

CAPITAL
IMPROVEMENT
FUND

CITY OF BROOKFIELD

Capital Improvement Fund Budget

The City adopts an annual capital improvement budget, based on a five-year capital improvement program (CIP). The annual budget and CIP are prepared by department heads and reviewed by the Mayor and Director of Finance as part of the review of department and program operating budgets. The annual capital improvement budget is then presented to the Finance Committee for review, and subsequently adopted by the Common Council via resolution. As part of the budget review process, the impact of capital projects on future operating budgets is considered. Such analysis is necessary as new capital facilities can affect ongoing operating costs, either increasing such costs (e.g., electricity for new buildings), or lowering costs through more efficient use of equipment or reduced maintenance (e.g., road maintenance costs may be reduced if repaving is done proactively). Deferred or delayed maintenance of capital facilities can actually increase costs over the long term, as the costs of minor maintenance plus ultimate replacement of a facility can be higher than major maintenance costs done proactively. The strategic plan adopted by the Common Council, and the 2035 Comprehensive Plan (adopted in December 2009) also are used for guidance in developing the CIP.

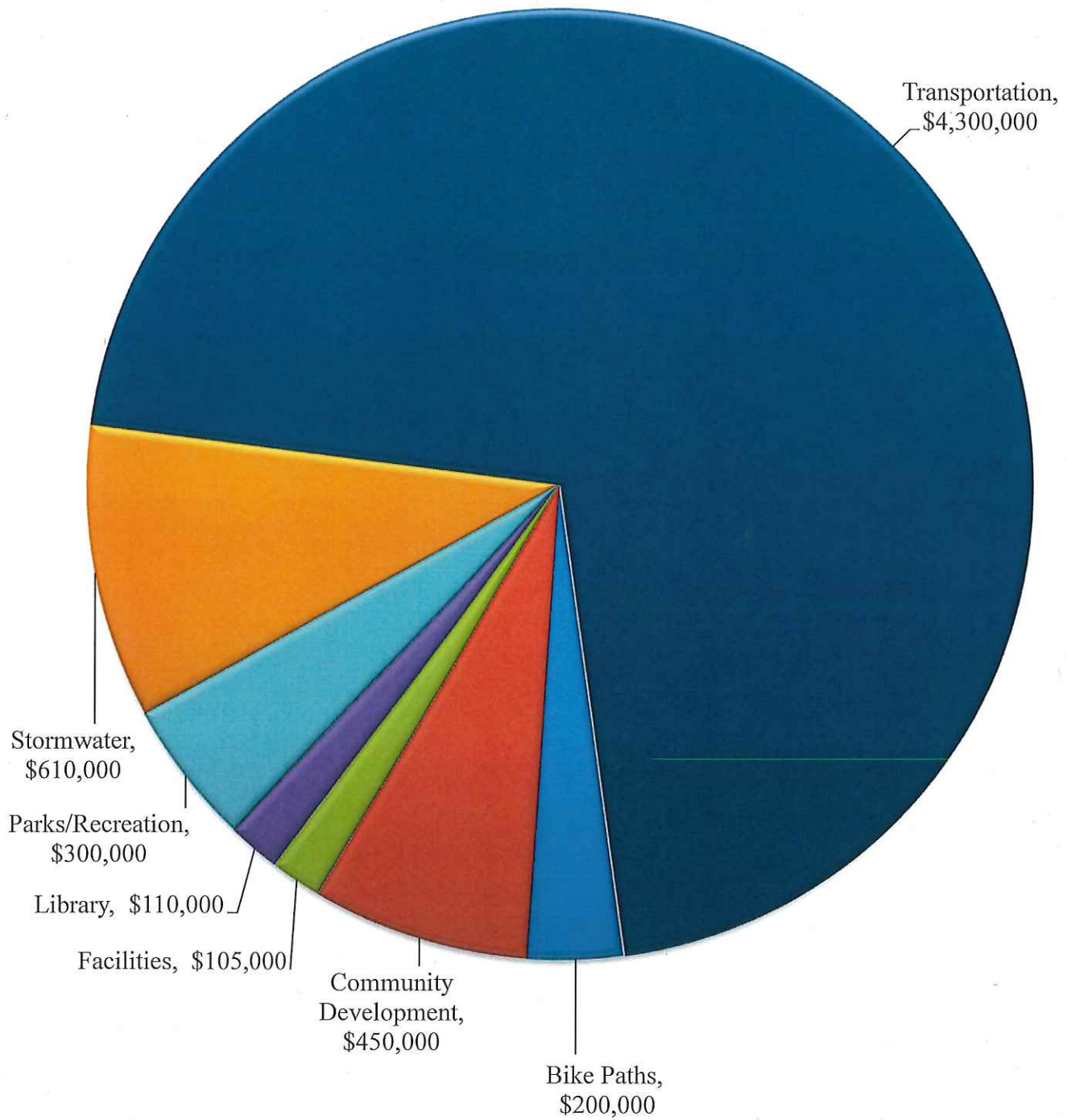
Capital improvement expenditures must be made in accordance with the budgeted amounts. The Common Council must approve variances from the approved budget, including supplemental appropriations or additions/deletions of projects. As a general guideline, capital improvement expenditures are defined as those amounts expended for equipment or other assets with a useful life of ten or more years and/or which involve amounts exceeding \$25,000. This includes multi-year projects where the total cost is estimated to be more than \$25,000. Expenditures not meeting these criteria, or which have a useful life of less than the payback period of any borrowed funds used for the item's purchase, are generally included in the operating budgets of departments.

