

**The JOINT UTILITIES, SAFETY & ENVIRONMENT  
and FINANCE COMMITTEES held a meeting on  
Tuesday, November 12<sup>th</sup>, 2024 at 6:35 P.M.**

**Committee Members Present:**

CD: Chair Callahan, Mitchell, Schneider, Oswald, Lipian  
Finance: Chair Tollett, Schneider, Cerra, Siwierka, Davis  
Utilities: Chair Mitchell, Davis, Oswald, Armstrong, Stewart  
Excused Absence: none

**Administration and Department Heads Present:**

Mayor Brubaker, Law Dir Deery, Safety Service Dir Pyanowski, Asst. Finance Dir Farrell, Public Works Supervisor Conner

**1. The matter of approval of the October 9<sup>th</sup>, 2024 Joint Meeting Minutes.**

Mrs. Davis moved, seconded by Mr. Armstrong to approve the above meeting minutes as circulated.

**MOTION CARRIES**

**2. The matter of entering into an agreement with Street Scan – Street Logix to provide a service to grade the City’s Streets.**

*[this will also go to Finance Mtg on 11/12/24]*

Referred By: Safety Service Dir Pyanowski

Chair Tollett asked Dir Pyanowski to discuss this matter.

Dir Pyanowski said they learned about this vendor in conversations with the City of Lorain. Lorain does some of their street repairs in house and they discussed their process and they talked about this vendor. Dir Pyanowski said that he and Assistant Dir Strohsack and Engineering met with them as well as Councilwomen Davis and Mitchell. He is now bringing it to council because the street process is very important and if we’re going to possibly use this as a tool, he wants everyone to understand how their services can be utilized before we invest in it.

The process is they have a car, like a google mapping vehicle and they will drive all of our city streets which could take 3 days. They load all of the data into a system and that creates a report which grades all of our streets; regarding potholes, cracking, everything that has to do with the condition. They would create that report which could be used as a tool for us to use to select what streets we would focus our paving efforts on. This company would do the scanning every 3 years so that report will have a difference in pricing in the first year, which would \$45,840 (that is the set-up and scanning). The second year would be \$12,350, since they wouldn’t have to do the full scan.

When we do repairs and crack sealing, that will be provided to them and they will use that to update the score of that particular street.

The goal is to get our streets to last longer and to have them repaired less often.

This information will be helpful and it will help with budgeting, planning, it will show everything for the streets and will help grade them through an independent third party using this technology and science. Engineering Dept was impressed by the service this company offers. He wanted to get feedback before they commit to it. They do offer other services that adds costs, from street sign locations, catch basins and stuff like that. The primary service would be to start with the Street Scan itself. He anticipates giving a citywide grade and that we might move away from some of the Ward allocations, however if we can provide our GIS Data broken down by ward, they can factor that in. That way we could still maintain some of the Ward recognition of where roads start and stop and in what wards.

Chair Tollett asked if we load a budget into the program, can they give different scenarios based on the budget?

Dir Pyanowski said yes, there are budget functions, but we would have to identify the cost in order to figure out how far that budget can go and the best places to use it. They will have to get costs to plug-in. There are also mapping functions to identify priorities. It will help to spend more wisely and pick streets in most need and to have a universal plan to the street repairs.

Mr. Schneider thanked Dir Pyanowski for the information. He asked for the costs and where are we funding this from?

Dir Pyanowski said the 1<sup>st</sup> year is \$45,804, 2<sup>nd</sup> year is \$12,350, there is not a 3<sup>rd</sup> year in the proposal. They haven't narrowed down as to where it would be funded from.

Mrs. Mitchell said this is very impressive. She asked if the Ward representatives can still go out with Engineering and select there roads? She likes to see her roads and her thoughts of what the Engineers think on what roads should be done. Maybe they can compliment each other.

Dir Pyanowski said they will still like Engineering to have input as well as the Ward Council representatives.

Mrs. Davis was thankful to have the opportunity to be involved in the meeting on this program and the presentation was very informative and she is open to trying this.

Mr. Schneider asked if the GIS system will know when some streets switch from city to county?

