

LOCAL HAZARD MITIGATION PLAN



TOWN OF HANCOCK, VERMONT

JULY 2022

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1 INTRODUCTION

Natural and human-caused hazards may affect a community at any time; they are not usually avoidable, however, their impact on human life and property can be reduced through community planning. Accordingly, this Plan seeks to provide natural hazards mitigation strategy while briefly speaking to human-caused hazards that will make the community of Hancock more disaster resistant.

“Mitigation” is defined as any sustained action that reduces or eliminates long-term risk to people and property from hazards and their effects. Previous Federal Emergency Management Agency (FEMA), State and Regional Project Impact efforts have demonstrated that it is less expensive to anticipate disasters than to repeatedly ignore a threat until the damage has already been done. While hazards cannot be eliminated entirely, it is possible to identify prospective hazards, anticipate which might be the most severe, and recognize local actions that can be taken ahead-of-time to reduce the damage. These actions, also known as ‘hazard mitigation strategies’ can:

Avert the hazard by redirecting its impact by means of a structure or land treatment

Adapt to the hazard by modifying structures or standards

Avoid the hazard through improved public education, relocating/removing buildings in the flood zone, or ensuring development is disaster resistant

2 PURPOSE

The purpose of this Local Hazard Mitigation Plan is to assist the Town of Hancock in identifying all natural hazards facing the town, rank them and identify strategies to begin reducing risks from known priority hazards.

The Town of Hancock seeks to be in accordance with the strategies, goals, and objectives of the Vermont State Hazard Mitigation Plan.

The 2015 Hancock Local Hazard Mitigation Plan was the first stand-alone Local Hazard Mitigation Plan drafted for the Town. Previously, the Town had a town-specific 2009 Annex to the Regional Pre-Disaster Mitigation Plan. This new Plan has been reorganized and new sections have been added:

Old assumptions have been challenged throughout and new information has been added to make the plan stronger and more useful for those Hancock town officials and residents who will implement the hazard mitigation strategies in the future.

3 COMMUNITY PROFILE

Land Use – Demographics -Transportation

The Town of Hancock, consisting of approximately 24,696 acres, is situated on the eastern slopes of the Green Mountains. The village of Hancock is located at the junction of Vermont Routes 125 and 100. In 2020, the population of Hancock was 359 an 11% increase since the 2010 Census, but still making it one of the smallest populations in the Two Rivers- Ottauquechee Region. Ninety-five percent of the land in Hancock is forested, a substantial portion of which is the Green Mountain National Forest (roughly 80%). Consequently, it is unlikely that Hancock will see a boom in population soon, as there is a finite amount of developable land.



According to the 2020 U.S. Census Reports, there were 228 households in Hancock. In 2010, there were 208 units. The overall increase during this period (2010 – 2020) was 9.6%. Currently, twenty percent of these residential buildings in Hancock were built prior to 1939. There is very little commercial development in the Town of Hancock, and most of the commercial development opportunities are more likely to be redevelopment or reuse of existing properties. For example, the Hancock Selectboard is considering ways that an industrial building can be repurposed and used for commercial opportunities and have repurposed the old school into town offices. As mentioned above, the majority of the Town of Hancock is located in the Green Mountain National Forest, which places limitations on development within the Town, and development pressures for growth in areas outside of the Green Mountain National Forest have remained low and are anticipated to remain low.

The Town of Hancock has approximately 18 miles of road within its boundaries. Almost 10 of these miles are state owned roads including VT 100 and VT 125 which provide primary access in and out of the town center. According

Electric Utility Distribution

Green Mountain Power provides electric service to approximately accounts. Average annual outage information between 2017 and 2021 is listed in Table 1

Table 1: Average Annual Power Outage Information

| Average Annual (2017-2021) | |
|--|----------------------|
| Average # of outages per customer per year | 3.51 times per year |
| Total outage duration per customer | 30.42 hours per year |
| Average length of each outage | 7.29 hours |

Public Safety

Fire protection services are provided by the Hancock Fire Department (HFD), an all-volunteer department, which provides twenty-four hour coverage for the Town and surrounding areas.

The fire station was replaced in 2010. There is an 1800 watt generator for back-up power and the building is equipped with sprinklers. The building has a restroom and a meeting space with an attached kitchen.