The City seeks to finance capital improvement expenditures through all feasible means, such as special assessments; deposits or fees collected from developers as called for in the City code; issuance of debt (for long-term projects or long-lived assets), and grants or other intergovernmental assistance. Budgets for general government projects, that is, those funded primarily by debt supported by property tax levy, are included in the following schedules. The capital improvement programs for the utility enterprise funds are shown in the sections devoted to those functions.

The 2019-2023 CIP includes those projects that are considered for funding based on completed infrastructure and land use plans. Also included for 2019 are the building construction costs for the Brookfield Conference Center, which is the most significant City capital project since the expansion of the Fox River Water Pollution Control Center from 1996-99. The CIP does not identify any ongoing capital costs related to the City's established tax incremental financing districts as such costs are identified in the overall project budget per the respective Tax Incremental District (TID) project plans. Further, the CIP does not necessarily include costs related to future infrastructure necessary to support redevelopment efforts for which TID financing could not be used. In such cases it may be necessary for the Council to amend the CIP and substitute or re-prioritize projects in accordance with the process described above.

CITY OF BROOKFIELD Capital Improvement Expenditures - 2019 ⁽¹⁾

⁽¹⁾ Not including Conference Center expenditures



City of Brookfield, WI
Capital Improvement Program
 2019 thru 2023

FUNDING SOURCE SUMMARY

Source	2019	2020	2021	2022	2023	Total
2019 bond proceeds	4,615,000					4,615,000
2019 conference center bond proceeds	22,000,000					22,000,000
2020 bond proceeds		3,525,000				3,525,000
2021 bond proceeds			3,455,000			3,455,000
2022 bond proceeds				2,440,000		2,440,000
2023 bond proceeds					1,600,000	1,600,000
Bike Path Fund	50,000					50,000
General Fund	150,000		45,000	75,000		270,000
Other Grants	250,000					250,000
Public Site Fund					1,200,000	1,200,000
Public Site Fund- Greenway Trail	500,000	300,000	510,000	300,000		1,610,000
Stormwater Fund	610,000	825,000	600,000	85,000	475,000	2,595,000
Vehicle/Equipment Replacement Fund		77,000				77,000
GRAND TOTAL	28,175,000	4,727,000	4,610,000	2,900,000	3,275,000	43,687,000

