



The Weekly Update – October 12, 2023

Attachments:

1. Journal of City Commission Work Session, September 19, 2023
2. Journal of City Commission Work Session, October 3, 2023

JOURNAL OF COMMISSION WORK SESSION
September 19, 2023

1

City Commission Work Session
Civic Center, Gibson Room 212

Mayor Kelly presiding

CALL TO ORDER: 5:30 PM

CITY COMMISSION MEMBERS PRESENT: Bob Kelly, Susan Wolff, Joe McKenney, Eric Hinebauch and Rick Tryon.

STAFF PRESENT: City Manager Greg Doyon and Deputy City Manager Chuck Anderson; City Attorney David Dennis and Deputy City Attorney Rachel Taylor; Finance Director Melissa Kinzler and Grant Administrator Tom Hazen; Public Works Director Chris Gaub; Planning and Community Development Director Brock Cherry; Municipal Court Judge Steve Bolstad and Court Supervisor Morgan Medvec; Park and Recreation Director Steve Herrig; Fire Chief Jeremy Jones, Fire Marshall Mike McIntosh and; Deputy Chief EMS Jeremy Virts; Police Chief Jeff Newton; and, Deputy City Clerk Darcy Dea.

PUBLIC COMMENT

Justin Grohs, Great Falls Emergency Services (GFES), commented that he is available if the Commission has any questions pertaining to the proposed ordinance. On behalf of GFES, Mr. Grohs expressed support of the update and revision to the ordinance, particularly the section on the permission of Basic Life Support (BLS) ambulances, as well as the current performance contract. Mr. Grohs extended an invitation to the Commission to do a ride along with GFES.

Dr. Dustin Stuart, Benefis Emergency Medicine Provider, explained that he is also the Medical Director for Gore Hill Fire Department, Belt Ambulance Service, Montana Air National Guard Fire Department (MANG) and GFES. He expressed appreciation to GFES for its support with regard to collaborative training, community outreach for CPR awareness and training, and increasing capabilities with Emergency Medical Technician (EMT) endorsements.

Mayor Kelly expressed appreciation on behalf of the Commission to Dr. Stuart for his efforts with regard to emergency response.

1. TITLE 8 – EMS ORDINANCE REVIEW AND UPDATE

Fire Chief Jeremy Jones explained that tonight’s discussion is a continuation about managing and implementing the EMS ordinance and performance contract since its inception. This would put the City in a good posture moving forward with how EMS looks in the community with a fire-based EMS System.


Fire Chief Jones and Deputy Chief EMS Jeremy Virts reviewed and discussed the following PowerPoint:

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1

City of Great Falls EMS System

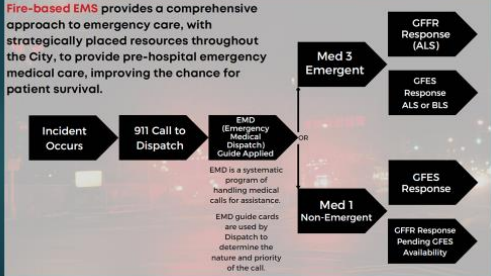
TITLE 8 HEALTH AND SAFETY
CHAPTER 5 EMERGENCY MEDICAL SERVICES



2


EMS System Flow Chart

Fire-based EMS provides a comprehensive approach to emergency care, with strategically placed resources throughout the City, to provide pre-hospital emergency medical care, improving the chance for patient survival.



Incident Occurs → 911 Call to Dispatch → EMD (Emergency Medical Dispatch) Guide Applied → Med 3 Emergent → GFFR Response (ALS) / GFFS Response (ALS or BLS) / Med 1 Non-Emergent → GFFS Response / GFFR Response Pending GFFS Availability

EMD is a systematic program of handling medical calls for assistance. EMD guide cards are used by Dispatch to determine the nature and priority of the call.



3

8.5.030 C. (new I & J)


Current:
No current allowance for "Basic Life Support Service"

Proposed:

I. "Basic Life Support (BLS)" means basic life support level of care as defined in the Administrative Rules of Montana (ARM).

J. "Basic Life Support Service" means an ambulance service or non-transporting medical unit that has the capacity, and is licensed by the State of Montana, to provide basic life support care twenty-four (24) hours a day, seven (7) days a week.

Justification:
To allow for Basic Life Support ambulances in the City of Great Falls EMS system.




4

8.5.030 O.

Current:
"Grandfathering" means the City Commission may contract with an existing ambulance service provider without conducting a competitive process for ambulance service providers.

Proposed:
Delete

Justification:
Extensions of performance contract is addressed in 8.5.150 "Extension of ambulance service performance contract."




5

8.5.070 I.

Current:
The EMS 911 System Medical Director shall not have oversight over the non-emergent and inter-facility transport services that may be provided by any contracted ambulance service; and

Proposed:
The EMS 911 System Medical Director shall not have oversight over the private transport services work that may be provided by any contracted ambulance service; and

Justification:
The 911 EMS System Medical Director shall have oversight of Emergency Medical Services within the City and to other areas and locations where GFFR may respond.




6

8.5.080 3.

Current:
Emergency Manager;

Proposed:
City of Great Falls Emergency Manager;

Justification:
The City of Great Falls Community Risk Reduction Manager performs all community risk assessments as well as provides emergency management duties for the City of Great Falls.




7

8.5.090 B.

Current:
GFFR shall provide EMS first response services to all EMS calls the City and to other areas and locations where they may respond.

Proposed:
GFFR shall be the Authority Having Jurisdiction over the provision of Emergency Medical Services within the City and to other areas and locations where they may respond.

Justification:
City of Great Falls delivers EMS services as a core function of local government. This function has been delivered through Fire Based EMS via GFFR.




8

8.5.090 C.

Current:
GFFR may transport patients when it is in the interest of the patient's health and safety. Standard operating guidelines or protocols shall be established by the EMS System Medical Director in conjunction with the EMS Advisory Board to determine when this is appropriate. GFFR may transport when time is critical to patient care, when the patient is packaged and ready for transport, and when an ambulance is not immediately available or is delayed.

Proposed:
GFFR may transport patients when deemed necessary.

Justification:
When no contracted ambulances are available for transporting of patient's and GFFR resources are assigned to an incident, GFFR will provide ambulance transport services.