The Town of Hancock does not have or need a full time police force, and none is contemplated in the next five years. Vermont State Police patrol the town on a regular basis. There is no set schedule for these patrols. The town does not have a paid constable, but a constable is elected for a one-year term to conduct administrative functions in service to the Selectboard. Residents may call the Vermont State Police for assistance.

Medical emergencies in the Town of Hancock are handled by White River Valley Ambulance, Inc. (WRVA). The WRVA has an EMT and ambulance station in Rochester and serves the Route 100 valley and surrounding areas. The closest hospital is Gifford Medical Center, located in Randolph, Porter hospital is located somewhat farther away in Middlebury. Medivac services are available by the DHART helicopter.

4 PLANNING PROCESS

Plan Developers

Stephanie Magnan from SEAM Solutions LLC assisted the town with updating the Local Hazard Mitigation Plan. This project was funded in part by Pre-Disaster Mitigation Program funds from FEMA.

The planning team was comprised of Hancock's emergency services, the Chair of the Selectboard and other stakeholders in the community.

Table 2: Local Hazard Mitigation Planning Committee

| Local Hazard Mitigation Planning Committee for the Town of Hancock | |
|--|------------------------------|
| Monica Collins – Selectboard Chair | Scott Gillette – Broadband |
| Dan Perera – Road Commissioner/Selectboard | Jacques Villeux – Fire Chief |

Plan Development Process

The 2022 Local Hazard Mitigation Plan is an update to the 2015 plan which was the first single jurisdiction mitigation plan prior to that Hancock was included in the region's multi-jurisdiction plan.

Table 3: Plan Development Process

| |
|---|
| June 25, 2021: Hazard Mitigation Planning Committee kick-off meeting held. Committee members were discussed. An overview of the community and government was discussed along with the strategy and timeline of the plan development. |
| July 12, 2021: Committee approved timeline of plan update and finalized committee members. Defined list of data needs and current list of hazards and discussed aligning with the State Hazard Mitigation Plan. |
| August 6, 2021: Committee discussed modes of community input and decided on a questionnaire after the public notice of update had gone out. |
| September 9, 2021: Notice posted on the Town's website along with announcement at Selectboard meeting that the Town is engaged in updating the Local Hazard Mitigation Plan. The notice included that public input is encouraged. No input was received. |
| October 27, 2021: Committee discussed and began work on; questionnaire, data elements for community profile, storm history, critical facilities and community hazard risk assessment. |
| November 30, 2021: Committee completed work on data elements for community profile, storm history and identified critical facilities. |
| February 4, 2022: Committee began work on reviewing the status of the 2015 mitigation actions |
| March 8, 2022: Planning Committee completed review and update of hazards. The hazards risk assessment was also completed along with review and update the status of the 2015 mitigation actions. |
| April 7, 2022: The Planning Committee began work on hazard mitigation strategy and confirming the existing goals |
| TBD, 2022: Questionnaire results |
| TBD, 2022: Planning Committee completed work on hazard mitigation strategies and actions along with plan maintenance and changes since the 2015 plan. |
| TBD, 2022: Draft LHMP finalized for presentation to the community including the Selectboard and surrounding communities for public input. |
| TBD, 2022: Final Draft LHMP submitted to Vermont Emergency Management for Approval Pending Adoption. |

Table 4: Existing Plans, Studies, Reports and Technical Information

| Existing Plans, Studies, Reports and Technical Information | |
|--|---|
| Local Emergency Management Plan | 2019 Town Plan |
| VTrans Transportation Resiliency Planning Tool | Vermont Statewide Highway Flood Vulnerability and Risk Map |
| FEMA Flood Insurance Rate Maps | 2022 FEMA NFIP Insurance Reports |
| 2015-2021 Green Mountain Power Outage Data | 2009 Town of Hancock Inundation Hazard Area Regulations |
| 2018 State Hazard Mitigation Plan | 2020 US Census Data |
| Road Erosion Inventory | 2020 American Community Survey Five-Year Estimate |
| VTrans Town Highway Bridge Inspection Reports | National Oceanic and Atmospheric (NOAA) National Climatic Data Center's Storm Events Database |
| FEMA Disaster Declarations for Vermont | OpenFEMA Dataset:Public Assistance Funded Project Summaries for Vermont |

Changes since the 2015 Plan

Hancock remains strong in preserving the rural environment that the community has become accustomed to while being able to provide community services along with recreational and cultural exposure for its residents.

