

Department of Public Works

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http://www.tampagov.net/dept_Public_Works/

Key Public Service Areas

The Public Works Department is responsible for the maintenance of municipal buildings, streets, traffic control devices, bridges, vehicles, and radio equipment, as well as the management of citywide contract construction and parking operations.

Scope of Department Operations

Public Works Department has 543 employees with an annual budget of \$47.3 million. The Department installs and maintains 68,300 traffic signs, 65 miles of traffic signal communication cable, 566 computerized traffic signals, traffic surveillance system and 1,441 miles of streets. DPW annually manages capital projects valued at ± \$31.9 million and provides construction inspection services for transportation and capital building improvement projects. DPW also provides maintenance for 500+ city facilities and coordinates facility needs (furniture, maintenance, utilities, security, etc.) for over 50 key City buildings. DPW maintains ± 2300 vehicles and ± 5300 radios, and 15 antenna sites. It operates 11 parking garages, 23 parking lots and ± 2600 metered on-street parking spaces.

Current Initiatives

- Providing project management for the new arts museum and cultural arts district improvements.
- Constructing New Tampa Roadway Improvements
- Coordinating 40th St Improvements
- Administering the Neighborhood Lighting Program
- Providing Bikeways/Greenways Facilities and Support
- Implementing the Sidewalk Improvement Program
- Providing Continuity of Operations Planning
- Managing ± \$ 30 M CIPs

Critical Issues and Areas of Concern

- Parking Revenue Shortfalls
- Vehicle Replacement Program
- Provision of Major Roadways
 - 40th Street Corridor
 - New Tampa Road Improvements
- Funding Neighborhood Projects / Request for Services
 - Neighborhood Traffic Calming
 - Sidewalk Maintenance and Construction Program
- Provision of Adequate Funding for Facilities Maintenance
- Assess Alley Openings
- Homeland Security and Potential War Impacts
 - Homeland Security
 - Continuity of Operations Planning (COOP)
 - Fuel Availability
- Marinas

Status Report

Parking Revenue Shortfalls. Current parking revenues are not sufficient to meet operations. Presently the Parking System's use of its Fund Balance will offset the shortfall in revenues through the remainder of FY 03. As a result, unless there is an increase in demand for parking, there is a strong possibility that parking rates will have to be increased to address the shortfall and support current operations. In the short term, additional revenues could be generated by a combination of means, including an annual rate increase, refinancing revenue bonds, and increasing parking meter and parking ticket charges. In the long-term, an emphasis on promoting additional downtown and Ybor City development would attract more visitors to downtown and Ybor City increasing demand for parking. However, any new parking facilities that might be required to support any new development must immediately be financially self-sufficient in order to minimize the impact on the existing parkers that work for and support businesses and property owners in downtown and Ybor City. A short and long-term parking revenue strategy needs to be put in place to ensure that the Parking System remains a financially self-sufficient enterprise operation.

Vehicle Replacement Program. The City's vehicle fleet has been significantly modernized over the last few years. The remainder of the fleet (medium and heavy vehicles and equipment) needs to be modernized, and the appropriate level of replacement funding for the total fleet needs to be achieved and budgeted each year.

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Status Report (continued)

A key factor in the City's ability to deliver service to the citizens is the reliability of the automotive and equipment fleet. Almost every department requires safe, efficient and appropriate vehicles and equipment to complete their mission. Adequate funding for this 2,900+ citywide fleet is critical to the City's success. Increased funding in recent years, combined with the establishment of reasonable lifecycles and a movement toward standardization of makes and models, has greatly improved all sectors of the fleet. This has resulted in increased reliability and availability for operating departments. Funding for sedans and light trucks in General Fund Departments is \$1,460,000 in FY 03. This has allowed the City to implement a seven-year replacement cycle for this category of vehicles. FY 03 funding for medium and heavy-duty vehicles and equipment has risen to \$2,800,000 but is still below the funding level needed to meet established replacement criteria for vehicles for these category of vehicles. In contrast, FY 98 replacement funding for all sectors of the general fund fleet was only \$1,289,000. Although this increase has provided substantial improvement, the needs in the medium and heavy-duty equipment sector continue to exceed available funding. In FY 03, 123 units, with an estimated replacement cost of \$775,000 were not replaced although they met the criteria for replacement. This leads to increased downtime and expense for uneconomical repairs. Enterprise departments appropriated \$4,208,000 for all types of replacements in FY 03 which is sufficient to meet the replacement cycle that have been established. [[CR-83](#) and [CR-66](#)]

Provision of Major Roadways. Major road capacity is needed in certain areas of the City. Continued successful interaction with the MPO and the FDOT is essential to ensure that critical transportation projects are funded then constructed on a timely basis. Critical state or county road projects in the City that take several years to plan design and complete, can be significantly delayed without a strong and continuing commitment from the Administration to advocate these projects. Federal and state dollars earmarked for transportation improvements take a long time to find their way to the City. As a result, major transportation projects can take as long as ten (10) years, or more to complete. However, without these monies, projects could not be initiated in the first place. The problem with such exceptionally long schedules is that, as new ideas and changing Federal and State priorities evolve, the project's viability can be threatened.

