A Balanced Scorecard for Government



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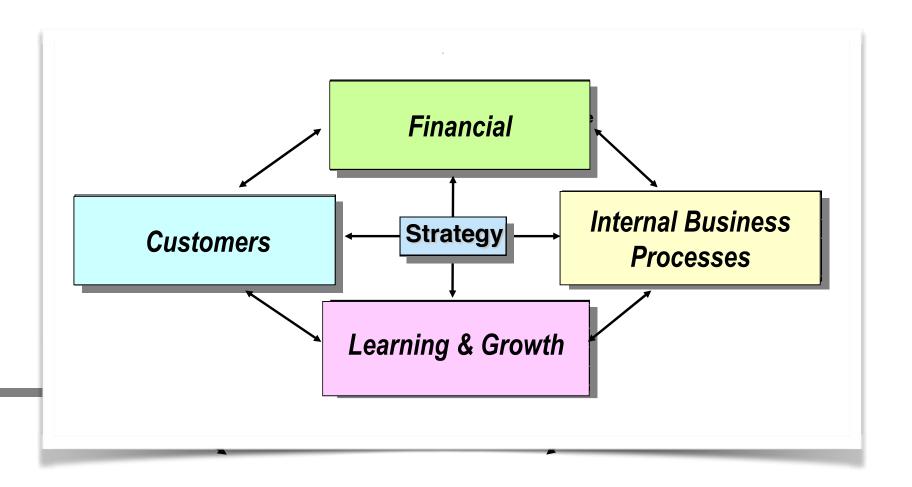
- What is the Government Balanced Scorecard?
- What's in it for Cities and Counties?
- What does a Real BSC Look Like?
- What are the Limitations of the BSC?
- What is the Future of the BSC?

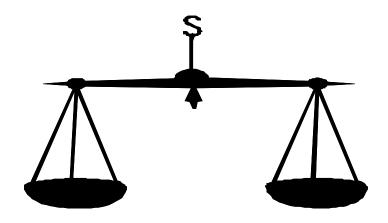
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- The balanced scorecard is a management system (not only a measurement system) that enables organizations to clarify their vision and strategy and translate them into action.
- It provides feedback around both the internal business processes and external outcomes in order to continuously improve strategic performance and results.
- or(When fully deployed, the balanced scorecard transforms strategic planning from an academic exercise into the nerve center of an enterprise.

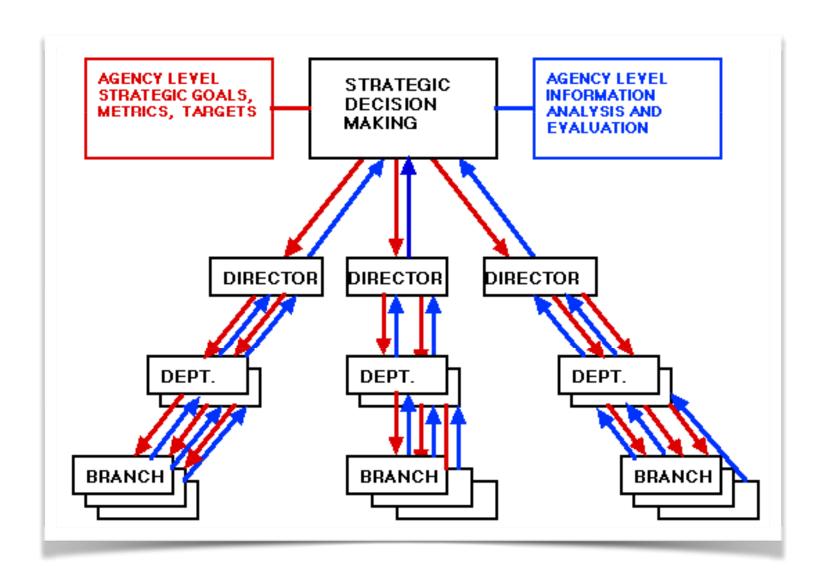
- Multiple Perspectives
- Balance
- Feedback of measurements
- "Cascading" Scorecards
- Cause-Effect Framework
- Strategic Mapping