The Town Plan's Flood Resilience Section contains the following goal:

To protect the citizens, property and economy of Hancock and the quality of their rivers as natural and recreational resources by using sound planning practices within designated Flood Hazard Areas and beyond.

The Town's mitigation priorities changed to align with the State's Hazard Mitigation Plan which focuses on natural hazards. In the 2015 plan for the Town focused more on all hazards and while manmade hazards, such as hazardous spills and motor vehicle crashes, are no less important natural hazards such as flooding and high winds are more likely to have a heavier financial burden on the Town.

Hancock has made progress in completing the mitigation actions identified in the 2015 see Appendix A. The most significant ones being a culvert replacement on Churchville Road that allowed for better water passage and reducing the risk of landslides and a new upgraded box culvert was replaced on VT 125 that spanned the

Piper Brook to improve the flow of floodwaters and reduce the risk of washouts and road damage.

5 HAZARD IDENTIFICATION AND RISK ASSESSMENT

Local Vulnerabilities and Risk Assessment

One of the most significant changes from the 2015 plan is the way hazards are assessed. To be consistent with the Planning Committee chose to take on the model of the Vermont State Hazard Mitigation Plan. Initially the Committee addressed the probability of the known hazard events occurring in the future. See Table 5

The Committee then ranked the hazard events and their know hazard impacts on the community broken down into four categories of: infrastructure, life, economy and environment. The ranking was then averaged and multiplied by the probability to come up with the overall score. See Table X

The lower risk hazards that have been identified as a low probability of occurrence and lower potential impact are not discussed in this plan, however more information on these hazards can be found in the State Hazard Mitigation Plan.

Invasive Species

The Planning Committee did not discuss the risk associated with invasive species as there is no record of this occurrence. The Emerald Ash Borer which is currently affecting other parts of the state is yet to be documented in Hancock, according to the Vermont Agency of Natural Resources map.

Table 5: Hazard Events Assessment

| Hazard Events | Probability | Hazard Impacts |
|--|---------------|--|
| Flash Flood / Flooding | Highly Likely | Erosion; Inundation |
| Severe Weather (Thunderstorm, Lightning, High Winds, Hail and Flooding) | Highly Likely | Winds; Hail; Inundation; erosion |
| Extreme Cold/Snow/Ice Storm | Highly Likely | Cold; Snow; Ice |
| Dam Failure | Likely | Inundation; erosion; landslides |
| Ice Jams | Likely | Inundation; erosion |
| Hurricanes/Tropical Storms | Likely | Inundation; Wind; Erosion |
| Tornado | Occasionally | Wind; Hail |
| Drought | Occasionally | |
| Extreme Heat | Occasionally | Heat |
| Wildfire | Unlikely | |
| Landslides/Mudslides/Rockslides | Unlikely | Inundation; Erosion |
| Hail Storm | Occasionally | Hail |
| Earthquake | Unlikely | |

The Committee then ranked the hazard events and their know hazard impacts on the community broken down into four categories of; infrastructure, life, economy and environment. The ranking was then averaged and multiplied by the probability to come up with the overall score. See Table 6

The Committee identified the following as High Risk Hazards:

Fluvial erosion associated with large rain events such as thunder or tropical storms

Inundation flooding

Cold, snow, ice, and high winds

Table 6: Community Hazard Risk Assessment

| Hazard Impacts | Probability | Potential Impact | | | | | Score |
|-----------------------------|-------------|------------------|------|---------|-------------|---------|-------|
| | | Infrastructure | Life | Economy | Environment | Average | |
| Fluvial Erosion | 4 | 4 | 4 | 4 | 4 | 4 | 16 |
| Inundation Flooding | 4 | 4 | 4 | 4 | 4 | 4 | 16 |
| Ice | 4 | 4 | 2 | 2 | 4 | 3 | 12 |
| Hail | 2 | 1 | 1 | 1 | 1 | 1 | 2 |
| Snow | 4 | 4 | 2 | 2 | 4 | 3 | 12 |
| Cold | 4 | 4 | 2 | 2 | 4 | 3 | 12 |
| Wind | 4 | 4 | 2 | 2 | 4 | 3 | 12 |
| Heat | 2 | 2 | 3 | 2 | 4 | 2.75 | 5.5 |
| Drought | 2 | 2 | 3 | 2 | 4 | 2.75 | 5.5 |
| Wildfire | 1 | 2 | 2 | 3 | 4 | 2.75 | 2.75 |
| Earthquake | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Invasive Species | 4 | 2 | 1 | 3 | 4 | 2.5 | 10 |
| Infectious Disease Outbreak | 4 | 3 | 4 | 4 | 2 | 3.25 | 13 |
| Cybersecurity | 4 | 4 | 1 | 3 | 1 | 2.25 | 9 |
| Structure Fire | 3 | 2 | 2 | 2 | 2 | 2 | 6 |

