

2027 Executive Capital Budget and Capital Improvement Plan -- Finance Committee Adopted Amendments

	2027 Capital Budget		
	GO Borrowing	Other Funds	All Funds
Executive Budget	\$ 179,789,647	\$ 92,417,816	\$ 272,207,463
Finance Committee Proposed Amendments	\$ 4,527,728	\$ 3,882,392	\$ 8,410,120
2027 Finance Committee Proposed Capital Budget	\$ 184,317,375	\$ 96,300,208	\$ 280,617,583
Finance Committee Recommended Amendments	\$ 4,527,728	\$ 3,882,392	\$ 8,410,120
2027 Finance Cmt Recommended Capital Budget	\$ 184,317,375	\$ 96,300,208	\$ 280,617,583

						2027 Capital Budget			2027-2032 Capital Improvement Plan (CIP)		
#	Agency	Project	Sponsor	Co-Sponsors	Action	2027 GO Borrowing	2027 Other Funds	Estimated Debt Service on 2027 Borrowing	Total GO Borrowing	Total Other Funds	Estimated Debt Service on Total CIP Borrowing
1	Economic Development Division	General Land Acquisition Fund	Mayor Rhodes-Conway	Figueroa Cole, Madison, Nzegwu	Adopt	\$ -	\$ 3,525,000	\$ -	\$ -	\$ 3,525,000	\$ -
2	Engineering - Major Streets	I-94 Interchanges	Mayor Rhodes-Conway; Council President Madison	O'Brien	Adopt	\$ -	\$ 150,000	\$ -	\$ -	\$ 8,550,000	\$ -
3	Engineering - Major Streets	Pavement Management	Verveer		Adopt	\$ 650,000	\$ -	\$ 76,200	\$ 650,000	\$ -	\$ 76,200
4	Police	Police Body Worn Cameras	Mayor Rhodes-Conway	Evers, Field, Figueroa Cole, Guequierre, Lankella, Madison, O'Brien, Tishler, Verveer, Vidaver	Adopt	\$ 127,728	\$ 207,392	\$ 14,974	\$ (207,392)	\$ 207,392	\$ (24,313)
5	Police	Portable Radios	Mayor Rhodes-Conway	Evers, Field, Figueroa-Cole, Guequierre, Lankella, Madison, Vidaver	Adopt	\$ 3,750,000	\$ -	\$ 439,614	\$ -	\$ -	\$ -
6	Transportation	Passenger Rail Station	Verveer	Madison, O'Brien	Adopt	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Note: Amounts reflect the **change** from the Executive Budget, not the total project amounts.

- "2027 Capital Budget" reflects changes in the 2027 appropriation.
- "2027-2032 Capital Improvement Plan (CIP)" reflects the total change over the 6-year CIP.
- If an amendment increases borrowing in 2027 but decreases borrowing over the 6-year CIP, it will result in higher debt service in 2027 but overall less debt service over the course of the CIP.

2027 Capital Budget: Finance Committee Amendments

Agency:	Economic Development Division	Amendment #:	1
Project Name:	General Land Acquisition Fund	Page #:	77
Sponsor(s):	Mayor Rhodes-Conway	Project #:	63060
Co-Sponsor(s):	Figueroa Cole, Madison, Nzegwu	Action:	Moved by Madison, seconded by O'Brien, to Adopt
		Vote:	Voice Vote - Unanimous

Amendment Narrative

Brief description of what the amendment will do (e.g. add/remove funding, change project timing)

Increase Reserves Applied in the General Land Acquisition Fund program by \$3,525,000 in 2027.

Amendment Amount

Amounts below reflect the change from the executive budget, not the total project/ program amount.

	2027	2028	2029	2030	2031	2032
GF GO Borrowing	\$0	\$0	\$0	\$0	\$0	\$0
Non GF GO Borrowing	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$3,525,000	\$0	\$0	\$0	\$0	\$0
Total	\$3,525,000	\$0	\$0	\$0	\$0	\$0

Fiscal Impact

The estimated debt service and TOAH impact are based on the total change in borrowing over the course of the 6-year CIP.

Annual Debt Service (GF GO)	\$0.00
Annual Debt Service (Non-GF GO)	\$0.00
Taxes on the Average Value Home (TOAH) Impact	\$0.00

Finance Department Analysis

Additional information/ context on the amendment and the potential impact if adopted.

The proposed amendment adds \$3.53 million in reserves applied to the General Land Acquisition (GLA) Fund program . Funding would be used to purchase property for future city use for a new North District Police Station and Fire Station 10. The Executive Budget Horizon List includes this joint Police and Fire facility as a future project. The Horizon List description notes this project is pending the identification and acquisition of a site, and that the City may use the GLA Fund to purchase a site. Economic Development Division (EDD) staff have identified a potential location on the northside for this project. The North District Police Station and Fire Station 10 project would remain on the Horizon List until a complete budget proposal can be developed for the design and construction of the facility.