Dir Pyanowski said that is probably information that will have to be identified to them. They had some conversation about using our GIS resources to supplement what they're picking up from the scans. We'll provide some of the data we already have and that will be a supplement to what they create.

Mr. Armstrong asked if Engineer Schneider could give his opinion on this.

Engineer Schneider said this is a powerful tool and it lays out the facts as streets unbiased as far as numbers, rankings, it's a good tool. The Engineer's Dept. kind of does that, indirectly, but, this is going to give a greater scale and the scoring numbers can go as high as 100. This is something that ODOT and NOACA have been using for a number of years and it's called a PCR (payment condition rating). It's a powerful tool.

Mr. Armstrong said it's being referred to as a tool, his thing is the Ride-Along Program has only been used for 2 years. The Street Dept helps with analyzing streets, when potholes are reported. Do we really need this tool? Our departments are overseeing the streets along with ward representative and resident complaints. Why do we need to spend this money on something we already have?

Dir Pyanowski said this report would be much more comprehensive than what we're doing already. Instead of just responding to complaints and issues, it will be a more comprehensive approach to maintenance and repair and would be more efficient. He intends to start crack sealing. We will buy a crack sealing machine as part of Issue 6 expenditures and expanding and creating a crack sealing team and they could use this report to identify some of those streets.

Mr. Cerra said he would welcome this. It's not been any secret that Ward 7 has some of the worst streets in town and he feels that it will take forever for that to get caught up, if it ever does. He would like to see this report and along with the ride along, it may be a good idea to look at streets even out of our own wards.

Mr. Oswald asked if we can get past divvying that money up, because no one wanted to give up any of their money to help other wards.

Mrs. Mitchell said that some wards did give some of their monies to help streets in Ward 7.

Mr. Armstrong has an issue with communication with Street Scan, he tried to reach out to them multiple times, left messages and emails and he has yet to hear back from them. When he reached out to the creator of the LI Mobile M1 which is Green Valley International, he heard back from them immediately. After speaking with them, he got a quote on a price that we can just buy it ourselves. Why not we just buy it ourselves. He got a quote of \$104,000, maybe we can invest in this tool.

Dir Pyanowski said he has no problems communicating with the rep they've been using. He would set up Mr. Armstrong or anyone else to meet with that rep.

Mrs. Siwierka said by having an objective opinion is good. Main concern is what is the status of the utilities under the roadway. A street may look bad on top, we pave it and the water and sewer lines could be swiss cheese underneath. If we're going to combine the data we already have with this new data, she's okay with that for one year.

But we need to make sure that we have all the pieces together. Residents get upset and call everyone. But if there has been research and you say yes, that street is bad, but in 2 months the water line will get replaced and will get re-paved after that, then that resident understands. Those factors need to be taken into consideration.

Dir Pyanowski said he didn't know if they can take the information Engineering already has and incorporate it into the report, that may be outside of the scope of what they are already doing. But, they may be able to cross reference what they have and what we're looking at, is similar to what we could do already.

Mr. Stewart said this is more prevalent in different communities, we deal with it in the private industry. He asked if there were other comparable companies that we looked at, as far as what they offer? He asked, how was this particular company chosen? This would be a collage of working with Engineering and gathering data, but, will we be looking at a company that offers cameras or phones that have these cameras to upload the improvements that have already been made? Such as crack sealing that's been completed, a waterline bust that's been repaired or something already patched? Can these things be uploaded into the master GIS system so there is an evaluation?

Dir Pyanowski said no, they haven't looked at other vendors. Lorain uses this vendor and they were referred thru them and they've been happy with this vendor. They would be willing to explore other vendors if council feels he should. He did feel the price seems fair. They have a work order management system that uses a phone app.

Mrs. Davis said it was her understanding that when there is major road work, the scan doesn't go that way, because, it's a waste of time when a street is going to be torn up for other repairs.

Mr. Schneider asked if we have a two year deal, would we implement as going every four or five years going forward and not have to pay another reinstatement fee if we took a break for a year or two and then came back to it?