City of Brookfield, WI
Capital Improvement Program
 2019 thru 2023

PROJECTS BY CATEGORY AND DEPARTMENT

Department Category	2019	2020	2021	2022	2023	Total	Future
City Hall/Facilities							
<i>Buildings</i>							
City Hall roof repairs	50,000		45,000			95,000	
City Hall parking lot repairs		200,000				200,000	
<i>Sub-Total</i>	50,000	200,000	45,000			295,000	
Department Total:	50,000	200,000	45,000			295,000	
Community Development							
<i>Buildings</i>							
Brookfield Railroad Depot renovation/relocation	450,000		210,000			660,000	
Brookfield Conference Center	22,000,000					22,000,000	
<i>Sub-Total</i>	22,450,000		210,000			22,660,000	
Department Total:	22,450,000		210,000			22,660,000	
Library							
<i>Buildings</i>							
Facility redesign- emerging technologies			250,000			250,000	
Library Chiller	50,000					50,000	
Library carpet replacement	60,000					60,000	
<i>Sub-Total</i>	110,000		250,000			360,000	
Department Total:	110,000		250,000			360,000	
Parks Department							
<i>Land acquisition</i>							
Mary Knoll Park					1,200,000	1,200,000	
<i>Sub-Total</i>					1,200,000	1,200,000	
<i>Park acquisition/development</i>							
Greenway Corridor Trail System	300,000	300,000	300,000	300,000		1,200,000	
<i>Sub-Total</i>	300,000	300,000	300,000	300,000		1,200,000	
<i>Park development</i>							
Mitchell Park				440,000	450,000	890,000	
<i>Sub-Total</i>				440,000	450,000	890,000	
<i>Park Maintenance</i>							
Wiberg Aquatic Center improvements	45,000					45,000	
Canterbury Park parking/road repairs	55,000					55,000	
<i>Sub-Total</i>	100,000					100,000	

Department Category	2019	2020	2021	2022	2023	Total	Future
Department Total:	400,000	300,000	300,000	740,000	1,650,000	3,390,000	
Police Department							
<u>General Equipment</u>							
Sidearm Replacement				75,000		75,000	
Light bar replacement		77,000				77,000	
<i>Sub-Total</i>		77,000		75,000		152,000	
Department Total:		77,000		75,000		152,000	
Public Works (general)							
<u>Buildings</u>							
Public Works Building repairs	55,000					55,000	
<i>Sub-Total</i>	55,000					55,000	
Department Total:	55,000					55,000	
Stormwater							
<u>Storm sewer prior to road work</u>							
Adelaide & Tru Lane storm sewer upgrade		460,000				460,000	
Calhoun Rd. - North Ave to Capitol Dr storm sewer			375,000			375,000	
Relocate stream - Calhoun Road			300,000			300,000	
<i>Sub-Total</i>		460,000	675,000			1,135,000	
<u>Storm Sewers</u>							
Imperial and Primrose storm sewer upgrade	150,000					150,000	
Burlawn Pkwy N/Burleigh culvert upgrade	300,000					300,000	
Corporate Drive bridge replacements	50,000	365,000	300,000			715,000	
Smith Dr and Luella Dr storm sewer	110,000					110,000	
Enterprise Av bridge replacement			80,000	600,000		680,000	
Gebhardt Road bridge replacement				85,000	475,000	560,000	
<i>Sub-Total</i>	610,000	365,000	380,000	685,000	475,000	2,515,000	
Department Total:	610,000	825,000	1,055,000	685,000	475,000	3,650,000	
Transportation - Bike Paths							
<u>Bike Paths</u>							
Miscellaneous Bike Path sections	50,000				50,000	100,000	
Brookfield Road: at Burleigh over wetlands	150,000					150,000	
North Ave.: N. 124th St. to Calhoun Rd.		475,000				475,000	
Calhoun Road: North Avenue to Capitol Drive			250,000			250,000	
Lilly Road: Sect. 13 park to North Avenue				350,000		350,000	
Lisbon Rd.: Hampton Rd to Lilly Rd					200,000	200,000	
<i>Sub-Total</i>	200,000	475,000	250,000	350,000	250,000	1,525,000	
Department Total:	200,000	475,000	250,000	350,000	250,000	1,525,000	
Transportation - Streets							
<u>Street Construction</u>							