Strategic Mapping



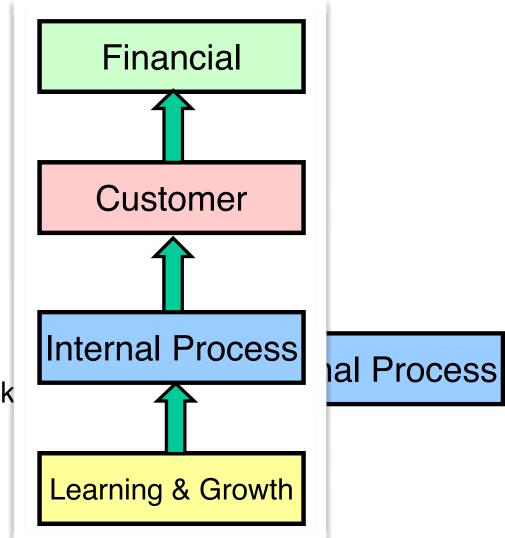


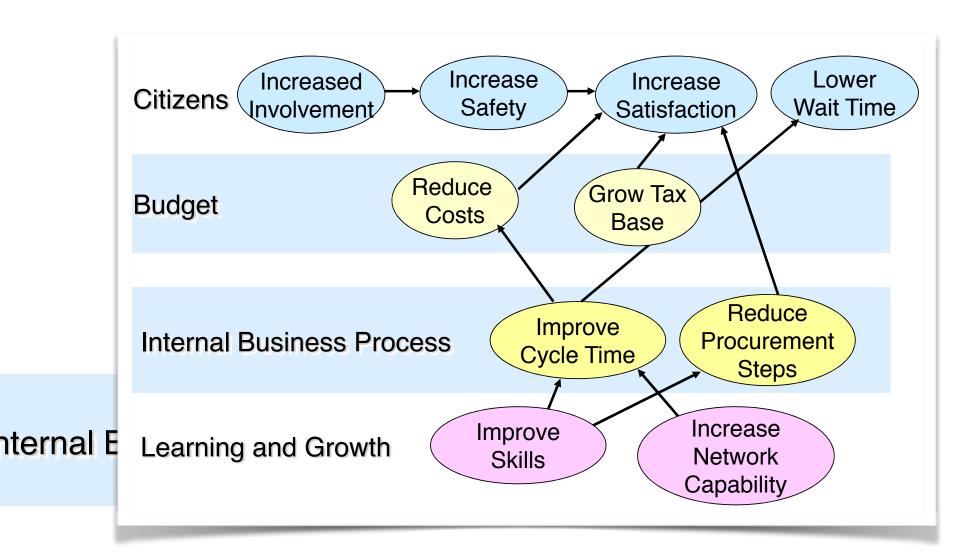
Lagging Indicators	Leading Indicators
Diagnostic Measurements	Strategic Measurements
Cost & Risk	Benefit & Value
Low risk / low benefit	High risk / high benefit



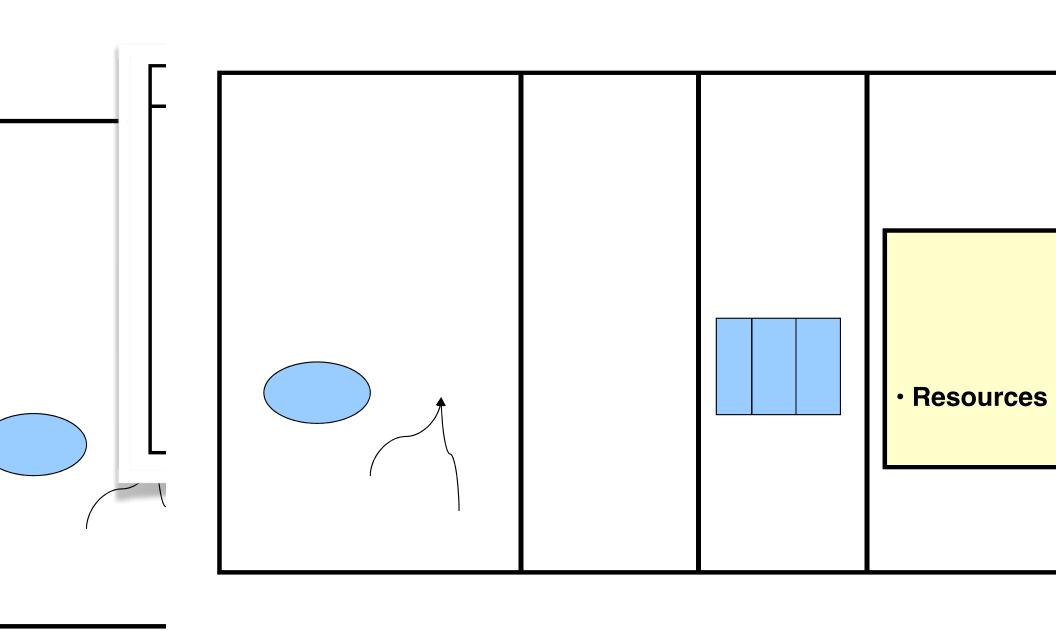
financial results.