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<p style="text-align: right; font-weight: bold; font-size: 1.2em;">8.5.120</p> <p style="text-align: right; font-weight: bold; color: white; background-color: red; padding: 2px;">9</p> <p>Current: All persons who wish to operate, conduct, advertise, engage in, or profess to be engaged in the 911 emergency ambulance business or service of the transportation of any patient by ambulance upon the streets or any public way or place within the City, shall only do so upon the execution of an ambulance service performance contract issued by the City.</p> <p>Proposed: All persons who wish to operate, conduct, advertise, engage in, or profess to be engaged in the 911 emergency ambulance business shall only do so upon the execution of an ambulance service performance contract issued by the City.</p> <p>Justification: This ordinance only pertains to ambulance services that contract with the City to provide for 911 EMS patient transport in the City of Great Falls and protected areas.</p> 	<p style="text-align: right; font-weight: bold; font-size: 1.2em;">8.5.130 A.</p> <p style="text-align: right; font-weight: bold; color: white; background-color: red; padding: 2px;">10</p> <p>Current: An ambulance service performance contract can only be issued by the City Commission by "grandfathering" or completion of a competitive process in accordance with Montana state law. The City reserves the right to issue an interim contract to any ambulance service provider for the City under emergency circumstances such as when the contracted ambulance service provider fails to perform the services under its performance contract and this Chapter.</p> <p>Proposed: An ambulance service performance contract can only be issued by the City Commission by completion of a competitive process in accordance with Montana state law, or by automatic annual renewals as provided in this Chapter. The City reserves the right to issue an interim contract to any ambulance service provider for the City under emergency circumstances such as when the contracted ambulance service provider fails to perform the services under its performance contract and this Chapter.</p> <p>Justification: Aligned language with 8.5.150 "Extension of ambulance service performance contract" and provide for periodic, systematic review.</p> 
<p style="text-align: right; font-weight: bold; font-size: 1.2em;">8.5.150</p> <p style="text-align: right; font-weight: bold; color: white; background-color: red; padding: 2px;">11</p> <p>Current: The City Commission will determine the length of an ambulance service performance contract, by resolution or approval of a contract. At the discretion of the City Commission, contract extensions may be granted, or the contract may provide for automatic annual renewals based on achievement of performance measures and customer service requirements specified by the City.</p> <p>Proposed: The City Commission will determine the length of an ambulance service performance contract, by resolution or approval of a contract. Upon recommendation from the City Manager and/or designee and at the discretion of the City Commission, contract extensions may be granted, or the contract may provide for automatic annual renewals based on achievement of performance measures and customer service requirements specified by the City.</p> <p>Justification: The City of Great Falls provides for and manages the ambulance service contract. Recommendation of contract extension will be made on performance of services in its entirety.</p> 	<p style="text-align: right; font-weight: bold; font-size: 1.2em;">8.5.170 B.</p> <p style="text-align: right; font-weight: bold; color: white; background-color: red; padding: 2px;">12</p> <p>Current: The ambulance service provider must provide emergency medical services at the ALS level, throughout the City, twenty-four (24) hours per day, and seven (7) days per week;</p> <p>Proposed: The ambulance service provider must provide adequately staffed ambulances made up of Advanced Life Support and Basic Life Support ambulances as outlined in the performance contract throughout the City, twenty-four (24) hours per day, and seven (7) days per week;</p> <p>Justification: Allows for the use of Basic Life Support ambulance in the City of Great Falls 911 EMS system.</p> 
<p style="text-align: right; font-weight: bold; font-size: 1.2em;">8.5.170 C.</p> <p style="text-align: right; font-weight: bold; color: white; background-color: red; padding: 2px;">13</p> <p>Current: Each responding ambulance shall be staffed with a minimum of one (1) Montana Certified Paramedic and one (1) Montana Certified Emergency Medical Technician (EMT);</p> <p>Proposed: Each ALS responding ambulance shall be staffed with a minimum of one (1) Nationally Registered Emergency Medical Technician-Paramedic (NREMT-P) and one (1) NREMT-Basic (EMT). Each BLS ambulance shall be staffed with, at a minimum, two (2) NREMT-Basics (EMTs). The driver of the ALS or BLS responding ambulance must possess a valid Montana drivers' license.</p> <p>Justification: Defines the certification requirements for ALS and BLS ambulances by a third party national certification standards.</p> 	<p style="text-align: right; font-weight: bold; font-size: 1.2em;">8.5.170 D. (new)</p> <p style="text-align: right; font-weight: bold; color: white; background-color: red; padding: 2px;">14</p> <p>Current: No current language regarding this provision.</p> <p>Proposed: The ambulance service providers shall comply with all protocols and procedures implemented by the City of Great Falls and the EMS system administrator pertaining to the delivery of service in the 911 EMS system;</p> <p>Justification: So that all EMS system components understand and operate consistently within the City of Great Falls 911 EMS system for continuity of services in our jurisdiction.</p> 
<p style="text-align: right; font-weight: bold; font-size: 1.2em;">8.5.190 G.</p> <p style="text-align: right; font-weight: bold; color: white; background-color: red; padding: 2px;">15</p> <p>Current: A party may appeal an adverse City Commission decision to the Montana Eighth Judicial District Court within thirty (30) calendar days of the Commission's pronouncement.</p> <p>Proposed: A party may appeal an adverse City Commission decision in the courts of competent jurisdiction.</p> <p>Justification: Attempt to be consistent with other areas of the code and the timing of the appeal would be determined by Montana state law.</p> 	<p style="text-align: right; font-weight: bold; font-size: 1.2em;">8.5.210 A.</p> <p style="text-align: right; font-weight: bold; color: white; background-color: red; padding: 2px;">16</p> <p>Current: The 911 emergency ambulance service provider shall provide security in an amount equal to the City's reasonably anticipated operating costs for two (2) months of 911 emergency ambulance services.</p> <p>Proposed: The 911 emergency ambulance service provider shall provide security in an amount equal to the City's reasonably anticipated operating costs for three (3) months of 911 emergency ambulance services.</p> <p>Justification: In the event that the contract transport provider was to default or terminate the performance agreement, the costs of providing 911 EMS transport services would fall onto the personnel of GFFR. The costs to provide these services, even on a temporary basis, would pose a burden on the City of Great Falls' general fund.</p> 

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<p>Conclusion:</p> <p>Next steps:</p> <p>If the City Commission agrees to the proposed updates pertaining to Title 8 Chapter 5 of the OCCGF, the process will begin by conducting first reading of the Ordinance with the proposed updates on October 3, 2023, and then second reading/public hearing on October 17, 2023. If adopted, the Ordinance would go into effect 30 days after adoption – November 16, 2023.</p> 	<div style="background-color: red; color: white; width: 20px; height: 20px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">17</div>
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Commissioner Tryon inquired if GFFR sends a fire truck to respond to someone with flu-like symptoms and if there is ever a situation where GFFR would not respond.

Deputy Chief EMS Virts responded that GFFR’s interpretation of an emergency versus the public’s may be different and if it is not a law enforcement issue, then it is a GFFR issue.