Department

Category	2019	2020	2021	2022	2023	Total	Future
Calhoun Road - North Avenue to Capitol Dr.	1,000,000	1,000,000	2,250,000	750,000		5,000,000	
East-West Corridor (I-94) Study		350,000	250,000	300,000	900,000	1,800,000	1,750,000
<i>Sub-Total</i>	<u>1,000,000</u>	<u>1,350,000</u>	<u>2,500,000</u>	<u>1,050,000</u>	<u>900,000</u>	<u>6,800,000</u>	<u>1,750,000</u>
<u>Street related improvements</u>							
North Avenue - N. 124th St. to Calhoun Rd.	3,300,000					3,300,000	
Calhoun Road - North Avenue to Capitol Dr.		1,500,000				1,500,000	
<i>Sub-Total</i>	<u>3,300,000</u>	<u>1,500,000</u>				<u>4,800,000</u>	
Department Total:	<u>4,300,000</u>	<u>2,850,000</u>	<u>2,500,000</u>	<u>1,050,000</u>	<u>900,000</u>	<u>11,600,000</u>	<u>1,750,000</u>
GRAND TOTAL	<u>28,175,000</u>	<u>4,727,000</u>	<u>4,610,000</u>	<u>2,900,000</u>	<u>3,275,000</u>	<u>43,687,000</u>	<u>1,750,000</u>

CITY OF BROOKFIELD
Capital Improvement Fund
CIP Project Descriptions

	<u>Project Name/Funding Source</u>	<u>Project Description</u>
City Hall/Facilities		
	City Hall roof repairs (General Fund surplus or City borrowing)	Reroof various sections of City Hall. Roofs are 29 years old and nearing end of useful life.
	City Hall parking lot repairs (General Fund surplus or City borrowing)	Remove and replace asphalt in the parking lot areas surrounding City Hall. Asphalt is deteriorating in many places, 4 stormwater catch basins need to be repaired, and leaking electrical conduit needs to be addressed. Budget is estimate only, subject to revision.
Community Development		
	Brookfield Railroad Depot renovation and relocation (Parks Development fund – wireless carrier lease revenues earmarked for Greenway Corridor and WEDC grant)	Project changed from renovation of Brookfield Junction railroad depot for rail station use to cooperative project to relocate depot building to west side of Brookfield Road with building modifications to use the structure as a trailhead for Waukesha County trail segment that would tie into the Greenway Corridor trail network. 2019 costs represent City contribution to move depot along with WEDC grant to support private sector development which will incorporate the depot building for shared use as a trailhead. 2021 costs represent City's share of costs for the trail construction primarily funded via federal and state grants. There will be minimal future operating costs as the private developer will maintain the building and County will maintain its trail. The public will have access to the depot building, restrooms, and parking lot for trail users during business operating hours.
	Brookfield Conference Center construction (City conference center borrowing supported by hotel room taxes)	Construction costs for the new Brookfield Conference Center. Land acquisition was funded in 2018 via TID No. 8 and City share of proceeds from closed TID No. 3. Preliminary costs (architectural and engineering, construction management, site and foundation work) were funded via a bond anticipation note issue in 2018. 2019 costs consist primarily of building construction, furnishings, equipment and related costs for completing the building to open in early 2020. The facility will be owned by the City and managed by a private hotel operator who is privately financing the adjacent hotel facility. The hotel operator bears the operating cost risk under the terms of the management agreement between the City and the hotel operator, with an annual license payment from the center profits paid to the City for future capital maintenance and repairs.
Library		
	Facility redesign – emerging technologies (City borrowing)	The current building was remodeled in 1990. As new technologies and services emerge, some renovation or remodeling may be necessary. This request is an estimate to allow staff time to evaluate any such needs.