40th Street Corridor. The 40th Street Initiative is designed to reconstruct 4.5 miles of 40th Street into a four-lane divided roadway. 40th St. will provide new, significant road capacity linking portions of northeast Tampa to portions of east and southeast Tampa. It includes medians, sidewalks, bike lanes, bus bays, landscaping, and adjustments to the existing sub-standard curvature of the existing roadway and replacement of the two-lane bridge with a low-level four-lane structure. The project is a large-scale, multi-year project that has been delayed in the past, due to changing priorities of the MPO and the County. Completion of the design of different phases of the project vary from 30 % to 95 %, depending on the segment and extent of right-of-way to be acquired. Approximately \$5 million of the estimated \$40.6 million of right-of-way has been acquired. Due to the multi-year schedule, the complexity of issues and high costs associated with the project, monitoring and priorities need to continue to be maintained to ensure adequate funding is allocated.

New Tampa Road Improvements. The New Tampa Area has the most pressing need for additional road capacity when compared to other areas of the City. The development of lands in the New Tampa area both within the City and in the unincorporated County has generated a significant need for new roadways. In 2002, in response to these needs, the

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City initiated relevant PD&E studies, entered into proper agreements with the Florida Department of Transportation, maintained MPO support for improving roadways, and initiated proper amendments to the 2025 Long-Range Transportation Plan. In recent years the City has invested more than \$35,000,000 in road improvements in the New Tampa Area. An additional \$125,000,000 has been programmed from all sources (City, County, State and Federal) over the next five years. However, more than \$76,000,000 in transportation needs remains unfunded. The City needs to continue its leadership role in developing needed road capacity for its citizens in this area of the City.

Funding Neighborhood Projects / Request for Services. Neighborhood organizations continue to increase their requests for transportation improvements. These unfunded requests, such as traffic calming, sidewalk construction and transportation demand management projects, routinely exceed the annual appropriation for these types of projects. With limited funding, balancing neighborhood concerns will become an increasing challenge.

Neighborhood Traffic Calming. In response to concerns by Tampa residents regarding the safety and livability of their neighborhoods, the Public Works Department established City's Neighborhood Traffic Control Program (April 1997). The purpose of the Program is to promote and maintain the safety and livability of the City's residential neighborhoods by reducing the amount of vehicular traffic and the average speed of traffic on neighborhood streets. The Program encourages and promotes citizen involvement in addressing such problems as speeding and cut-through traffic. Problems are identified, analyzed and solutions coordinated with neighborhood organizations. In 2002, 10 traffic-calming projects were completed in various City neighborhoods. Currently Public Works has received about 200 neighborhood and citizen requests to reduce traffic problems and/or speeding. As part of the initiative to reduce overall speeding throughout the City, there is an outstanding need for \$340,000 to purchase and install 25 MPH Speed Limit Signs. The Gas Tax has been identified as a potential funding source for the signs.

Sidewalk Maintenance and Construction Program. Although annual funding for sidewalks is at an all-time high, the annual demand for new sidewalks in various neighborhoods exceeds the available funding. The Public Works Department maintains approximately 800 miles of existing sidewalks, in addition to responding to request for new sidewalks. In 2002, 9.1 miles of new sidewalks were constructed and approximately 3.2 miles of sidewalk was replaced along 378-city blocks. With the current level of sidewalk funding (\$ 1,250,000 per year) it will take about 7.7 years to address the backlog while also addressing the new requests that will be received each year.

Provision of Adequate Funding for Facilities and Infrastructure Maintenance. In recent years, the City has added new facilities and infrastructure (mostly in newly annexed areas) so that costs of maintaining the Department's major facilities have grown at a larger rate than the level of funding earmarked for such purposes.