Fire Chief Jones added that it depends on the nature of a call and the transport unit’s availability. If the current provider has a BLS ambulance, it would respond to someone with flu-like symptoms; however, if an Advanced Life Support (ALS) ambulance were available, it would respond. GFFR would not typically respond to a non-emergent call; however, once 911 is activated, GFFR responds.

Mayor Kelly received clarification that occasionally a GFFR paramedic will ride in a GFES ambulance with the patient to the hospital and a fire truck or battalion chief will pick up the paramedic from the hospital.

Commissioner Tryon received clarification that the current ordinance does not include a current allowance for BLS service because every ambulance has to have a paramedic and maintain ALS levels. The City’s 911 EMS system does not recognize the use of BLS ambulances within the City’s EMS system.

Commissioner Hinebauch received clarification that currently GFFR is operating under a Memorandum of Understanding (MOU) that will expire with the expiration of the current performance contract in May 2024.

Commissioner McKenney received clarification that Dr. Stuart’s purview is for private work and Dr. David Simpson is the Medical Director for the City.

With regard to the “8.5.090 B” slide, Mayor Kelly received clarification GFFR shall be the authority having jurisdiction over the provision of EMS within the City and to other areas and locations where GFFR may respond.

Commissioner Tryon inquired if there is a lack of qualified ALS or BLS personnel and if the added language presents a challenge contracting with an ambulance service provider.

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Fire Chief Jones responded that private ambulance companies, locally and nationwide, have had staffing issues since the COVID pandemic and paramedics and EMTs are not entering into the field. Allowing ALS and BLS ambulances in the system should ease up some restrictions from before and make it easier to provide more transport units. He added that it is important having ALS and BLS ambulances available so GFFS can transport within a timely manner.

Mayor Kelly received clarification that the driver of a BLS ambulance must possess a valid non-CDL Class C Montana driver's license.

Fire Chief Jones added that during the COVID pandemic, there was an emergency allowance for the use of non-medically trained ambulance drivers.

Commissioner Tryon inquired how difficult it is to receive the National Registry of Emergency Medical Technicians (NREMT) as opposed to the Montana Certified Paramedic designation.

Fire Chief Jones responded that the Montana Certified Paramedic designation was redefined with the NREMT, which is the gold standard. GFFR requires its paramedics to be Nationally Certified.

With regard to the "8.5.190 G" slide, City Manager Greg Doyon inquired if there is a time requirement to make an appeal.

Deputy City Attorney Rachel Taylor responded that it depends on the claim and whether it is a breach of contract or a negligence claim that was set by the statute of limitations.

With regard to the "8.5.210 A" slide, Mayor Kelly inquired if the security amount for 911 emergency ambulance services would be put into an interest-bearing escrow account.

Mr. Grohs responded that the security amount is guaranteed through a bank and GFES would provide documentation to the City.

Commissioner McKenney received clarification that the Title 8 EMS ordinance updates were a collaboration of the Legal Department, Administration, Fire Chief Jones and Deputy Chief EMS Virts. The private sector was not involved because it is a City ordinance. He further received clarification that allowing BLS ambulances into the EMS system is an example of coming together with a private contractor.

Commissioner Wolff expressed appreciation to GFFR and GFES for working well together when responding to calls and focusing on the patient.

Commissioner Tryon received clarification that an increase in calls has placed a burden on the 911 System and additional transport units are needed.

Deputy Chief EMS Virts commented that the MOU is a good start because it would allow the BLS ambulances into the City's system and secure its workforce down the line. BLS personnel would receive

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more experience, be more comfortable in their positions and possibly further their education and training to a paramedic level.

Mayor Kelly expressed appreciation to Commissioner Wolff for doing ride-alongs with GFFR.

DISCUSSION OF POTENTIAL UPCOMING WORK SESSION TOPICS

City Manager Greg Doyon reported that a street department annual update will be a topic for the October 3, 2023 work session. A semi-annual TIF application and growth management plan – RFP updates will be topics for the October 17, 2023 work session.

Mayor Kelly requested that a CDBG revolving loan funds for an apartment project be a topic for either the October 3, 2023 or the October 17, 2023 work session.

ADJOURN

There being no further discussion, Mayor Kelly adjourned the informal work session of September 19, 2023 at 6:20 p.m.

City Commission Work Session
Civic Center, Gibson Room 212

Mayor Kelly presiding

CALL TO ORDER: 5:30 PM

CITY COMMISSION MEMBERS PRESENT: Bob Kelly, Susan Wolff, Joe McKenney, Eric Hinebauch and Rick Tryon.

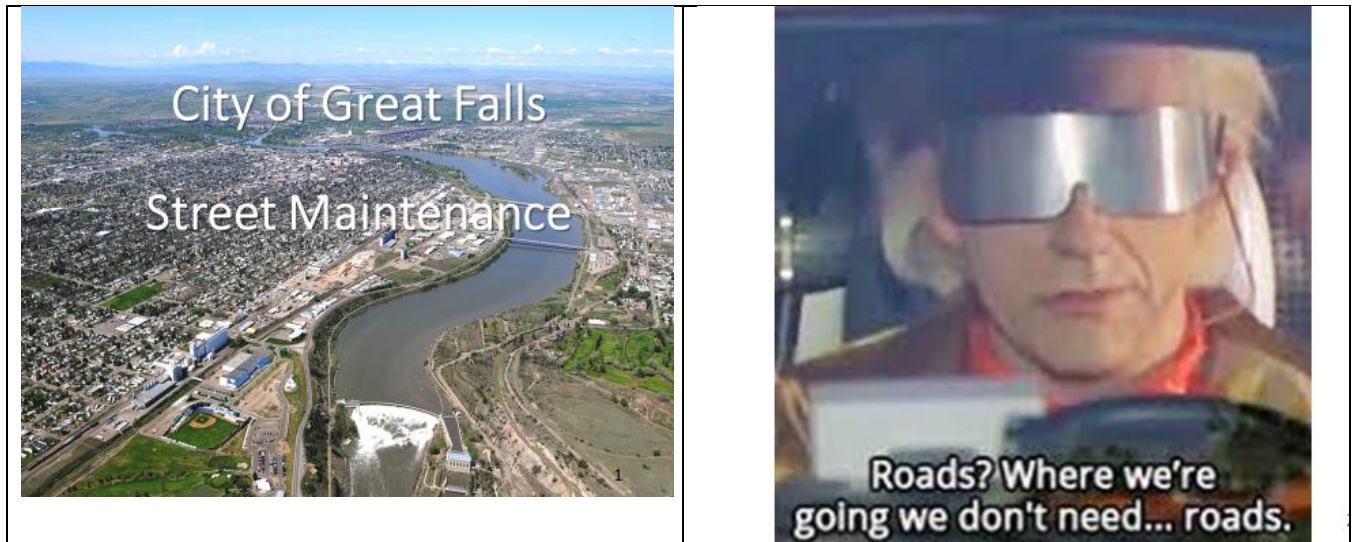
STAFF PRESENT: City Manager Greg Doyon and Deputy City Manager Chuck Anderson; City Attorney David Dennis; Finance Director Melissa Kinzler and Grant Administrator Tom Hazen; Public Works Director Chris Gaub, Street and Traffic Manager Eric Boyd and Street Foreman Dan Palagi; Planning and Community Development Director Brock Cherry; Park and Recreation Director Steve Herring; Mansfield Center for the Performing Arts Manager Owen Grubenhoff; Library Director Susie McIntyre; Fire Chief Jeremy Jones; Police Chief Jeff Newton; and, Deputy City Clerk Darcy Dea.