The estimated cost for the land acquisition is \$4.3 million. EDD has approximately \$775,000 available in carryforward budget authority that is not committed to an existing project. This amendment would appropriate \$3.53 million in reserves fund for this land acquisition project. The GLA Fund has a cash balance of approximately \$4.59 million. This amendment would fund the full land acquisition from reserves and would not require additional borrowing. The GLA fund is supported through proceeds from the sale of City assets.

Operating Impact

Reflects the relative change in impact associated with the proposed amendment, not the total operating impact of a project.

Annual Operating Impact

n/a

Description of Operating Costs

The amendment does not change the operating impact of the GLA Fund project. There will be operating costs after the construction and occupancy of the new facility. These costs will be estimated as part of the budget request for the facility project.

2027 Capital Budget: Finance Committee Amendments

Agency:	Engineering – Major Streets	Amendment #:	2
Project Name:	I-94 Interchanges	Page #:	31
Sponsor(s):	Mayor Rhodes-Conway, Council President Madison	Project #:	14699
Co-Sponsor(s):	O'Brien	Action:	Moved by Madison, seconded by O'Brien, to Adopt
		Vote:	Voice Vote - Unanimous

Amendment Narrative

Brief description of what the amendment will do (e.g. add/remove funding, change project timing)

Move the "I-94 Interchanges" project from the Horizon List to the Engineering – Major Streets Capital Improvement Plan. Add \$150,000 for design in 2027 and \$8,400,000 for construction in 2029. The project will be funded with private contributions. Add the following project description from the Horizon List:

"This project funds the local commitment for a potential Madison I-39/90/94 interchange location at Hoepker Road near the American Center. WisDOT requires a local cost sharing commitment for new interchanges and new crossings, which varies depending on the benefit the interchange provides the overall interstate system. Federal Highway Administration approval and a local cost sharing agreement would need to be approved by the Common Council for the interchanges/crossings to proceed."

Amendment Amount

Amounts below reflect the change from the executive budget, not the total project/ program amount.

	2027	2028	2029	2030	2031	2032
GF GO Borrowing	\$0	\$0	\$0	\$0	\$0	\$0
Non GF GO Borrowing	\$0	\$0	\$0	\$0	\$0	\$0
Private Contribution	\$150,00	\$0	\$8,400,000	\$0	\$0	\$0
Total	\$150,000	\$0	\$8,400,000	\$0	\$0	\$0

Fiscal Impact

The estimated debt service and TOAH impact are based on the total change in borrowing over the course of the 6-year CIP.

Annual Debt Service (GF GO)	\$0.00
Annual Debt Service (Non-GF GO)	\$0.00
Taxes on the Average Value Home (TOAH) Impact	\$0.00

Finance Department Analysis

Additional information/ context on the amendment and the potential impact if adopted.

This project was originally proposed in the 2024 CIP with construction planned in 2027, funded with \$7 million in impact fees. The project carried forward in the 2025 CIP. In the 2026 CIP, the project timeline was moved from 2027 to 2030. The funding source was changed from impact fees to special assessments, and the cost estimate increased to \$8.4 million.

In the 2027 CIP, the project was moved to the Horizon List pending additional design work and coordination with WisDOT. Since the publication of the executive budget, project planning has advanced enough for the project to be added back to the CIP. Namely, the University of Wisconsin

Hospitals and Clinics Authority has committed to paying the full local share, pending board approval. The project is being added back to the CIP in the Engineering – Major Streets budget.

This project will be contingent on:

1. The University of Wisconsin Hospitals and Clinics Authority (UWHCA) executing an agreement with the City of Madison to contribute the \$8.55 million, resulting in no cost to the city and no assessments to property owners for the interchange. This agreement will need Common Council approval.
2. The city executing a state/municipal financial agreement with the Wisconsin Department of Transportation. This agreement will need Common Council approval.

The cost estimate of \$8.55 million was developed in 2025 and may be updated by WisDOT. If the cost estimate changes, this amount may be updated in a future budget request or through a budget amendment.

This project does not include any other street improvements, which will likely be required in the future as a result of the additional traffic due to the interchange and new development. The Engineering – Major Streets project “Local Streets – Interstate/ Hwy 51 Coordination” would remain on the Horizon List.

Operating Impact

Reflects the relative change in impact associated with the proposed amendment, not the total operating impact of a project.

Annual Operating Impact	n/a
Description of Operating Costs	The Wisconsin Department of Transportation will be responsible for maintenance and operation of the interchange.

