

## IX.

### CAPITAL IMPROVEMENT PROGRAM

#### INTRODUCTION

The capital improvement program is a procedure for scheduling capital improvement projects required to effectuate the Master Plan, and to assure an orderly financing program. Project priorities are suggested for the six fiscal years, 1971 through 1976. It is assumed that when the capital improvement programming procedure starts as a regular activity, the first year, 1971, will be taken out of the program and considered for adoption as that year's capital budget. At the same time, additional projects from the list entitled, Proposed Capital Improvement Projects by General Priority and Jurisdiction, should be incorporated in the program schedule for 1977. Thus, the capital improvement program will continue to project needs six years in advance. This process is repeated each year. In doing this there should obviously be concurrent annual review of the financial means of the town in the view of each year's current situation and of the overall priority ratings for projects.

The capital improvement program procedure may be formalized in terms of the state enabling statutes. The General Municipal Law, Section 99-g, provides for a "capital program" to be officially adopted by the governing body of the municipality. According to this statute, after adoption of a capital budget for the current year, any amendment adding, modifying or abandoning projects, or modifying the methods of financing must be passed by the affirmative vote of two-thirds of the governing body's total membership. If the town elects to follow this statute, the governing body must first adopt a resolution or ordinance indicating their desire to come under the provisions of Section 99-g. Capital improvement programming has additional advantages to that of being simply a rational projection of capital needs and project priorities, many of today's projects depend on state and federal loans and grants that entail preliminary steps prior to execution. The town must anticipate the need to accomplish these preliminary steps in terms of a schedule that leads to project execution in a given year. Capital improvement programming provides the guidance for that process as well. Finally, and probably most important in this relationship with the state and federal government, there is a general trend for the governmental agency authorizing such loans and grants to require that the recipient community demonstrates a rational financing plan related to the community's Master Plan.

## LIST OF CAPITAL IMPROVEMENT PROJECTS BY GENERAL PRIORITY AND JURISDICTION

The principal capital improvement projects necessary to fully complete the Master Plan are listed for the town. It should be noted that key state and county improvements are scheduled as well so that local projects may be coordinated with them. Relative to the Southampton Community as a whole, some capital improvements listed here will also appear as capital improvements listed in the Master Plans for the Village of Southampton and the Village of Quogue, which are a part of this joint planning program.

The priorities suggested in this list are simply "high", "medium" and "low". The intention is to establish only the general time relationship of these capital improvement projects as they may be judged today. The "high" priority projects are the basis for developing the six year capital improvement program. The remainder provide the source of projects for the subsequent annual reviews and projections of that program.

The jurisdiction within which these capital improvement projects fall is established by indicating the responsible agency's governmental level. In some instances, this does not reflect the fact that funds for the project may be contributed by two or more levels of government.

### THE CAPITAL IMPROVEMENT PROGRAM, 1971-1976

The capital improvement program for the years 1971 through 1976, indicates that all major road projects fall into the state or county jurisdiction. The largest single town project is the new Town Hall complex. Of the remaining projects listed many are for park, recreation and open space acquisitions. Included in this amount are annual budgets for wetland and green-belt park acquisitions without specific identification of parcels. The acquisition cost for these lands total nearly 1.8 million dollars. A minor part of this cost will be offset by park funds which have been received in lieu of land in the subdivision process. The municipality should apply for federal and state assistance in acquiring these lands under the programs described in the Neighborhood Analysis. Despite the fact that such an application, if successful, would cut town costs at least in half, the Capital Improvement Program does not show this potential since the availability of such funds is questionable. Since the Master Plan shows several regional parks, it is anticipated that the county or state governments may well be the source of funds for their acquisition and development

The Capital Improvement Program also includes substantial sums for the village-type business center parking improvements. The most effective manner in which to accomplish these is through direct municipal planning and implementation. Although the municipality would finance the total cost, a parking assessment district could be established to assess the cost of these improvements against the benefited properties of the district in proportion to their degree of benefit.

Reference to the listed projects also reveals that several of these would in effect represent improvements within a potential Code Enforcement Program or Urban Renewal Project area. If they are to become a part of the project cost, the federal and state assistance might help to pay for them as described in the Neighborhood Analysis.

Assuming no special assistance of any kind, the cost of these improvements is a substantial sum. Therefore, even though the permissible bonding period may vary on projects, the potential for grouping projects so that fewer bond issues will be necessary is recommended. This would offer the benefit of spacing out the bonds in order that the municipality's indebtedness may be more easily managed. As pointed out in the Surveys and Analyses Report, the municipality's capacity for incurring new capital debt is more than ample for the projects contemplated here in this Capital Improvement Program. However, to give scale to this proposal it might be well to note that each \$1.0 million dollars financed through 20-year general obligation bonds at seven percent would cost \$85,000 per year. Assuming an equalization rate of .22 the assessed value of a \$25,000 house would be \$5,500. The tax rate necessary to pay both the principal and interest on the million dollar bond in 1970 would be 78 cents per \$1,000 assessed value, or \$4.29 total tax on a \$25,000 house.