PUBLIC COMMENT

None.

1. ANNUAL UPDATE FROM STREET AND TRAFFIC DIVISION.

Public Works Street and Traffic Manager Eric Boyd reviewed and discussed the following PowerPoint:



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Agenda

- **2023 Highlights; 2024 Goals**
- **Asset Management:**
 - **Where to Invest the Next Dollar**
- **FY24 Budget: Where We Spend Our Next Dollar**
 - **Why a 10% Assessment Increase in FY24?**
- **Who We Are & What We Do**

3

2023 Street and Traffic Division Highlights

- Completed Asphalt Mill and Overlay around Lincoln School and 33rd Street South following ADA Improvements.
- Updated City Traffic Signal Heads to comply with MUTCD Standards
- Completed design on 32nd St S ADA Updates (2024 construction).
- Preliminary Design/ Working towards bid of 6 blocks of Street Reconstruction on Lower North Side following utilities updates (construction 2024).

FY24 Street and Traffic Division Goals and Objectives

- Update OCI Ratings including ADA Ramps in Cartegraph.
- Develop Asset Management to make data informed maintenance plans and decisions.
- Complete installation of signal conduit on Central Avenue and 8th St for better Traffic Signal continuity.

4

Street CIP Projects FY 2024

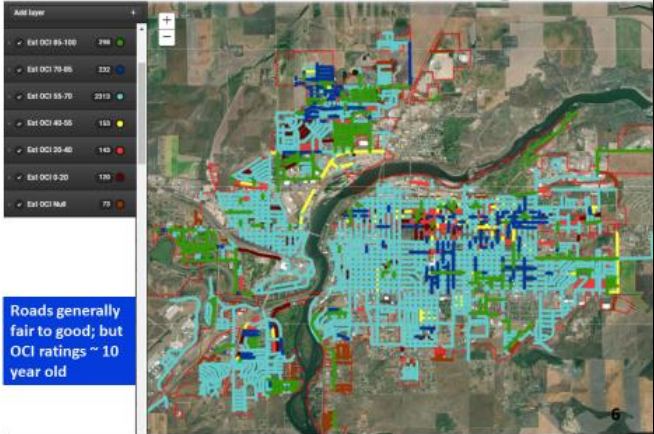
Future Proposed Projects

1. East Fiesta Reconstruction - \$1,000,000
2. 7th Ave N Park Dr. to 9th St N Reconstruction - \$1,000,000
3. 3rd Ave N Park Dr. to 3rd St N Reconstruction - \$500,000
4. CMAQ ADA Sidewalk Improvement - \$100,000 (match/phase)
 - a. Phase 1
 - b. Phase 2



5

Overall Condition Index Ratings



6

Operation/Asset Management Software System

Cartegraph



- Generate Work Orders
- Develop Maintenance Plans (OCI)
- Track Requests, Assets, Resources & Production
- Map Maintenance Efforts
- Generate Reports

7

What is an OCI?

Overall Condition Index

- 0 to 100 Score (100 = great or new condition)
- Contributing Factors
 - Pavement Condition Index
 - 20 Criteria of Pavement Health (cracking, pot holes, etc)
 - Ride
 - Safety
 - Geometrics
 - Surface Friction
 - Drainage

8

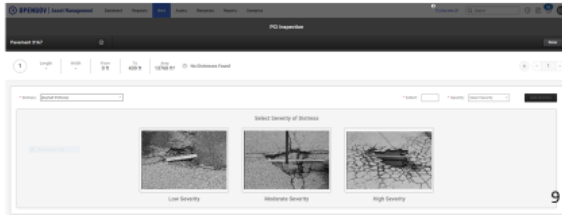
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Why is An OCI Important?

Make 'data informed' decisions

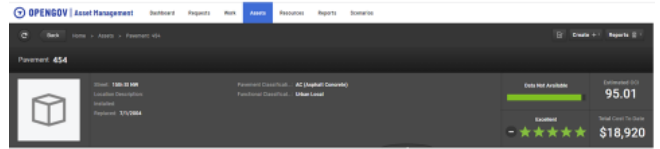
- What Street Projects need to happen and when?
- What types of maintenance are required?
- Help set Priority of Short term and Long term Plans.
- Including Capital Improvement Projects and Maintenance Plans.



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How do we use an OCI?

- OCI Scores are relative to Future Maintenance Plan
- Lower Scores drive more cost to maintain and cost more to resolve (i.e. Reconstruction).
- Median Scores drive moderate cost to maintain and rehabilitate (i.e. Mill and Overlay/Chip Seal).
- Higher Scores require Routine Maintenance and simple repairs (Low Cost)



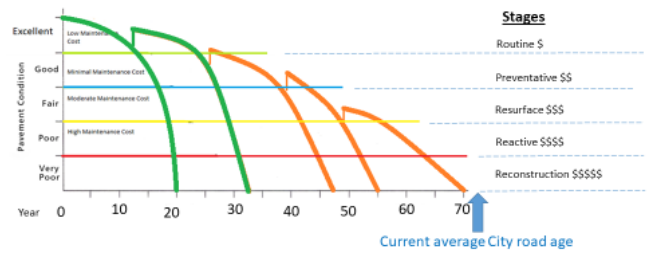
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Current Overall Condition Index

Condition Category	Condition Index		General Treatment Strategy	Number of Assesses	%	Maintenance Required
	Upper Limit	Lower Limit				
Excellent	100	85	Corrective Maintenance	298	9	Low Cost/ Routine Maintenance
Good	85	70	Preventative Maintenance	232	7	Chip Seal
Fair	70	55	Resurface	2313	69	Mill and Overlay
Poor	55	40	Rehabilitation	153	7	Reactive
Failed	40	0	Reconstruction	263	8	Reconstruction

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Pavement Life Cycle



Regular Maintenance delays expensive Reconstruction

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Other contributing factors

- Request for Service
- Routine Inspections
- Age/Condition of Utilities under Street
- ADA Ramp Compliance Score
- Geographical Location(Efficient Schedule)



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How is the City's Street Maintenance Program Funded?

