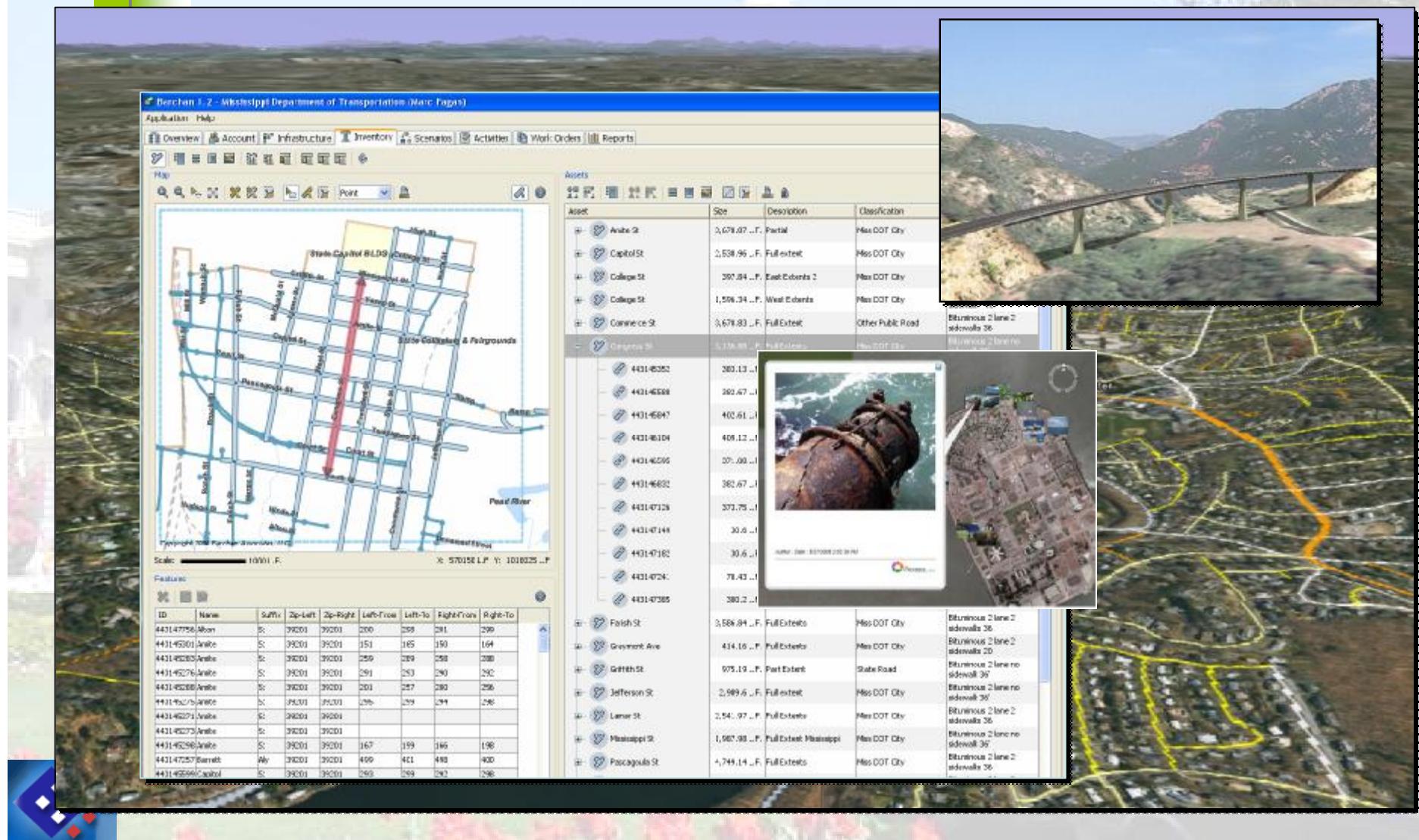
Life Cycle Model Metrics - Infrastructure

envista <http://www.envistasoftware.com/>

- Real-time infrastructure asset modeling, simulation and management application
- Integrates data from GIS, costing, mapping and enterprise asset management systems
- Financial modeling for infrastructure assets for consistent and accurate decisions.
 - Capital Inventory and Valuation
 - Full Life –Cycle Cost Analysis
 - Capital Asset Management Planning