If no assistance were to be available, the entire projected six-year cost of the Capital Improvement Program, \$5,140,000 would cost the owner of a \$25,000 house \$22.05 per year. This would drop, of course, as assessments grew in the following years. This would seem like a small price to pay for the benefits to be realized directly from these Capital Improvement Program projects. Indirectly, such expenditures tend to increase the value of properties within the town. Thus, the house owner's capital asset in his home would have grown at the same time.

PROPOSED CAPITAL IMPROVEMENT PROJECTS  
BY GENERAL PRIORITY AND JURISDICTION  
HIGH PRIORITY

| <u>Project</u>   | <u>Jurisdiction</u> |
|--|---------------------|
| <u>Roads:</u> Sunrise Highway, N.Y.S. Route 27, from Town of Brookhaven to N.Y.S. Route 24: acquisition and construction of new, limited access, scenic highway(4 lanes with median)                       | State               |
| Cross River Drive, C.R. 105 from N.Y.S. Route 113 to N.Y.S. Route 58 and the Long Island Expressway in Riverhead: acquisition and construction of new, limited access, scenic highway(4 lanes with median) | County              |
| Montauk Highway and N.Y.S. Route 24 at Hampton Bays: intersection approach improvements  | State               |
| Old Country Road, C.R. 71 from western town line to Montauk Highway: pavement improvement and railroad crossing improvement (2 to 4 lanes with shoulders)  | Town                |
| Montauk Highway and County Road 39 east end of Village of Southampton: intersection improvement  | State -<br>County   |
| North Circumferential Road at Bridgehampton: right-of-way survey and acquisition (4 lanes partial access)  | Town                |
| Riverhead Circulation Improvement at Riverhead Traffic Circle and Environs: surveys and acquisition  | State -<br>County   |
| Spinney Road from Lewis Road to N.Y.S. Route 24: widening and improvements(2 lanes and improved shoulders)   | Town                |

CAPITAL IMPROVEMENT PROJECTS  
(continued)

HIGH PRIORITY

| <u>Project</u>  | <u>Jurisdiction</u>                   |
|---|---------------------------------------|
| Montauk Highway at business centers of Speonk, East Quogue, Hampton Bays, Water Mill and Bridgehampton: turning lane marking at all intersections | County -<br>Town                      |
| Montauk Highway Bridge at Shinnecock Canal: reconstruction  | County                                |
| <u>Other Transportation Improvements:</u>   |                                       |
| Hampton Bays Railroad Station: relocation   | State                                 |
| Recreation Bus Service from hamlet centers to parks and beaches: feasibility study  | Town                                  |
| <u>Parking Fields:</u>  |                                       |
| Hampton Bays - Business on North Side of Montauk Highway: unified parking and circulation design  | Town                                  |
| <u>Parks, Recreation and Open Space:</u>  |                                       |
| Cormorant Point Recreation and Environmental Park: acquisition  | Town                                  |
| Speonk River Greenbelt Park, lower portion: recreation and environmental park acquisition   | Town                                  |
| Iron Pier Shorefront Park: recreation and environmental park acquisition  | Town                                  |
| Middle Pond Spoils Area: recreation and boat ramp acquisition   | Town and<br>Village of<br>Southampton |

CAPITAL IMPROVEMENT PROJECTS  
(continued)

HIGH PRIORITY

| <u>Project</u>   | <u>Jurisdiction</u>             |
|--|---------------------------------|
| Channel Pond: recreation and environmental beach acquisition   | Town and Village of Southampton |
| Towd Point Beach and Recreation Park: acquisition  | Town                            |
| Neighborhood Parks to serve existing Village Residence areas in Riverside, Speonk, East Quogue, West Tiana and Hampton Bays: acquisition of five parks | Town                            |
| Eastern Shinnecock Bay Barrier Beach and Salt Marshes acquisition  | County                          |
| <u>Municipal Buildings. Facilities:</u>  |                                 |
| New Town Hall and Highway Garage: acquisition of land and construction   | Town                            |
| Western Waste Reclamation Park: acquisition  | Town                            |
| Solid Waste Packer Units: to be located in Planning Areas 1, 2, 3 and 4  | Town                            |
| Community Water Distribution Systems, Development of Principal Connecting Links and Well Field Grid: feasibility study and policy determination        | State-County-Town               |