*Score=Probability x Average Potential Impact

| | Frequency of Occurrence: Probability of plausibly significant event | Potential Impact: Severity and extent of damage and disruption to population, property, environment, and the economy |
|---|---|---|
| 1 | Unlikely: < 1% probability of occurrence per year | Negligible: Isolated occurrences of minor property and environmental damage, potential for minor injuries, no to minimal economic disruption |
| 2 | Occasionally: 1% to 10% probability of occurrence per year, or at least one chance in the next 100 years | Minor: Isolated occurrences of minor property and environmental damage, potential for minor injuries, no to minimal economic disruption |
| 3 | Likely: >10% but <75% probability per year, at least one chance in the next 10 years | Moderate: Severe property and environmental damage on a community scale, injuries or fatalities, short-term impact |
| 4 | Highly Likely: > 75% probability in a year | Major: Severe property and environmental damage on a community or regional scale, multiple injuries or fatalities, significant economic impact |

Highest Risk Hazard Profiles

Flash Flood/Inundation/Fluvial Erosion/Winds

Flooding is one of the worst threats to Hancock's residents and infrastructure. Past instances of flooding in Hancock have included rain and/or snowmelt events that cause flooding in the major rivers' floodplains and intense rainstorms over a small area that cause localized flash flooding. Both kinds of events can be worsened by the build-up of ice or debris which can contribute to the failure of important infrastructure (such as culverts, bridges, and dams).

Perhaps the worst flood disaster to hit the Town of Hancock, as well as the overarching region and the State of Vermont, occurred on November 3, 1927. This event was caused by nearly 10 inches of heavy rain from the remnants of a tropical storm that fell on frozen ground. 84 Vermonters, including the Lieutenant Governor were killed. The flooding in the White River valley was particularly violent, with the river flowing at an estimated 900,000 gallons per second on the morning of the 4th (Vermont Weatherbook). Like many towns in the region, the Town of Hancock received heavy precipitation.

A more recent flood that devastated the region and the state was the result of Tropical Storm Irene, which occurred on August 28, 2011. Record flooding was reported across the state and was responsible for several deaths, and millions of dollars of home, road and infrastructure damage. Due to the strong winds, 50,000 Vermont residents were initially without power, and many did not have electricity restored to their homes and businesses for over one week. The flooding caused by Tropical Storm Irene is considered to be the second greatest natural disaster in 20th and 21st century Vermont; second only to the Flood of 1927.

The Town of Hancock suffered major damage to property and infrastructure during Tropical Storm Irene, although no lives were lost. It is estimated that Tropical Storm Irene dropped a locally reported 6-7 inches of rain in a very short span of time, and well over 7 inches in other towns across the county.

Many of Hancock's roads and culverts were damaged by the storm, including parts of: Vermont Routes 100 and 125, Churchville Road, Tunnel Brook Road, Bettis Road, Killlooleet Road, and Fassett Hill Road. Rainfall and already saturated soils attributed to widespread flooding in as little as forty-five minutes in some areas of the town. The Town was one of many in the state to be isolated in the wake of the storm. The county-wide damage totaled approximately \$3.32 million, and damage in the Town of Hancock was over \$1.57 million according to FEMA's Public Assistance Database. Following the flood damage, the state of Vermont and FEMA has been coordinating on the home buy-out process across the state; there was one property buyout in Hancock that was considered , the Bettis Autoland property, but since has been bought by the North Hollow Farm and is now conserved land.

Unfortunately, flooding is very common across the region, with many events

impacting the Town of Hancock specifically. The following list indicates the history of occurrence with regard to this hazard in Addison County and given the relatively small population of Hancock, town-specific data is somewhat limited. Federal disaster numbers are listed when appropriate.