Inventory and Valuation



Full Life-Cycle Cost Analysis

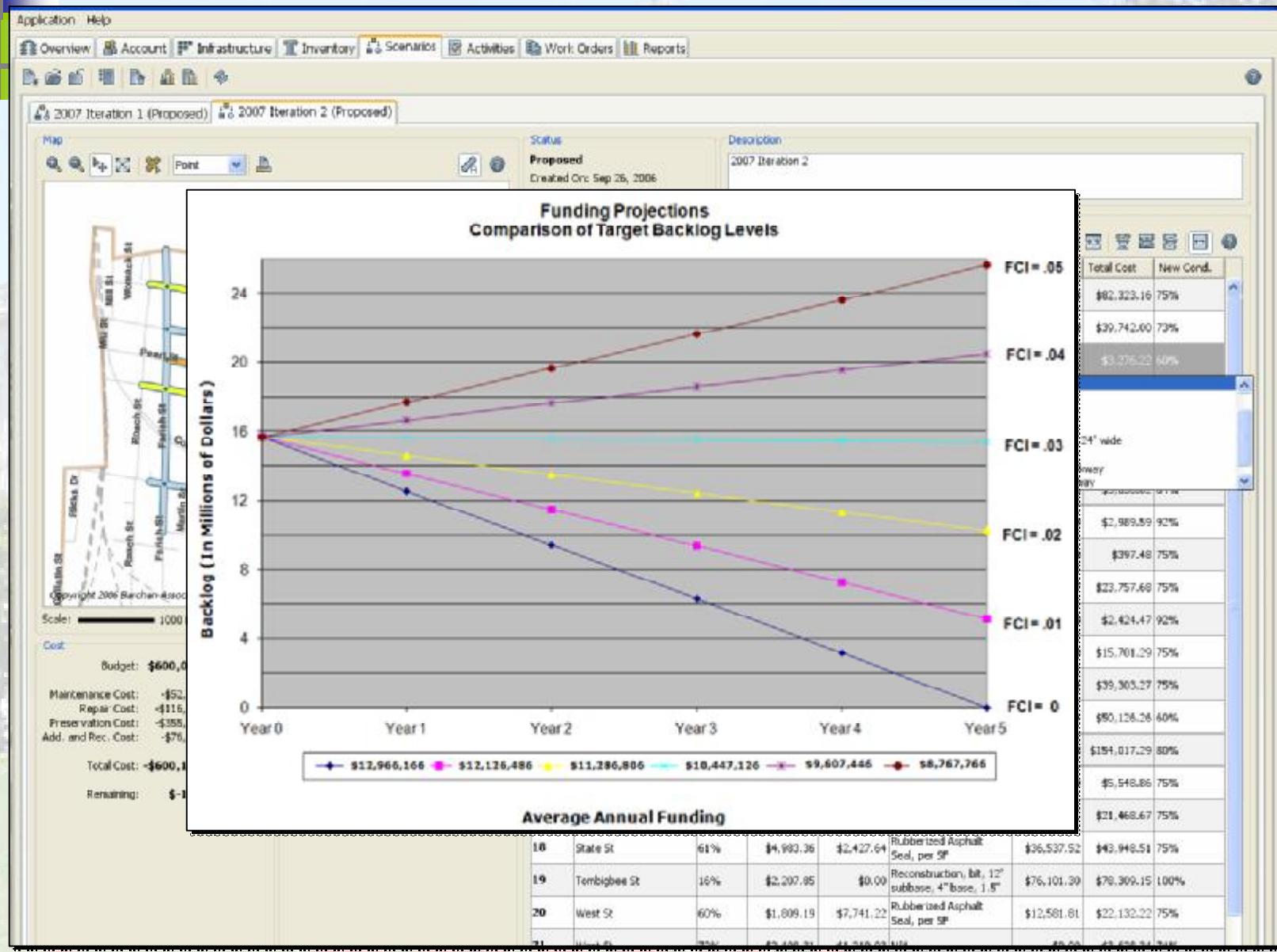
The screenshot displays a software application for construction management, specifically for asset tracking and activity assembly. The interface includes a top navigation bar with links to Overview, Account, Infrastructure, Inventory, Scenarios, Activities, Work Orders, and Reports. Below the navigation is a toolbar with various icons for map operations.

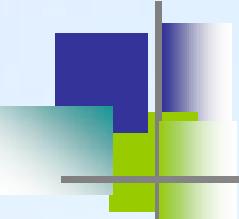
The main area features a map of a street network. Key streets labeled include Mill St, Womack St, State Capitol BLDG, College St, Main St, Beach St, Pascagoula St, Roach St, Hudson St, Martin St, Linda St, and Afton St. A yellow polygon highlights the "State Capitol BLDG" area. A red line highlights a segment of "College St". A legend on the map indicates "Copyright 2006 Banchan Associates, LLC" and a scale bar showing "1000 L.F.".

On the left, there are sections for "Assessments" and "Condition". The "Condition" section contains a chart showing a "60%" value across a timeline from "Maintenance" to "Reconstruction". A note below states: "Light Preservation 50-69% - Surface course is in good to fair condition, underlying base and gravel courses are in very good to excellent condition. Focus is upon preserving the base course, limiting water infiltration through surface and through shoulders/shoulder shoulders and more effectively concentrating traffic".

The right side of the interface includes a table titled "Assets" listing various street assets with their sizes, descriptions, classifications, and assembly details. Below this are two "Activity Assembly Details" tables, each showing a breakdown of components, quantities, and costs. At the bottom, there are tables for "Item", "Recommended Activity", and "Additional Details", along with a "Comments" section.

Asset Management Planning





Resources

- http://www.reason.org/commentaries/balaker_20060601.shtml (REASON FOUNDATION)
- www.FOSonline.org
- <http://community.wr.org/NETCOMMUNITY/Document.Doc?id=174>
- <http://www.edc.org/INT/CapDev/dosafile/dosintr.htm>
- <http://www.iris.umd.edu/adass/proj/soccappubs.asp>
- <http://www.info.usaid.gov/pubs/isp>
- http://www.gemi.org/MET_101.pdf
- <http://www.info.usaid.gov/pubs/npi/corerept/npi-mas.htm>
- <http://www.muninetguide.com/articles/PublicPrivate-Partnerships-Allow-188.php>
- <http://www.pwblf.org/csr/csrwebassist.nsf/content/f1d2a3b4c5.html>
- www.socialresearchmethods.net
- <http://www.corporate-citizenship.co.uk/resources/articles.asp>
- <http://www.bpd-waterandsanitation.org/english/index.asp>
- <http://www.undp.org/ppp/gln/resources.htm>
- <http://www.un.org/esa/coordination/Alliance/PPPInfrastructure.pdf> (Spencer Street Station, Victoria)
- <http://www.partnerships.vic.gov.au/CA25708500035EB6/0/0FB129CD8B4D8742CA2570D90018615> (Spencer Street Station, Australia)
- http://rru.worldbank.org/Documents/Toolkits/Highways/2_carac/23/23_.htm (World Bank).