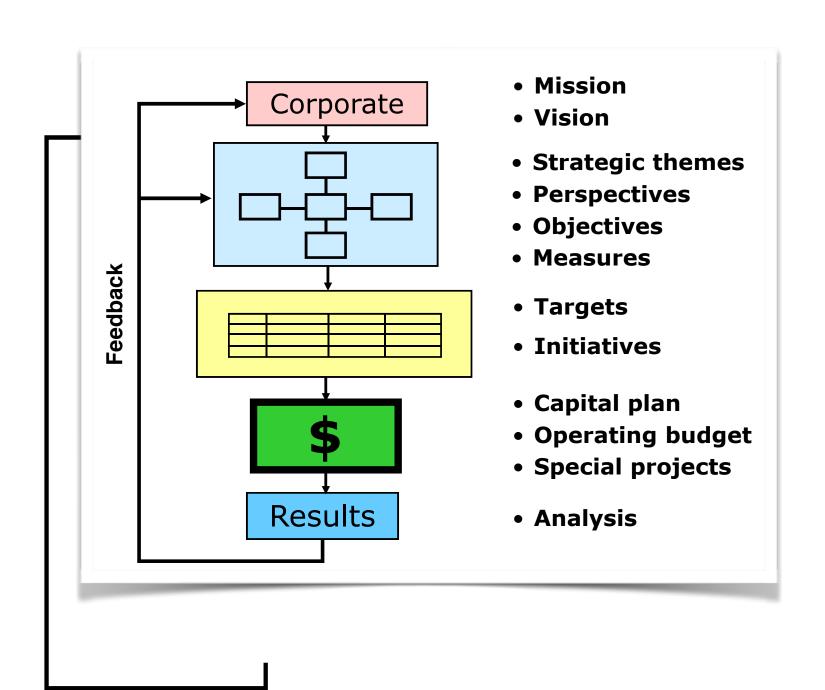
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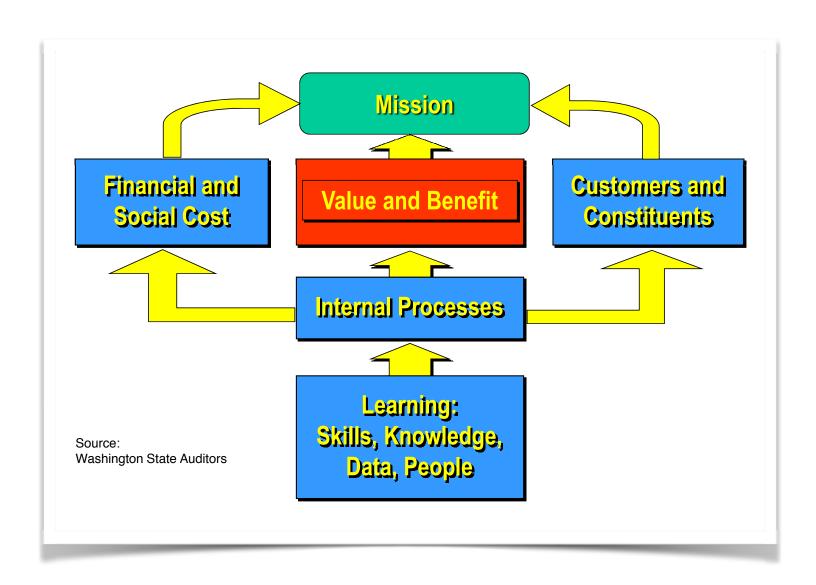