Table 7: History of FEMA Declarations

| Date | Event | Location | Extent |
|--|----------------------------|------------------------------|---|
| 06/29/2017-07/01/2017 (DR-4330_VT) | Severe storms and flooding | County wide | Heavy rains led to a rainfall amount of 3-4" which led to some flash flooding in the area causing an estimated \$5,000 in property damage in the Town of Hancock and overall \$11.7 million dollars in damage |
| 07/10/2013* | Flash flood | Hancock, County- wide | Heavy rains/thunderstorms led to rainfall rates as high as two to three inches per hour. Rains forced the closure of Rt. 100 near Hancock. Caused an estimated \$10k in property damage. |
| 05/29/2012 (DR-4066 VT) | Flooding | County- wide | Severe storms, a tornado and flooding hit Addison and other counties throughout Vermont. |
| 08/28/2011 * (DR-4022 VT for period of 8/26/2011 – 9/2/2011) | Severe Flash Flooding | Hancock, County/reg ion wide | Upwards of 7" of rain across region, significant damage to state and local roads/culverts/bridges. VT Routes 100 and 125 were severely damaged, and as a result, isolated the Town of Hancock for days. |
| 04/23/2011-05/09/2011 (DR-1995 VT) | Flooding | County- wide | Severe storms over the period caused flooding throughout the county and surrounding areas. |
| 07/21/2008-08/12/2008* (DR-1790 VT) | Flooding | Hancock, County- wide | Severe storms over the period caused flooding throughout the county and surrounding areas. Storms led to failure of the Killbuck Dam in the heart of Hancock on 8/6/2008. |
| 06/14/2008-06/17/2008 (DR-1778 VT) | Flooding | County- wide | Severe storms over the period caused flooding throughout the county and surrounding areas. |
| 5/19/2006 | Flooding | County- wide | 2-4" of rainfall throughout the area caused flooding in Addison and nearby counties. Total damage estimated at \$25k in county. |
| 08/12/2004-09/12/2004 (DR-1559 VT) | Flooding | County- wide | Severe storms over the period caused flooding throughout the county and surrounding areas. |
| 04/13/2002 | Flooding | County- wide | 1-3" of rainfall in the area combined with snowmelt caused widespread flooding in the region. Caused an estimated \$20k in property damage in Addison Co. |
| 07/14/2000-07/18/2000 (DR-1136 VT) | Flooding | County- wide | Severe storms over the period caused flooding throughout the county and surrounding areas. |
| 06/17/1998* | Flash flooding | Hancock, County- wide | Thunderstorms prompted torrential downpours. Roads were flooded in Hancock as a result. Caused an estimated \$10k in property damage. |

| | | | |
|--|----------------|-----------------------------|--|
| 6/28/1973 - 6/30/1973 (DR-397 VT) | Flooding | Hancock, county- wide | Severe flooding occurred throughout the region. 8.53" reported in the neighboring town of Rochester. |
| 11/2/1927 - 11/4/1927* ("The 1927 Flood") | Flash flooding | Hancock, county- wide | 4-9" of rain across the region. Approximately 7" in Hancock. |

The Town of Hancock Inundation Hazard Area Regulations places limitations on growth with the Special Flood Hazard Area and the Floodway by prohibiting new structures to be built and only allowing a limited number of improvements or growth on property. It sets development standards that shall apply to the Special Flood Hazard Area and Floodway to help minimize risks to existing structures, utilities, etc. While the Town of Hancock lacks zoning regulations, the Town Plan does recognize that it is in the public interest to plan in a manner that mitigates flood damages, and works to implement land use strategies

that will protect these areas and minimize the risks to public health, safety, and property. Additionally, the Plan states that preferred uses for flood hazard areas shall be for open space, greenbelts, and non- commercial recreational or agricultural uses.

There are 20 residential (four mobile homes, fifteen single-family dwellings and one camp) and 11 commercial structures (including two lodging sites) in the 100 year floodplain, which equal \$11,939,240 if all properties were damaged/destroyed in a severe flooding event. The flooding that occurred as a result of Tropical Storm Irene is considered to be greater than a 100-year flood. **In order to be more forward-looking in the future, the Town may wish to expand its Inundation Hazard Area Regulations.**

No development projects are planned in Hancock in areas that would be vulnerable to flooding. There is one commercial property with two repetitive loss claims in Hancock on FEMA's NFIP list.

Due to the development restrictions mountainous terrain places on an area, "at-risk populations," such as children or the elderly, low-income housing and critical infrastructure may be located in flood hazard areas. Across Vermont, most child and elder care facilities are not registered with the State. Much of the child day care is likely private and in-home in Hancock, and there are no licensed facilities within the Town. There are two elder care (nursing home/long-term care) facilities in the Town of Hancock.