2027 Capital Budget: Finance Committee Amendments

Agency:	Engineering - Major Streets	Amendment #:	3
Project Name:	Pavement Management	Page #:	153
Sponsor(s):	Verveer	Project #:	10540
Co-Sponsor(s):		Action:	Moved by Verveer, seconded by Madison, to Adopt
		Vote:	Voice Vote - Unanimous

Amendment Narrative

Brief description of what the amendment will do (e.g. add/remove funding, change project timing)

Increase Non-General Fund GO Borrowing (TID 48) by \$650,000 in 2027. Update the project description to add W. Main Street to the list of projects planned in 2027.

Amendment Amount

Amounts below reflect the change from the executive budget, not the total project/ program amount.

	2027	2028	2029	2030	2031	2032
GF GO Borrowing	\$0	\$0	\$0	\$0	\$0	\$0
Non GF GO Borrowing	\$650,000	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$650,000	\$0	\$0	\$0	\$0	\$0

Fiscal Impact

The estimated debt service and TOAH impact are based on the total change in borrowing over the course of the 6-year CIP.

Annual Debt Service (GF GO)	\$0.00
Annual Debt Service (Non-GF GO)	\$76,199.83
Taxes on the Average Value Home (TOAH) Impact	\$0.00

Finance Department Analysis

Additional information/ context on the amendment and the potential impact if adopted.

The proposed amendment adds \$650,000 in TIF Borrowing (TID 48) in 2027 for resurfacing W. Main Street from Proudfit to Fairchild. The project includes bike boulevard treatments (signing and marking). The TID 48 project plan currently includes \$115,000 in TIF funding for this project. This estimate was based on the cost of resurfacing the block in TID 48. The proposed project scope now includes additional blocks within a half mile of the TID.

The use of TID 48 borrowing is subject to future approval of a project plan amendment by the Joint Review Board (JRB) and the TID's capacity to support borrowing for the project. Economic Development Division (EDD) staff will assess the funding capacity of TID 48 in quarter 1 of 2027 and will pursue a project plan amendment with the JRB if funding is available. This project will be contingent on approval by the JRB.

If EDD staff determine there is not sufficient capacity in TID 48, the timing of the project will either be delayed or Engineering may pursue a separate budget amendment to utilize general fund GO Borrowing for the project in 2027.

Operating Impact

Reflects the relative change in impact associated with the proposed amendment, not the total operating impact of a project.

Annual Operating Impact

n/a

Description of Operating Costs

The amendment does not change the operating impact of the project.

2027 Capital Budget: Finance Committee Amendments

Agency:	Police	Amendment #:	4
Project Name:	Police Body Worn Cameras	Page #:	117
Sponsor(s):	Mayor Rhodes-Conway	Project #:	16212
Co-Sponsor(s):	Evers, Field, Figueroa Cole, Guequierre, Lankella, Madison, O'Brien, Tishler, Verveer, Vidaver	Action:	Moved by Evers, seconded by Vidaver, to Adopt
		Vote:	Voice Vote - Unanimous

Amendment Narrative

Brief description of what the amendment will do (e.g. add/remove funding, change project timing)

Fully fund the capital expenses of body-worn cameras in 2027. In 2027, increase GF GO borrowing by \$127,728 and Federal Sources by \$207,392. Decrease borrowing in 2028 by \$120,570 and in 2029 by \$214,550.

Amendment Amount

Amounts below reflect the change from the executive budget, not the total project/ program amount.

	2027	2028	2029	2030	2031	2032
GF GO Borrowing	\$127,728	\$-120,570	\$-214,550	\$0	\$0	\$0
Non GF GO Borrowing	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$207,392	\$0	\$0	\$0	\$0	\$0
Total	\$335,120	\$-120,570	\$-214,550	\$0	\$0	\$0

Fiscal Impact

The estimated debt service and TOAH impact are based on the total change in borrowing over the course of the 6-year CIP.

Annual Debt Service (GF GO)	\$-24,312.67
Annual Debt Service (Non-GF GO)	\$0.00
Taxes on the Average Value Home (TOAH) Impact	\$-0.25

Finance Department Analysis

Additional information/ context on the amendment and the potential impact if adopted.

The executive budget proposes purchasing 220 body-worn cameras (BWCs) over three years (2027-2029). This amendment advances the project timeline to fully fund the capital expenses of BWCs in 2027. The amendment also assumes the City will receive a federal grant to cover half of the capital costs. The grant application is currently under development.

The amendment does not change total amount proposed in the executive budget. Instead, it moves the budget planned in 2028 and 2029 forward to 2027, and reduces overall GF GO borrowing by reflecting a federal grant. The operating costs for BWC implementation will be included in future operating budget requests.

Operating Impact

Reflects the relative change in impact associated with the proposed amendment, not the total operating impact of a project.

Annual Operating Impact	\$425,000
Description of Operating Costs	Implementation of BWCs will require additional staffing and software costs. The annual estimate includes the cost of two IT specialists, one Forensic Lab Technician, and \$100,000 in software costs.