- 4 main sources of revenue:
 - Total 2023 Funding: \$7,756,680
 - Street Maintenance Assessment - \$5,041,592
 - State Fuel Tax - \$947,032
 - HB 124 Funding - \$426,517
 - BaRSAA Funding - \$1,341,539
 - Combining with Fuel Tax FY24

10% Increase Approved 2023; Last Increase 2015

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Street Maintenance Assessment

- Property assessment based upon:
 - Square footage of property
 - Basic land use type (residential, commercial, mixed use)
- Properties assessed at **\$0.016145/** sq. ft. (FY24)
(example: 10,000 sq. ft. lot assessed at \$147.02/year)
 - 12,000 sq. ft. cap for residential property and properties categorized as non-profit/cemetery organizations
 - 50% commercial/50% residential assessment for mixed use properties \geq 112,000 sq. ft. but < 50% commercially developed
 - 1 million sq. ft. cap for commercial properties

10% Increase = Increase in Materials and Wages

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Street Maintenance Assessment (cont.)

- Utilization: Montana Code (MCA) allows sprinkling, graveling, oiling, chip sealing, seal coating, overlaying, treating, general cleaning, sweeping, flushing, snow removal, leaf and debris removal; the operation, maintenance, and repair of traffic signal systems; installation & maintenance of traffic signs; the placement and maintenance of pavement markings, curb and gutter repair, and minor sidewalk repair that includes cracking, chipping, sealing, and replacement of **not more than 6 feet of sidewalk** in any 100-foot portion of sidewalk, street widening, new curb/gutter and similar improvements.

How Montana allows us to utilize these funds.

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State Fuel Tax

- Allocated to all incorporated cities and counties, based on population and street mileage (50% based on population, 50% based on street mileage, with \$10 million available).
- Utilization: construction, reconstruction, maintenance, repair of rural roads, and streets/alleys. May be used to match federal funds allocated for road construction that are part of the primary or secondary road system or urban extensions.
- Great Falls FY24 (State FY23) allocation: \$947,032

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Bridge and Road Safety and Accountability Act (BaRSAA)

- [House Bill 473](#) passed by the 65th Legislature and signed by Governor Bullock on May 3, 2017, provides for a graduated 6 cent increase in the motor fuel tax by fiscal year 2023. Each fiscal year, 35% or \$9.8 million of the proceeds (whichever is greater) is allocated to the Montana Department of Transportation (MDT) and the remainder (approximately \$21 million by FY 2021) is allocated to local governments through a new a Bridge and Road Safety and Accountability Account (BaRSAA)
- NOTICE: BaRSAA was repealed as of June 30, 2023, via HB 76 during the 2023 Legislative Session. Unused balances remaining in the former 15-70-127 bridge and road safety and accountability restricted account are to be distributed in accordance with MCA 15-70-101 subsections (2)(b) and (2)(c) in a lump sum payment on September 1, 2023. This final payment can be combined with your regular gas tax funds. Other than that lump sum, what was "**BaRSAA**" is **now** just an ongoing fuel tax payment **combined with "Regular/Old Gas tax"** and paid monthly.
- Match Money no longer required.
- Great Falls 2023 Allocation: \$1,341,539

Good news: reduced Red Tape

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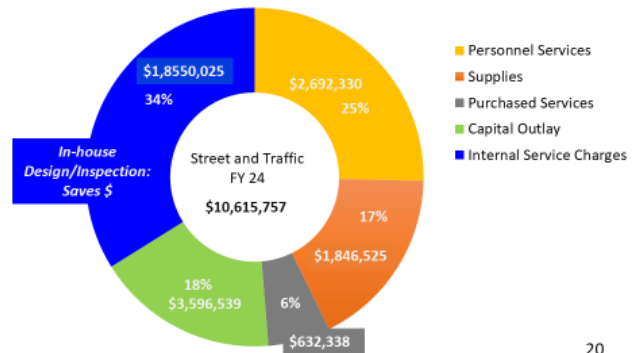
State Fuel Tax / BaRSAA & Street Maintenance Allocation Summary

Year	Street Assessment	Percentage Increase	State Fuel Tax Allocation	% Change	BaRSAA	TOTAL
2014	\$3,630,779	0%	\$ 993,168.51	-0.03%	-	\$4,623,948
2015	\$4,123,265	13.56%	\$ 998,951.79	-1.19%	-	\$5,122,217
2016	\$4,535,592	10%	\$ 981,881.47	-0.42%	-	\$5,517,473
2017	\$4,535,592	0%	\$ 976,318.76	0.00%	-	\$5,511,911
2018	\$4,535,592	0%	\$ 968,587.88	-1.28%	-	\$5,504,180
2019	\$4,583,265	1.05%**	\$ 962,083.35	-0.79%	\$ 360,411.42	\$5,905,760
2020	\$4,574,139	-0.20%**	\$ 953,379.36	-0.67%**	\$ 764,981.03	\$6,292,499
2021	\$4,583,265	0.20%**	\$ 944,969.86	-0.90%	\$ 1,088,839.94	\$6,617,075
2022	\$4,583,265	0%	\$ 940,361.21	-0.88%	\$ 1,084,908.19	\$6,608,534
2023	\$4,583,265	0%	\$ 947,031.38	-0.49%	\$ 1,207,970.19	\$6,738,267
2024	\$5,041,592	10%	\$2,292,544.22*	0.71%	Merged into State Fuel Tax	\$7,334,136

**GF Int'l Airport Assessment Change

State Fuel Tax trended down....will this continue post- BaRSAA merger? 19

Street Division Operating Costs



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2016-2024 Maintenance Material Cost

	Overlay	Chip Seal	Winter	Total Cost	% Change
2016	\$481,508.49	\$150,584.79	\$62,820	\$694,913.27	
2017	\$462,827.73	\$120,812.70	\$61,590	\$645,230.42	-7%
2018	\$461,700.73	\$124,206.72	\$77,520	\$663,427.45	3%
2019	\$456,985.95	\$128,699.71	\$7,782	\$593,467.65	-11%
2020	\$510,104.21	\$150,429.96	\$76,320	\$736,854.17	24%
2021	\$501,759.81	\$167,389.15	\$82,500	\$751,648.97	2%
2022	\$540,703.54	\$146,842.86	\$88,290	\$775,836.40	3%
2023	\$630,623.24	\$254,940.41	\$103,650	\$989,213.66	28%
2024	\$679,234.92	\$224,263.65	\$116,925	\$1,020,423.57	3%