Finally, low-income housing is not registered with the State, but there are no mobile home parks in Hancock.

Recent studies have shown that the majority of flood damage in Vermont is occurring along upland streams, as well as along road drainage systems that fail to convey the amount of water they are receiving. These areas are often not recognized as being flood prone and property owners in these areas are not typically required to have

flood insurance (DHCA, 1998). It should be noted that although small, mountainous streams may not be mapped by FEMA in NFIP FIRMs (Flood Insurance Rate Map), flooding along these streams is possible, and should be expected and planned for. Flash flooding in these reaches can be very erosive, causing damage to road infrastructure and to topographic features including stream beds and the sides of hills and mountains. The presence of undersized or blocked culverts can lead to further erosion and stream bank/mountain side undercutting. Furthermore, precipitation trend analysis suggests that intense, local storms are occurring more frequently. In the Town of Hancock, there eleven structures located in the mapped fluvial erosion hazard area.

A number of culverts have been replaced or upgraded since Hancock's 2009 Annex was adopted. In an attempt to improve the flow of floodwater through the Town, Hancock upgraded culverts on the following roads: Taylor Brook Road, Fassett Hill, Tucker Brook and Churchville Road. Many of Hancock's major roads run alongside the Hancock Branch of the White River and its tributaries, such as Routes 100 and 125, Churchville Road, Bettis Road, Fiske Road and Buttles Road, and are especially vulnerable to erosion and washouts. As a result, it is important to restore floodplain, improve areas and/or increase the number of areas for retention of floodwaters to reduce the risk to structures and road infrastructure wherever possible.

The last official culvert inventory completed for the Town of Hancock was in 2012. Hancock routinely updates their culvert inventory with newly created and repaired culvert listings. The process of upgrading culverts is ongoing, and all culverts have been upgraded from steel to plastic over the past two years to improve stability and drainage in the Town.

Cold/Snow/Ice/High Winds

In the Two River Ottaquechee Region as with the rest of the state, most Ice jam events are a serious concern throughout the State of Vermont, owing to the vast number of waterways within the state's footprint. Such events can occur with little to no warning, increasing the impact of such events when they happen.

Ice jams are most prone to occur when heavy rains and rising temperatures cause rapid snow melt. Rivers, as a consequence, swell and ice layers begin to break, which then flow downstream and create obstructions around natural and man-made barriers. The majority of ice jams happen between the months of January and March, and the lead time for an ice jam or flow can range anywhere from a few hours to only one hour. The flows can cause water to rise by multiple feet per hour or even multiple feet within minutes. This can mean that there is insufficient time to prepare for rising water and ice levels.

While flooding from ice jams is not often major, it has the possibility to be catastrophic, particularly in places that have an historic pattern of growth along waterways. Ice

jams can have a disastrous impact on waterways and surrounding structures and infrastructure, and they can cause severe erosional issues along with endangering local fish and wildlife populations. There are no state buildings or facilities in Hancock that may be immediately endangered by ice jams; however, basic infrastructure and private property are at high risk.

Table 8: Ice Jam History

| Date | Event | Location | Extent |
|---------------|----------|-----------|---|
| Feb-Mar, 2009 | Ice Jam | Hancock | Ice jam was created due to a build-up of logs and debris along Rt. 125, which required unblocking the affected culvert in the spring. |
| 03/11/1992 | Ice Jam | Granville | White River ice jam in Granville resulting from ice break-up along the waterway. Occurred near a bend, resulting in agricultural and commercial flooding. |
| 02/01/1976 | Ice Jams | Rochester | White River ice jam in neighboring Rochester. Annual jams form at 3 locations. Jam was said to be 5,000 feet long, and caused water to flow over fields. |

Please note; although no data records were found to support or flesh out their claims, according to local officials, there have been additional instances of ice jams occurring in the Town of Hancock. Overall, these ice jams were relatively small in scale and caused minor damage.

In order to prepare for the possibility of ice jams, Town officials monitor the weather conditions that contribute to ice jams. However, no concrete plan exists for responding to an ice jam in the Town of Hancock. Routes 100 and 125 are owned by the State, and the State takes responsibility for ensuring that those roads are not vulnerable to the threat of ice jams. By ensuring that development is safe from flood risk, and road infrastructure is properly sized, the risk of damage from ice jams will also be reduced.