2027 Capital Budget: Finance Committee Amendments

Agency:	Police	Amendment #:	5
Project Name:	Portable Radios	Page #:	118
Sponsor(s):	Mayor Rhodes-Conway	Project #:	15180
Co-Sponsor(s):	Evers, Field, Figueroa-Cole, Lankella, Madison, Vidaver	Action:	Moved by Lankella, seconded by O'Brien to Adopt
		Vote:	Voice Vote - Unanimous

Amendment Narrative

Brief description of what the amendment will do (e.g. add/remove funding, change project timing)

Fully fund the capital expenses for portable radios in 2027. In 2027, increase GF GO borrowing by \$3,750,000. Decrease the CIP in 2028, 2029, and 2030 by \$1,250,000 in GF GO borrowing for each year.

Amendment Amount

Amounts below reflect the change from the executive budget, not the total project/ program amount.

	2027	2028	2029	2030	2031	2032
GF GO Borrowing	\$3,750,000	\$-1,250,000	\$-1,250,000	\$-1,250,000	\$0	\$0
Non GF GO Borrowing	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$3,750,000	\$-1,250,000	\$-1,250,000	\$-1,250,000	\$0	\$0

Fiscal Impact

The estimated debt service and TOAH impact are based on the total change in borrowing over the course of the 6-year CIP.

Annual Debt Service (GF GO)	\$0.00
Annual Debt Service (Non-GF GO)	\$0.00
Taxes on the Average Value Home (TOAH) Impact	\$0.00

Finance Department Analysis

Additional information/ context on the amendment and the potential impact if adopted.

This amendment would advance funding to replace all of the police department's portable radios in 2027, rather than over four years from 2027-2030. The original four year plan was proposed by the Police Department as a way to distribute the cost of the technology investment. MPD and City Finance have started to work with the vendor on the contract and has found there are multiple benefits to paying for all of the radios in one year.

If the contract moves forward as originally proposed in the executive CIP, the City would finance the purchase over four years. This would be similar to a lease agreement and the vendor would be able to repossess the equipment in the event of a default on the lease. If the full cost is advanced to 2027, the City would own the radios outright. This would allow for a more straightforward agreement with the vendor and more favorable agreement terms.

Additionally, the vendor has offered to provide additional equipment (mobile squad radios) at no cost to the City if the full contract is moved to 2027. This additional equipment is valued at approximately

\$410,000. The mobile radios are not currently included in the cost estimate for the project, but MPD anticipates needing to replace these in a future year. Receiving these units as part of the contract for portable radios would be a cost savings from a future budget.

Operating Impact

Reflects the relative change in impact associated with the proposed amendment, not the total operating impact of a project.

Annual Operating Impact

n/a

Description of Operating Costs

The amendment does not change the operating impact of the project.

2027 Capital Budget: Finance Committee Amendments

Agency:	Transportation	Amendment #:	6
Project Name:	Passenger Rail Station	Page #:	222
Sponsor(s):	Verveer	Project #:	
Co-Sponsor(s):	Madison, O'Brien	Action:	Moved by Verveer, seconded by Madison, to adopt
		Vote:	Voice Vote - Unanimous

Amendment Narrative

Brief description of what the amendment will do (e.g. add/remove funding, change project timing)

Update the "Description of Major Changes" for the "Passenger Rail Station" project in the Transportation budget to include the following: Funding for this project can be used for a local match or any other purpose related to the development of a passenger rail station or related improvements.

Amendment Amount

Amounts below reflect the change from the executive budget, not the total project/ program amount.

	2027	2028	2029	2030	2031	2032
GF GO Borrowing	\$0	\$0	\$0	\$0	\$0	\$0
Non GF GO Borrowing	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0

Fiscal Impact

The estimated debt service and TOAH impact are based on the total change in borrowing over the course of the 6-year CIP.

Annual Debt Service (GF GO)	\$0.00
Annual Debt Service (Non-GF GO)	\$0.00
Taxes on the Average Value Home (TOAH) Impact	\$0.00

Finance Department Analysis

Additional information/ context on the amendment and the potential impact if adopted.

The Passenger Rail Station project is included in the Department of Transportation's "Description of Major Changes" section. This project was originally included in the 2025 Economic Development Division's (EDD) General Land Acquisition (GLA) Fund program to purchase a site for the station. The 2027 executive budget transfers the carryforward budget from EDD to Transportation and creates a standalone project. The amendment adds language to the description to expand the scope of eligible uses of the funding to include a local match or any other purpose related to the development of a passenger rail station or related improvements.

Operating Impact

Reflects the relative change in impact associated with the proposed amendment, not the total operating impact of a project.

Annual Operating Impact	n/a
Description of Operating Costs	The amendment does not change the operating impact of the project.