	Library chiller (HVAC) (City borrowing)	Additional funding to supplement previous allocation for installation of a 130 ton air cooled chiller to replace existing air conditioning units. Bid price exceeded funds allocated in 2018. Equipment was installed as part of last major Library renovation and is past its useful life. Repair costs are averaging \$10-15,000 per year. Project cost also includes replacement of the fencing around mechanical equipment. New equipment will not only reduce maintenance costs but is more energy efficient.
	Library carpet replacement (City borrowing)	2 nd year of project to replace carpeting in Library in four areas (8,500 sq. feet per area) over 2 years. Many sections of the carpet are worn and frayed.
Parks Department		
	Mary Knoll Park Site (Parks Development fund – developer fees or City borrowing)	Acquisition of approximately 10 acres of land owned by Elmbrook School District located east of existing 22 acre Mary Knoll Park. Park plan recommends acquisition to provide additional space for facilities at the park, to enhance its function as a district park. Operating budget impact is dependent on actual development of facilities.
	Greenway Corridor Trail System (Parks Development fund – wireless carrier lease revenues)	Funding to acquire lands and develop Greenway Corridor recreational trail system as recommended in the Park and Open Space Plan and the 2035 Comprehensive Plan. 2019 project consists of construction work on Lilly Heights Trail segment F-G. 2020 segments anticipate work on the Deer Creek Trail segments Cn-Dn-En adjacent to the Corridor development. Although no additional operating expenditures were anticipated as a result of the initial trail development, the building of the trail system and the park improvements completed in recent years resulted in additional staffing and equipment costs in the 2017 budget, including additional full-time staff for park and trail maintenance (net of 0.6 FTE after seasonal staff adjustment) and an additional Toolcat machine. Future trail and/or regional/neighborhood parks development may require additional staffing and equipment (mowers, etc.). Wireless carrier leases are being used in part to subsidize the operating costs via an annual interfund transfer to the General fund.
	Mitchell Park Development (City borrowing)	Ongoing development of Mitchell Park depicted in the Master Park Plan, including additional picnic areas/shelters and related parking areas.
	Wiberg Aquatic Center improvements (General Fund surplus)	Project will consist of sandblasting and painting the existing pool shell. The epoxy paint covering of the main pool is displaying signs of wear (peeling/cracking, etc.). Pool manufacturer and suppliers recommend re-paint every 5-7 years to maintain appearance and usefulness, the pool was last painted in 2012.
	Canterbury Park paving/road repairs (City borrowing)	Project will consist of milling existing pavement and providing new asphalt binder and surface for park roadway and parking lot. The existing pavement is between 30-40 years old and has significantly deteriorated with substantial drainage issues.
Police Department		
	Sidearm replacement (General Fund surplus or City borrowing)	Replace all sidearms used by sworn Police Department staff. The deployed SigSauer sidearms were purchased in 2011. At eleven years old they will be obsolete