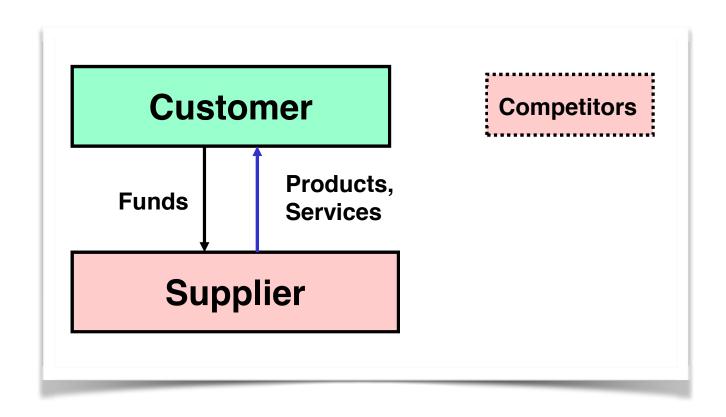


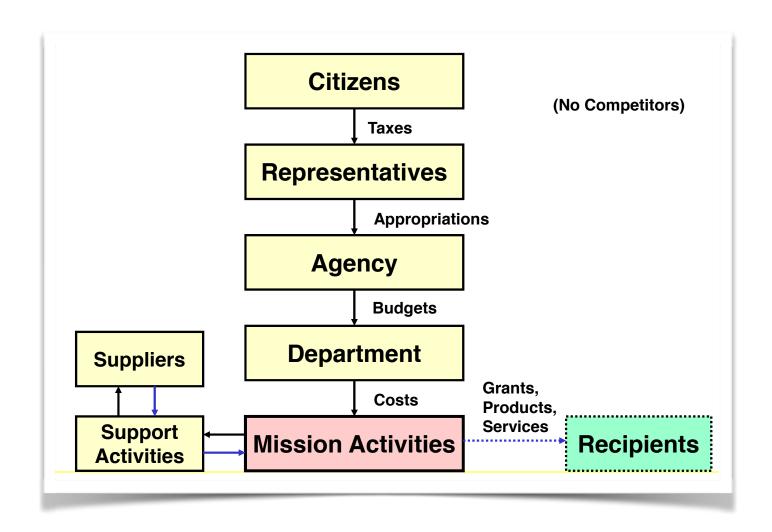
- Strategic Management Systems
 - Balanced Scorecard
- Quality Certification Programs
 - ISO 9001, Baldrige, EFQM, CMM
- Quality Improvement Programs
 - Six Sigma, TQL, TQM, BPR, BPI
- Financial Management Programs
 - ABC, ABB, ABM, EVM, ZBB

Feature	Private Sector	Public Sector
General Strategic Goal	Competitiveness	Mission value, effectiveness
Financial Goals	Profit; growth; market share	Productivity; efficiency; value
Stakeholders	Stockholders; buyers; managers	Taxpayers; recipients; legislators
Desired Outcome	Customer satisfaction	Customer * satisfaction

Stake







- BSC Places the Whole Organization in a Learning Process
- Enables More Rational Budget Decisions
- Facilitates Performance Improvements
- Improves Communication to Stakeholders
- Provides Data for Benchmarking
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BSC Places the Whole Organization in a Learning Process

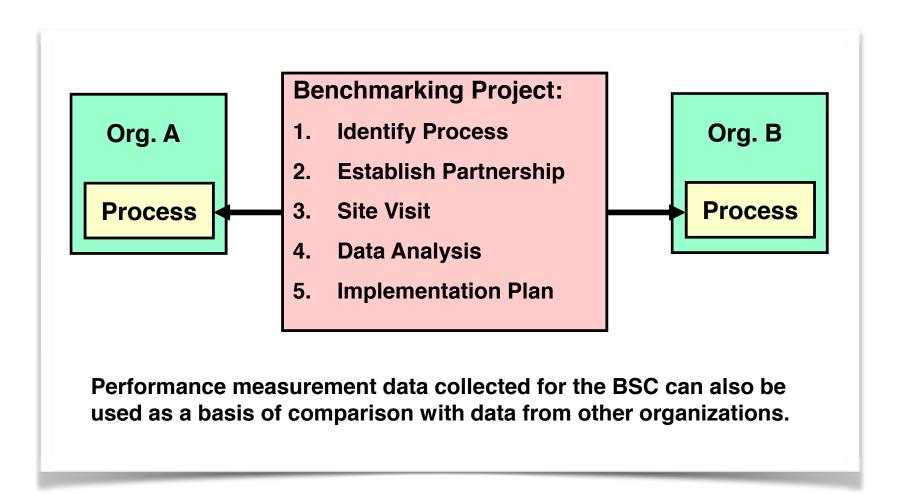
- Aligns everyone to strategy in a single framework
- BSC improves itself over time:
 - Selection of initiatives and resource allocation
 - Cause-effect hypotheses
 - Measurement process