Cost Increase of 47% since last Street Assessment Increase 2015

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Who We Are

Street Asset Current Value

Total Value \$ 1,371,961,600

Team of 30 maintaining \$1.5B in streets, 14,667 signs & 93 signalized intersections

(Current staffing: 24 due to vacancies)

Resources	Count
Light Duty Vehicle	19
Heavy Equipment	57
Implements and Attachments	32
Power Tools	47
Specialty Tools	7

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What We Do: Street/Traffic Division Services

- Snow and Ice Control
 - Plowing and Sanding
 - Snow Removal
- Street Sweeping
- Pothole Repair
- Alley and Gravel Street Maintenance
- Asphalt Mill and Overlay
- Asphalt Patching
- Chip Seal
- Minor Reconstructions
- Pavement Markings
- Traffic Sign
- Traffic Signals

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TRAFFIC Mission:

"Help facilitate safe and efficient movement of vehicles and pedestrians throughout our city by managing traffic related assets of the public infrastructure – traffic signals, traffic signs, and pavement markings."

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Pavement Markings

- 3,400 Pavement Markings
- 2023 tasks to date: 348
 - 25 of 550 Crosswalks updated
 - 50 of 50 mi. Traffic Lane Lines updated
 - Updated Yellow Curb at 20 Schools
 - Updated Markings in 6 City Parking Lots

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Traffic Signs

- 14,667 Street Signs
- 2023 Tasks to date: 1,061
 - Sign Replacements 318
 - Sign Installations 24
 - Pole Installation 25
 - Pole Replacement 37
 - Sign Visibility Inspection 632
 - Traffic Studies 25


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Traffic Signal Maintenance

- 93 Signalized Intersections
 - 24 City
 - 69 Montana Department of Transportation
 - Annual Contract FY23 \$97K (Varies)
- 2023 Tasks to date: 771
 - 26 Signal Outages/Resets/Knockdowns
 - Signal Head Upgrades on City Owned Signals
 - 14 Citizen Requests for Service
 - 14 Traffic Signal Locates
 - 29 LED Modules
 - 14 of 15 Tasks on Preventative Maintenance Schedule




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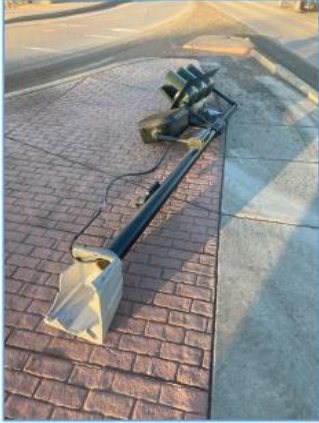

Traffic Signals

- Preventative Maintenance Schedule
 - Vehicle Detection Inspection
 - Operational Review
 - Pedestrian Signal Inspection
 - Pull Box Inspection
 - Conflict Monitor Testing
 - Signal Cabinet Heater Inspection
 - Traffic Signal Head and Pole Maintenance
 - Connectivity Review
 - Coordination Review
 - Electrical Service Inspection
 - Opticom Testing
 - Signal Cabinet Cleaning
 - Signal Detection Camera Cleaning
 - Signal Battery Backup Maintenance
 - Railroad Preempt Inspection

- Routine Maintenance
 - Responding to Signal Outages including Emergency
 - Responds to Citizen Requests for Service
 - Monitor Tactics Signal Management Software
 - Signal Upgrades
 - Led Replacement
 - Signal Head Adjustment
 - Locating Traffic Signal Cable for Construction efforts
 - 93 Total Signalized Intersections
 - 24 City Owned
 - 69 MDT Owned/City Maintained



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Replaced 3 times in 2023

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Additional Traffic Maintenance

- Installation and Maintenance of 400+ 2 Way radios
- City Facilities Electrical Updates and Maintenance
- Maintain City Street Lighting Districts
- Sign and Graphic
- Intersection Studies
- Roadway Lighting
- Speed Studies
- Traffic Counts
- Neighborhood Council Interaction



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STREET



Provides equipment and staffing for year round preservation and maintenance of City owned Streets and Alleys to ensure safe and effective travel throughout the City of Great Falls.

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Snow and Ice Control Priority

- 1st: Signed emergency snow routes. (=34 mi)
- 2nd: Major arterials: particularly schools, hospitals and business (=60 mi)
- 3rd: Collector streets: provide access to major arterials, transit routes. (=9 mi)
- Non-Priority: Most residential streets and others not included above. Not normally cleared unless impassable. (=199 mi)
- Other: Streets maintained by MDT or Cascade County. (=46 mi)





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City of Great Falls

2022 Snow Removal Routes



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Snow Sense

Things You Can Do To Help Us Help You

- Stay clear of working snow plows and equipment.
- Remove vehicles from snow routes.
- DO NOT plow or shovel snow into street.

Snow Facts

- Snow that is plowed or shoveled into streets from sidewalks and driveways compounds snow levels and makes vehicular travel difficult and dangerous.
- Every 12" of snow that falls on the road surface of an average city block is = to 50 cubic yards.
- Plowing of residential streets precludes access to driveways, on street parking, and curbside mail service.

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Snow and Ice Control

- Winter 2022/2023: 81 days of snow fall/ 96.2 in. (average 58 in/yr.)
- Winter maintenance on City Streets began on first snow fall October 22, 2022 to most recent snow fall April 27, 2023.




- Snow was removed 4 times from Downtown and 8th Ave. No. (Avg. snow is removed 5 times/yr.)
- Estimated total 4,600 CY of snow was removed. (Avg. 25,000 CY/yr.)
- Snow is also removed from streets adjacent to schools, other public buildings, and streets with low storage areas.

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Street Sweeping



- 2,667 hrs. to date in 2023. (Average 3,570 hrs. annually)
- 4,482 Tons of Sweepings Material disposed of in 2023. (Average 3,627 tons/year)
- Completed annually in spring, to pick up sanding material and fall, for Leaf Pickup or upon request.
- During the summer season Vacuum Sweepers continue these efforts.

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Pothole Maintenance



- 3,797 potholes have been repaired in 2023 with different types of material depending on weather and surface conditions.
- 2023 Total Cost: \$46,878

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Gravel Street and Alley Maintenance



- 81.9 miles maintained twice yearly (Spring and Fall) and also upon request.
- Gravel is mixed with recycled asphalt products to be used as surface material.
- 2023 Resurfaced: 6 blocks (Average 17 Blocks/yr.)