		technology. Replacements will include upgrades in sight, light systems and holsters. After ten years of age, trade-in values begin to decline.
	Light bar replacement (Vehicle/Equipment Replacement Fund)	Replace light bars on all marked police squad cars as equipment will be two years out of warranty in 2020 and in need of replacement.
Public Works (general)		
	Public Works building repairs (General Fund surplus)	The Public Works building was completed in 2002, with external construction consisting of pre-cast concrete panels. Over the ensuing years many open joints have arisen allowing water to penetrate behind the panels and into the building. Further, the exterior paint around doors and windows is peeled and faded. Project would seal and caulk all exterior precast panels and paint exterior surfaces.
Stormwater		
	Adelaide and Tru Lane storm sewer upgrade (Stormwater fund tax levy allocation)	Storm sewer improvements in coordination with Waukesha County's improvements on North Avenue.
	Calhoun Road – North Avenue to Capitol Drive storm sewer (City borrowing)	New storm sewer in Calhoun Road - the same year the road is widened using federal funds (80% federal), local share shown. Additional storm sewers may increase maintenance costs, including more storm sewer cleaning in response to DNR mandates.
	Relocate stream – Calhoun Road (Stormwater fund tax levy allocation)	Relocate stream adjacent to Calhoun Road near Holly Lane and provide stormwater ponds as part of Calhoun Road widening using federal funds (80% federal), local share shown.
	Imperial and Primrose storm sewer upgrade (Stormwater fund tax levy allocation)	Upgrade storm sewer in this area. Project added as result of updated city-wide stormwater management plan.
	Burlawn Parkway culvert upgrade (Stormwater fund tax levy allocation)	Upgrade culvert crossings in median on Burlawn Parkway north of Burleigh Road. Replace lannon stone walls with flared end sections. Project added as result of updated city-wide stormwater management plan.
	Corporate Drive bridge replacements (Stormwater fund tax levy allocation)	Replace superstructure of the bridge on Corporate Drive over Deer Creek in 2020 and over Lake Road in 2021.
	Smith Drive and Luella Drive storm sewer (Stormwater fund tax levy allocation)	Upgrade storm sewer in easement southeast of this intersection. Project added as result of updated city-wide stormwater management plan.
	Enterprise Avenue bridge replacement (City borrowing)	Replace bridge on Enterprise Avenue over Poplar Creek. Project added as result of bridge inspections.
	Gebhardt Road bridge replacement (Stormwater fund tax levy allocation)	Replace bridge on Gebhardt Road over Dousman Ditch. Project added as result of bridge inspections.
Transportation - Bike Paths		
	Miscellaneous Bike Path sections (bike path developer fees, City borrowing, or possibly Park Development funds – Greenway Corridor)	Funding to construct small sections of bike path and/or replace existing facilities. Maintenance costs for these and the paths listed below will increase in future years due to policy of clearing such paths. Costs might include additional staff and/or equipment, similar to those indicated under the Greenway Corridor project.
	Brookfield Road – at Burleigh over wetlands (City borrowing)	Off road pathway – 6 ft. wide on west side. Ties in with Greenway Corridor Plans.
	North Avenue – 124 th Street to Calhoun Road (City borrowing)	Concrete sidewalk – 6 ft. wide on north and south side in conjunction with County's improvement to North Avenue.

	Calhoun Road – North Avenue to Capitol Drive (City borrowing)	Concrete sidewalk – 6 ft. wide on east and west side in conjunction with City's improvement to Calhoun Road. Expense reflects City portion of costs only, rest of costs covered by federal grant.
	Lilly Road: Section 13 (Hidden Lake) Park to North Avenue (City borrowing)	Bike path – 6 ft. wide on east side.
	Lisbon Road: Hampton to Lilly Road (City borrowing)	Bike path – 6 ft. wide on one side of road (to be determined).
Transportation – Streets		
	Calhoun Road: North Avenue to Capitol Drive (City borrowing)	Widen Calhoun Road from North Avenue to Capitol Drive to four lanes. Includes potential traffic signals at Burleigh Road and/or Burleigh Place and new rail crossing signals at the CP Rail crossings. Right of way acquisition anticipated to be paid with City funds. Design and construction to be funded with STP-M (federal transportation grants) at 80%. Local share only is shown. Construction cost is estimated at \$14-15 million.
	East-West Corridor (I-94) Study (City borrowing)	City participation in planning and engineering efforts to be performed by the DOT relative to the I-94 freeway modernization project. DOT cost share may be 50% or higher. Earlier years relate to the environmental impact study required under Federal highway funding rules. Estimated project costs also anticipate assumed feasibility study for an off-ramp from I-94 directly to Executive Drive. Construction of the interchange is projected six years from initial study and lasting two years. Local costs are expected to be shared with other local partners including Waukesha County and surrounding municipalities. Project is part of activities to address the Transportation guiding principle in the 2035 Comprehensive Plan.
	North Avenue – 124 th Street to Pilgrim and Pilgrim to Calhoun (City borrowing)	Cost to bury overhead utility facilities in conjunction with Waukesha County improvements to North Avenue (county highway M).
	Calhoun Road – North Avenue to Capitol Drive (City borrowing)	Bury overhead utility lines in 2020 in advance of road widening in 2021.