More rational budgeting in a world of rapid change

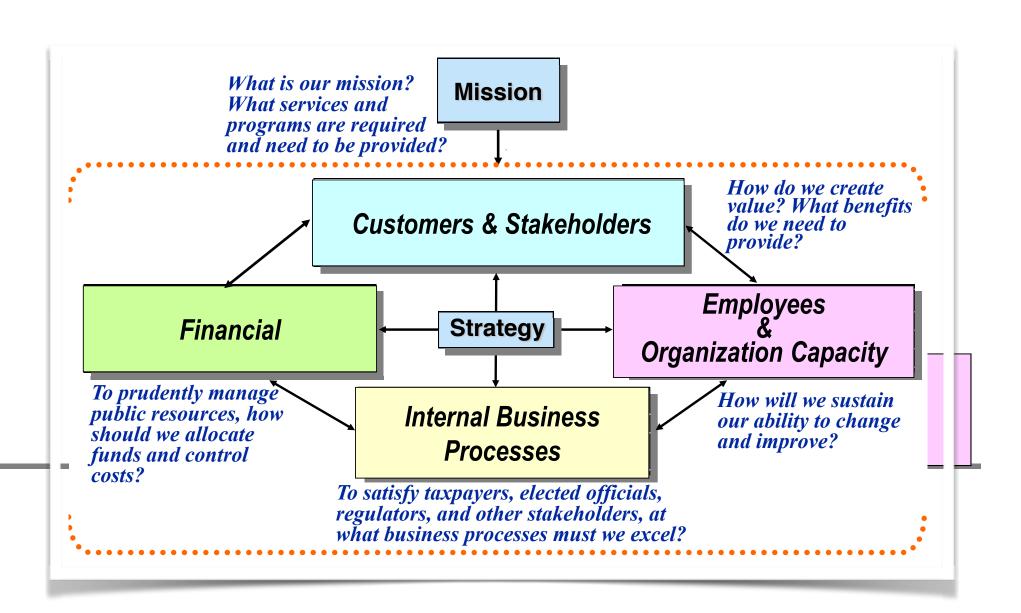
- Resource allocations based on performance
- Systematic, fact-based management displaces intuition and politics
- Anticipate future outcomes
 - Leading indicators
 - Cause-effect predictions
 - Simulations made possible

- BSC Raises visibility of what's going on
- Identifies what most needs to be changed
- Helps to identify best practices
- BSC enables more opportunities for Innovation

BSC

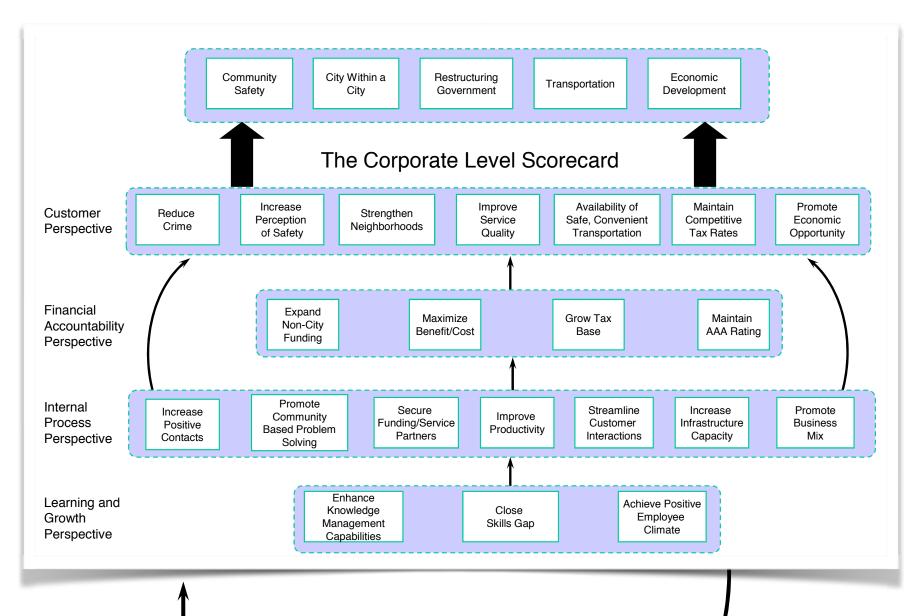


- 1. Conduct an organizational assessment
- 2. Define strategic themes or focus areas
- 3. Develop objectives
- 4. Draw strategy maps
- 5. Define performance measures
- 6. Develop initiatives
- 7. Visualize & communicate performance
- 8. Cascade to business units
- 8. 9. Evaluate performance and adjust