Dir Pyanowski said that initial fee of \$45,000 is largely because they are doing the scan, starting from scratch and putting it in the system and organizing the data. He didn't know if we stopped service with them, if they would charge the initial fee again. Their normal practice is to do the scans every three years.

Mr. Oswald said we have a wealth of knowledge with our Engineers, when we do drive-alongs, generally, the questions comes up; what's under the road, what's the next project, he's waiting on a few streets because we're looking down the line. It's nice to have all the technology stuff, but the real knowledge is our Engineering Department. And, they already have projects that are going to happen.

Dir Pyanowski said he doesn't want to replace anyone's role in the street process, this is simply to help with additional information and everyone would continue to do what they've been doing.

As we know, the resources are always limited and the streets are always in need.

Mr. Schneider asked if the report recommends what repairs are needed for a specific street? Sometime we only do sections of a street.

Dir Pyanowski said the data that will be collected will be bumps, depressions, potholes, patches, longitudinal and trans cracks, block cracks, alligator cracks and crack sealing. That would suggest that they could get some condition data and not just a score. If we want to look at that breakdown, we could.

Engineer Schneider said it's his understanding that it can provide different levels of service, whether it's resurfacing, overlay, simple patches. When it comes to resurfacing, you still want to resurface with those dollars and the Street Dept can lead them toward more smaller jobs that they can handle in house.

Mr. Armstrong asked if we would be eligible for the upgrade, the LI Mobile M1 and replaced with the M2 early next year?

Dir Pyanowski said it wasn't distinguished the way the proposal was presented. He assumes that they are using whatever the current technology is. The M1 was not presented as an up-charge.

Mrs. Mitchell said she is very happy that we are having this discussion about street so early in the year. She thinks the most important thing is that it comes down to dollars.

Mr. Lipian said he is hearing that this is a decision making tool and not a decision maker and council would still have the opportunity to make the final decisions and this would be weighted with these results and as far as how much money would be allocated to each ward based on the conditions of the streets in that ward or would it still be allocated across the board? The GIS system can be helpful. There have been discussions about potholes, constructive versus actual knowledge of potholes and it would be difficult for the City to maintain knowledge on potholes if residents damage their cars and with a system like this. There is definitely a human factor to making some of these decisions, he wonders if the GIS would be able to pinpoint for us how much commerce transacts across that particular street, that is a good factor to be able to analyze. In Ward one they have several streets that are just strictly commercial and it would be nice to be able to compare the commerce transaction versus the condition of the road, that would be a nice piece of knowledge to be able to use.

Mrs. Siwierka asked if concrete and blacktop streets are measured differently or is the reporting different?

Dir Pyanowski said he didn't recall them distinguishing those in the reports. Though, the system recognizes the two different types of surfaces because it reports both.

Engineer Schneider said it's something that they have to program into the system so it knows what the surfaces are. It would be part of the programming process.

Chair Tollett asked if we are voting on this to move it forward.

Dir Deery said since this is a joint meeting of Finance and Utilities, the matter will be voted on by both committees.

Pres Stewart asked if we are moving forward or putting in pending?

Mr. Schneider said this is good info but we need to know how we will pay for it.

Asst Fin Dir Farrell said this could come from the 2016 ½ percent income tax fund.

Dir Pyanowski said he is open in exploring other vendors. We are in a window of time if we want to utilize this for the upcoming street discussion season. It does take 90 days to produce the report after they do the scanning.

Chair Tollett asked if Finance would be okay with tabling this until the next meeting?  
Chair Mitchell asked if Utilities would be okay with tabling this until the next meeting?  
All the committee members agreed to table this matter.

**This matter is tabled until the next scheduled Joint Utilities and Finance Meeting for a date to be decided.**

No further business to come before the committee and Chair Tollett and Chair Mitchell asked for a motion to adjourn.

**Mr. Cerra moved, seconded by Mr. Schneider to adjourn the meeting at 7:15 P.M.  
MOTION CARRIES**

Respectfully Submitted by,

Colleen Rosado, Clerk Secretary/Administrative Assistant