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42

Asphalt Mill and Overlay



- 2023 Blocks: 31.9 (2.45 Centerline mi)
• Avg. 2.01 blocks/day.
- 5 Year Avg.
• Avg./yr.: 49 Blocks (3.62 centerline mi)
• Avg. 1.85/day

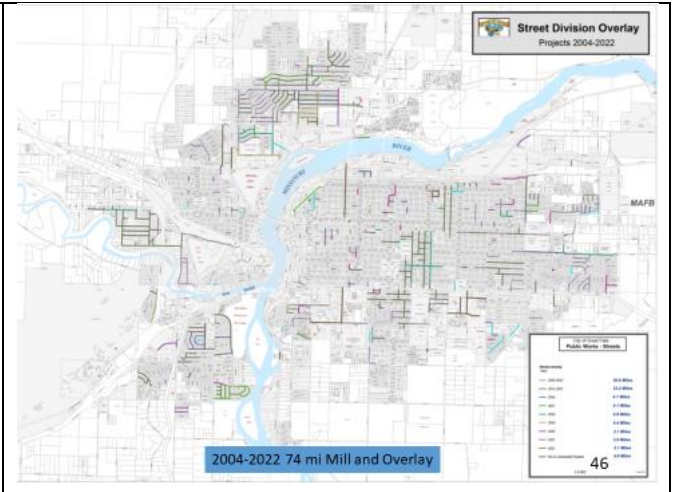
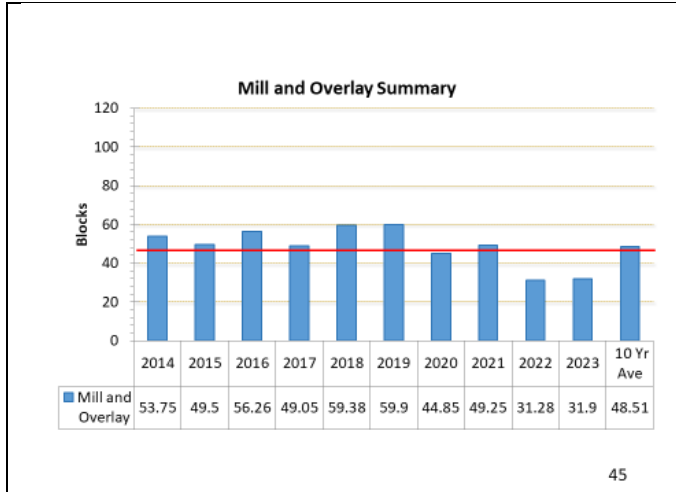
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30th Street South 7th Avenue South to 9th Avenue South



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Asphalt Patching and Minor Reconstruction

- 2023 Asphalt Patch Back: 176
 - 26 In-House Projects/ 1,401 ton
 - 113 Contractor patches/583.56 ton
 - 37 Utilities patches/ 229.33 ton




- Minor Reconstruction: 3,351 SY
 - (Avg. 12,000 SY/yr.)
- These projects range from curblines mill and patch back to minor excavation in areas of distress. 35 Blocks impacted year to date.

49

Chip Seal

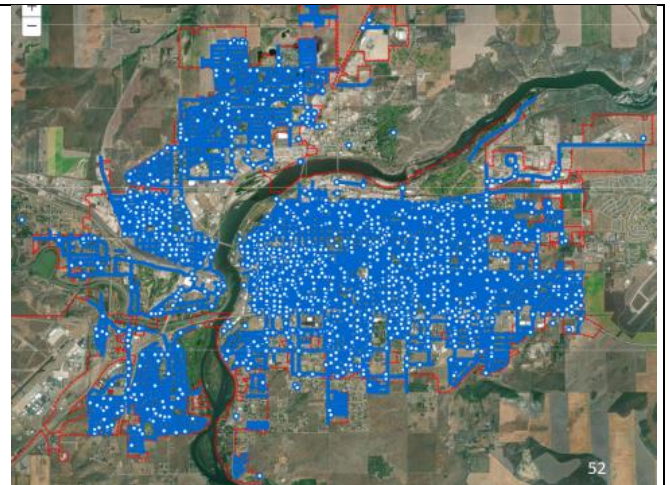
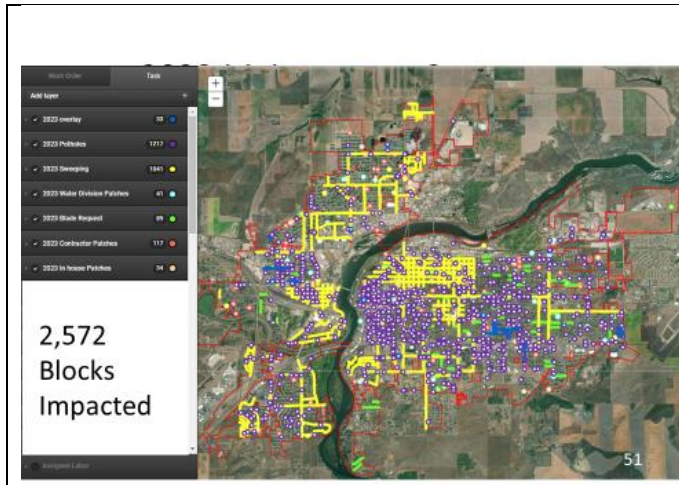


2022

- 47.21 blocks in 3 days. (3.6 mi)
- Daily Production Rate: 16 blocks/day.
- 5 Year Avg.: 86 Blocks (3.45 centerline mi.)
 - 14 Block/day (1.08 centerline mi.)

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Capital Improvements

5th Ave North from Park Dr. to 7th St N
 and 6th Ave N from Park Dr. to 7th St N

O.F. 1467
VICINITY MAP

PROJECT LOCATION

BarSAA: \$764,381.03
 Street Funding: \$735,010.48
 Total Cost: \$1,499,391.51

SW SIDE STREET RECONSTRUCTION O.F. 1432.2 VICINITY MAP

Capital Improvements

2nd Ave SW from 3rd St to 6th St SW
 and 3rd Ave SW from 5th to 6th St SW

Total Cost: \$1,053,785
 BarSAA: \$1,001,115
 Street Fund: \$52,670

Other Improvements

Questions?

PUBLIC WORKS DEPARTMENT
 ADMINISTRATION • UTILITIES
 OPERATIONS • ENGINEERING
 WATER WASTEWATER STORM DRAINAGE
 SANITATION TRAFFIC STREET CENTRAL GARAGE

Mayor Kelly expressed appreciation to the Public Works Street and Traffic Division for its great presentation, as well as its quick response and reputation with regard to street repairs.

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Commissioner Hinebauch also expressed appreciation to the Street and Traffic Division for its efforts.