- Community Safety
- Transportation
- City Within a City
- Restructuring Government
- Economic Development



Perspectiv e	O bjective	Lead Measure	Lag Measure
Customer	C-1 Maintain the transportation system C-2 Operate the transportation system C-3 Develop the transportation system C-4 Determine the optimal system design C-5 Improve service quality C-6 Strengthen neighborhoods	 C-1 Repair Response: repair response action C-1 Travel Speed: average travel speed by facility and selected location C-2 On-Time Buses: public transit on-time C-3 Programs Introduced: newly introduced programs, pilots, or program specifications C-5 Responsiveness: % of citizen complaints and requests resolved at the CDOT level C-6 Issue Response: defined situations where CDOT identifies, responds to neighborhood traffic & mobility issues 	 C-1 High Quality Streets: condition of lane miles ≥ 90 rating C-2 Safety: city-wide accident rate; no. of high accident locations C-3 Basic Mobility: availability of transit C-4 Plan Progress: % complete on 2015 Transportation Plan C-5 Commute Time: average commute time on selected roads C-6 Neighborhood-Oriented Programs: programs implemented as a result of Community-based problem solving
Financial	F-1 Expand non-City funding F-2 Maximize benefit / cost	F-2 Costs: costs compared to other municipalities and private sector competition	F-1 Funding Leverage: dollar value from non-City sources F-1 New Funding Sources: dollar value from sources not previously available
Internal Process	I-1 Gain infrastructure capacity I-2 Secure funding/service partners I-3 Improve productivity I-4 Increase positive contacts with Community	I-1 Capital Investment: \$ allocated to capital projects in targeted areas I-2 Leverage funding/service partners: new funding/ resource partners identified I-3 Cost per Unit: cost per unit I-3 Competitive Sourcing: % of Budget bid I-3 Problem Identification: source & action I-4 Customer Communications: no.,type,freq.	I-1 Capacity Ratios: incremental capacity built vs. required by 2015 Plan I-2 No. of Partners: number of partners I-3 Street Maintenance Cost: cost/ lane mi. I-3 Transit Passenger Cost:cost/ pass'ger I-4 Customer Surveys: survey results concerning service quality
Learning	L-1 Enhance automated information systems L-2 Enhance "field" technology L-3 Close the skills gap L-4 Empower employees	L-1 IT Infrastructure: complete relational database across CDOT L-3 Skills Identified: key skills identified in strategic functions L-4 Employee Climate Survey: results of employee survey	L-1 Information Access: strategic Information available vs. user requirements L-2 Information Tools: strategic tools available vs. user requirements L-3 Skills Transfer: skill evidence in job L-4 Employee Goal Alignment: training / career development aligned w/ Mission

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- Mission, vision and strategies poorly defined or understoom and not actionable
- Strategies and goals not linked to performance drivers, outcome measures, individual goals, and incentives
- Budget and planning processes that are not linked
- Treating performance measures as an "end", rather than a "means"
- "n Performance targets set too high or too low
 - Feedback that is tactical, rather than strategic
 - Lack of meaningful employee involvement

Requires High Level of Organizational Commitment

- Change management issues
 - "What's in it for me?"
- Takes sustained effort to implement fully
- May create fear

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- Raises visibility and accountability
- May lead to loss of data
- Measurements don't solve anything
 - Must be accompanied by initiatives
- Govt. BSC Implementations are scarce
 - Few mature implementations
 - Limited data published
 - Lack of standardized metrics

Increased Specialization

- Sector-based scorecards
 - E. g. Health Care BSC
- Department-level scorecards
 - E. g. Human Resources BSC

Increased Sophistication of Tools

- Linkage to Decision Support Systems
- Performance Simulation Systems
- Linkage to Decision Support Systems

- BSC provides a framework needed for strategic alignment and org. learning.
- Names may change, but some BSC features will continue:
 - Performance measurements
 - Results-based planning and management
 - Increased use of information technology
 - Increased sharing of data for benchmarking
- BSC is not a "flavor of the month" but an evolving management concept.