Infectious Disease Outbreak

The Vermont State Hazard Mitigation Plan states, “an epidemic emerges when an infectious disease occurs suddenly in numbers that are in excess of normal expectancy. Infectious disease outbreaks put a strain on the healthcare system and may cause continuity issues for local businesses. These outbreak incidents are a danger to emergency responders, healthcare providers, schools, and the public. This can include influenza (e.g. H1N1), pertussis, West Nile virus, and many other diseases.”

DR-4532 - January 2020 - An unprecedented major disaster was declared a pandemic. COVID-19 was of the severity and magnitude that the need for supplemental Federal assistance was determined to be necessary prior to the completion of joint Federal, State, and Local government Preliminary Damage Assessments. This declaration made emergency protective measures (Cat B) available to state and eligible local governments and certain private nonprofit organizations on a cost-sharing basis for all areas in the State of Vermont.

Communities quickly needed to learn how to adapt to remote working and continue operating of their government and conducting business as a public entity. Many lessons have been learned and adapted into their continuity plans for future events.

6 HAZARD MITIGATION STRATEGY

Mitigation Goals

- To reduce injury and losses, including loss of life and to infrastructure, structures and businesses, from the natural hazard of flash flooding, flooding and fluvial erosion.
- To reduce injury and losses, including loss of life and to infrastructure, structures and businesses, from the natural hazard of ice jams.
- To reduce injury and losses, including loss of life and to infrastructure, structures and businesses, from the natural hazard of landslides, mudslides and rockslides.
- To reduce injury and losses, including loss of life and to infrastructure, structures and businesses, from the hazard of structure fire.
- To reduce injury and losses, including loss of life and to infrastructure, structures and businesses, from the hazard of hazardous material spill(s).

Town Plan Goals and Objectives Supporting Local Hazard Mitigation

- To plan for, finance, and provide an efficient system of emergency facilities and services to meet the future needs of the citizens of Hancock (p. 24).
- To maintain a transportation system that is safe, efficient and complements the other goals and policies of this Plan (p. 31).
- To provide pedestrians with safe areas to travel within the Hancock village (p. 31).
- It is a goal of the town to provide pedestrians with safe access to village services (p. 35).
- It is the goal of the town to encourage “clean” businesses to locate within Hancock, provided that they do not adversely affect community health, quality of life or the rural character of the town (p. 37).
- To ensure no net loss of flood storage capacity in order to minimize the loss of life and property, disruption of commerce, and demand for extraordinary public services and expenditures which result from flood damage (p. 44-45).
- To recognize that upland areas adjacent to unstable rivers and to steep streams may be at risk of erosion during floods (p. 45).
- To consider surface water and groundwater impacts and effects related to proposed or existing uses of land (p. 46).
- To protect the citizens, property and economy of Hancock and the quality of their rivers as natural and recreational resources by using sound planning practices within designated Flood Hazard Areas and beyond (p. 67).

Community Capabilities

Administrative

Including the Public Safety staff described in the Community Profile section there is also municipal staff that were utilized in the updating of this plan and that can also help carry out some the specific actions such as: Road Foreman and the Town Clerk. In addition to paid staff there is a three member Selectboard and a four member Planning Commission.

Neighboring communities' fire departments are called on in large fires requiring outside resources. The Town participates in a mutual aid district with Ripton, Granville, Rochester, Warren, and Stockbridge, whereby assistance is provided in the event of a serious fire.

Planning and Regulatory

Planning and Regulatory capabilities are the ordinances, codes, plans, and policies are the foundation by which the impacts of hazards can be reduced.

Hancock Hazard Mitigation Plan

Adopted 8/4/2015

The Hazard Mitigation Plan was referenced extensively during the plan development process, especially in regard to the worst threats and mitigation action strategies identified in 2009.

Hancock Town Plan

Adopted ???

The Town Plan provides the groundwork of information on the community, as well as more detail on their emergency services. The Flood Resilience section provides goals. Planning principles, policies, and specific recommendations.

Hancock Inundation Hazard Area Regulations

Adopted: 04/21/2009

These regulations were referenced while drafting the Flash Flood/Flood/Fluvial Erosion section of this Plan.