Commissioner Tryon inquired about monitoring streets that have high-speed traffic and the response time for pothole complaints. He requested that the Street and Traffic Division monitor the high-speed traffic on 13th Street between 3rd Avenue South to 8th Avenue South. Commissioner Tryon concluded that the Street and Traffic Division's response was amazing with regard to mud holes in the alley by his residence.

Street and Traffic Manager Boyd responded that examining live data from Opticon cameras and a traffic study would be the process for monitoring traffic patterns. He added that complaints regarding potholes have decreased over the past few years because his division is being strategic and proactive about pothole maintenance. The Street Division attempts to have a 24-hour response time for pothole complaints.

Commissioner McKenney received clarification that updated Overall Condition Index (OCI) ratings for FY24 would develop asset management to make data informed maintenance plans and decisions for future repairs.

Commissioner Wolff commented that she enjoyed doing a ride-along on a snowplow last winter. She expressed appreciation to the Street and Traffic Division for making data informed maintenance plans and decisions for future repairs. She expressed concern with regard to a utility company not returning to complete a project.



Street and Traffic Manager Boyd responded that the Street and Traffic Division works with private contractors to ensure that repairs are done in a timely manner.

2. GREAT FALLS SYMPHONY & MANSFIELD CENTER FOR THE PERFORMING ARTS PARTNERSHIP UPDATE.

Deputy City Manager Chuck Anderson reported that in May 2023, the Great Falls Symphony and City met to discuss a way to balance a merging priority of the Symphony and in continued operations of the Mansfield Center. A lot of effort went into looking at how processes and procedures were done before to see if a change could be made. The proposal is a collaborative result that is positive for both entities.

Mansfield Event Manager Owen Grubenhoff reviewed and discussed the following PowerPoint:

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<p style="text-align: center;">Mansfield Center for the Performing Arts</p> <p style="text-align: center;">Change in Fee Structure – Great Falls Symphony</p> 	<p style="text-align: center;">Mansfield Center for the Performing Arts</p> <ul style="list-style-type: none"> • Owen Grubenhoff - Mansfield Event Manager • Hillary Shepherd - Great Falls Symphony Director • The Great Falls Symphony has been a partner with the Mansfield Center for 37 years • Symphony approached the City to discuss options to continue facility usage while being able to build customer relationships and brand continuity • Multiple meetings resulted in a 1 year test proposal to ascertain positive/negative impacts 
<p style="text-align: center;">Symphony Flat Fee Proposal</p> <ul style="list-style-type: none"> • <u>Current model</u> used an industry standard; Mansfield charged 8% of gross ticket sales plus \$2.00/ticket • Also; Mansfield collected \$4.00/ticket for online and phone sales • <i>Proposed model: negotiated flat rate charge of \$5000 per show for Symphony concerts and \$2000 per show for Youth Orchestra Concerts</i> 	<p style="text-align: center;">Symphony Flat Fee Proposal</p> <p>Symphony Benefits</p> <ul style="list-style-type: none"> • Meets Symphony #1 priority - dedicated ticket sales; drive customers to symphony website increasing customer relationship management • Provides additional revenue potential from ticketing fees • Allows Symphony to bundle ticket sales in unique ways <p>City Budget Impact</p> <ul style="list-style-type: none"> • Mansfield revenues from 2017-2020 symphony concerts (pre-COVID) averaged \$5216 per show • Retaining the Symphony at our facility is essential as they are our biggest customer with 12 events per year <p>Items to Monitor</p> <ul style="list-style-type: none"> • Less traffic at Mansfield ticketing site and office reduces reservations • New website/box office could cause customer frustration • Decreasing revenue will prohibit much needed theater enhancements 

Great Falls Symphony Executive Director Hillary Shepherd expressed appreciation to the City for its partnership and exceptional support over the years. Ms. Shepherd explained that the Great Falls Symphony has been an integral part of the community for 65 years and the City’s continued support has played a pivotal role in the Symphony’s ability to enrich the cultural fabric of the City.

Ms. Shepherd further expressed appreciation to the City for its willingness to consider exceptions to the current contract, which would have a profound impact on the Symphony’s ability to thrive and grow by allowing it to take over its own ticket sales. Ms. Shepherd explained that it would also provide the Symphony with an invaluable opportunity to streamline its customer relationship management life cycle and enable a direct and more meaningful connection with its patrons, ensuring that their experience with the Symphony is seamless from the moment they purchased their tickets to the final note of the performance. The Symphony can tailor its offerings and services to meet the needs of an audience, by maintaining full control over ticket sales.

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The consideration to approve a change in the theater's rental rate is a testament to the City's commitment to the arts in the community. This restructuring would allow the Symphony to allocate resources more effectively towards its sustainability goals, provide high quality performances, educational programs, and outreach initiatives to a broader audience. It is a step towards ensuring that the Symphony remains a cultural cornerstone in the City for generations to come and would open doors to create a more robust marketing plan. With additional resources and tools, the Symphony would be better equipped to reach and engage its current and potential patrons. The Symphony would be able to invest in new and innovative marketing strategies, digital outreach and community engagement initiatives that would allow it to expand its brand and connect with diverse audiences who have not experienced the beauty and power of live orchestral music before.

Ms. Shepherd emphasized that the City's support not only enhances the Symphony's ability to deliver exceptional performances, but also fosters a sense of unity and pride in the community. The arts have a unique way of bringing people together, transcending differences and inspiring a shared love for culture and creativity. The City's commitment to the symphony is a testament to its dedication to the well-being and cultural enrichment of the City.

Mayor Kelly received clarification that the City is currently soliciting Request for Proposals (RFP) for Mansfield Theater Alcohol Concession and are due on October 6, 2023. The Mansfield Center would maintain 20% of the proposed alcohol sales and revenue from those sales would not be shared with a performer or artist.

Commissioner Tryon received clarification that promoting events at the Mansfield Center is free, would not change with the one-year test proposal and is done through Facebook, a weekly radio show and the marquee.

Commissioner McKenney expressed appreciation to Mansfield Event Manager Grubenhoff and Symphony Director Shepherd for thinking outside the box and trying something new.

Commissioner Wolff also expressed appreciation to Mr. Grubenhoff and Ms. Shepherd for their efforts. She added that she loves the symphony and seeing young people attending the shows.

DISCUSSION OF POTENTIAL UPCOMING WORK SESSION TOPICS

City Manager Greg Doyon reported that a semi-annual TIF application and RFP-Growth Management Plan updates will be topics for the October 17, 2023 work session. A development review update will be a topic for the November 7, 2023 work session.

ADJOURN

There being no further discussion, Mayor Kelly adjourned the informal work session of October 3, 2023 at 6:23 p.m.