A new Police Headquarters, TPD District Offices, new 9-1-1 Communications Center, new fire stations, new and renovated community centers, the restored Free Library and Union Station have resulted in a significant increase the amount of building space that has to be operated and maintained. In a similar way, the City has added many miles of streets since the first annexation in New Tampa in the middle 80s. Resurfacing and sidewalk maintenance, replacing signs and

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markings in New Tampa are now beginning to adversely impact a maintenance program with only the modest increases of the last few years to offset inflation and the substantial increase in the size and complexity of our transportation system.

Public Works continues to develop and use management tools to develop life cycle costs, projections of useful life, and prioritize the maintenance of many of the City's public works facilities and infrastructure. This information is used to provide a stronger basis for making resource allocation and capital improvement decisions, to seek federal and states grants, and in developing annual budgets. The projected cost of operation and maintenance for city facilities and infrastructure have not been fully funded resulting in a continuing trend toward deferred maintenance. [[CR-57](#) & [CR-82](#)]

Assess Alley Openings. Opening alleys as part of the revitalization of older neighborhoods and particularly to promote in-fill development with only alley access needs to be fully considered. A growing trend to open alleys for vehicular access in older neighborhoods has negative consequences for Public Works and other departments that are not being fully considered. Besides the unfunded costs to pave and handle possible drainage impacts, narrow alleys also present numerous sight obstructions and safety concerns with respect to minimal setbacks and limited access for public safety vehicles, other city vehicles in addition to citizen vehicles.

Homeland Security and Potential War Impacts. The City needs to consider and be prepared to respond to any new acts of terrorism and also be potentially prepared if the possible pending war may limit fuel supplies and the ability to perform the variety of city services requiring the use of vehicles and equipment. [[CR-79](#) & [CR-87](#)]

Homeland Security. A new emphasis and mandate based on a new act of terrorism or the increased threat of terrorism providing for the security of public facilities could absorb funds that are currently appropriated for other capital projects. As TPD develops priorities and recommendations for enhancing the security and protection of city facilities, DPW may need to develop specific projects to better protect those facilities. This potential effort should be viewed as a new initiative with consideration for additional or new funding levels requiring reprioritization of citywide projects and programs.

City Continuity of Operations (COOP). The City needs to develop a plan that would provide for maintaining the policy and administration levels of its government in addition to maintaining or providing alternatives to the critical public safety and critical infrastructure services it provides if it were to lose elected officials and/or centers of government and/or critical facilities through manmade or natural catastrophes.

Fuel Availability. The potential war with Iraq raises concerns about the availability of oil, particularly oil from the Middle East. The significant reduction of imported oil may result in a significant reduction of gasoline supplies that the City (and the larger community) depends on to conduct normal business. Potential strategies may need to be developed to mitigate energy shortages or price increases, should these occur.

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Marinas. The City has limited options to expand recreational boating facilities for its residents. It also will need to establish appropriate funding to ensure the long-term maintenance of the boating facilities that will soon be upgraded and available. The City has moved forward on several projects to improve and expand the City's marina facilities. In FY2003, the Department of Public Works plans to award a contract to expand and renovate the Marjorie Park Marina, with the completion and reopening of the Marina by the end of the year. The Bayshore Marina should be under construction in mid-2003 and completed by the end of the year or in early 2004. The Tampa Convention Center's new floating docks are expected to be in service by the middle of 2003. A project to develop mooring slip anchorage for boaters in the Sea Plane Basin will be available for construction in 2003 if funding is appropriated and boater interest will support the project. [[CR-41](#)]

Department of Public Works Organization Chart

The Public Works Department is organized in six divisions:

Parking is an enterprise division, responsible for the development of parking policies and specific facility expansion plans to serve parking demand in the Central Business District and adjacent commercial areas.

Administrative and Fiscal division provides management accounting systems, management analysis, payroll and personnel services for the department.

Emergency Management addresses the planning, management, response & recovery for large-scale emergencies. The division seeks to minimize the impact of disasters to the City and enhance City disaster response capabilities.

Fleet Maintenance is responsible for purchasing equipment, fueling, service and maintenance, monitoring vehicle performance, and arranging disposal and replacement.

Contract Administration manages the preparation of contracts for professional and construction services and provides architectural design, drafting and construction inspection services for capital building improvement projects. This division is responsible for building maintenance for over 500 City facilities, including painting, roof replacement and repair, interior repairs, HVAC, mechanical, electrical and plumbing work.

Transportation installs and maintains traffic signs, computerized traffic signals, and streets. The Division provides planning, engineering, surveying, design construction supervision and oversees the operation of the City's transportation system. The Division is also responsible for pavement maintenance and condition of the traffic control system.