Upper White River Corridor Plan

07/02/2007

The Upper White River Corridor Plan provided information about an important tributary to the Third Branch of the White River. The upper reaches of the White River are located in the Town of Hancock. This information was also incorporated into the mapping/GIS components of this Plan; specifically in determining the number of structures that are vulnerable to fluvial erosion hazards.

Flood Insurance Study: Town of Hancock, Vermont, Addison County

Adopted: 08/19/1991

This resource provided specific information on the watercourses within the Town of Hancock, notably the White River and the Hancock Branch. This information was incorporated into the mapping/GIS components of this Plan; specifically in determining the number of structures that are vulnerable to SFHA, and into the Flash Flood/Flood/Fluvial Erosion section of this Plan.

Local Emergency Management Plan

Last adopted: 4/20/2021 **just newly approved?**

This plan is utilized during events and establishes the incident command system that identifies high risk populations, resources, shelters and outlines response activities.

Road and Bridge Standards

Adopted: 9/19/2019

By adopting these standards, the town agrees to comply with the minimum typicals and standards for construction, maintenance, and repair of all the town roads and bridges. This also aids the town in reducing the town share when they request for FEMA funding.

Municipal Roads Program - Road Erosion Inventory Report

Initial inventory 9/8/2017 and updated 10/7/2021

The Vermont Department of Environmental Conservation implemented this program to “achieve significant reductions in stormwater-related erosion from municipal roads, both paved and unpaved.” This program aids towns in developing priorities by which roads should be improved to comply by pre-determined dates.

National Flood Insurance Program

The Town has been participating in the National Flood Insurance Program since September 27, 1985. An Administrative Officer reviews Flood Hazard Area Permit Applications for compliance with the Town’s Inundation Hazard Area Regulations. These regulations defines permitted development, prohibited development in special flood hazard areas, conditional use and exempt activities along with variances that may be granted.

Hazard Mitigation Strategies: Programs, Projects and Activities

Vermont Division of Emergency Management encourages a collaborative approach to achieving mitigation at the local level through partnerships with Vermont Agency of Natural Resources, VTrans, Vermont Agency of Commerce and Community Development, Regional Planning Commissions, FEMA Region 1 and others. That said, these agencies and organizations can work together to provide assistance and resources to towns interested in pursuing hazard mitigation projects.

With each mitigation strategy, general details about the following are provided: local leadership, possible resources, implementation tools and prioritization. The prioritization category is based upon the economic impact of the action, Hancock’s need to address the issue, the cost of implementing the strategy, and the availability

of potential funding. The cost of the strategy was evaluated in relation to its benefit as outlined in the STAPLEE guidelines (includes economic, political, environmental, technical, social, administrative, and legal criteria). A range of mitigation strategies was vetted by the committee, and those that were determined to be feasible are included in the table below.

Strategies given a “High” prioritization indicate that they are either critical or potential funding is readily available and should have a timeframe of implementation of less than two years. A “Medium” prioritization indicates that a strategy is less critical, or the potential funding is not readily available, and has a timeframe for implementation of more than two years but less than four. A “Low” prioritization indicates that the timeframe for implementation of the action, given the action’s cost, availability of funding, and the community’s need to address the issue, is more than four years.

The Town of Hancock understands that in order to apply for FEMA funding for mitigation projects that a project must meet more formal FEMA benefit cost criteria, and a project seeking FEMA funds would undergo a full benefit-cost assessment in the FEMA-approved format. The Town must have a FEMA approved Local Hazard Mitigation Plan as well.

The following strategies will be incorporated into the Town of Hancock’s long-term land use and development planning documents. In addition, the Town will review and incorporate elements of this Local Hazard Mitigation Plan into updates for the municipal plan, zoning regulations, if ever enacted, and flood hazard/ fluvial erosion hazards (FEH) bylaws. The incorporation of the goals and strategies listed in the Local Hazard Mitigation Plan into the municipal plan, zoning regulations, if ever enacted, and flood hazard/FEH bylaws will also be considered after declared or local disasters. The Town shall also consider reviewing any future TRORC planning documents for ideas on future mitigation projects and hazard areas.

Identified Hazard Mitigation Actions

Table 9: Hazard Mitigation Actions

| Mitigation Actions | Responsible Party | Estimated Timeline | Possible Funding | Cost* |
|--|----------------------------------|--------------------|------------------|---------|
| Fassett Hill Ditch Project to improve drainage and raise the MRGP rating | Selectboard (Highway Department) | 2022-2023 | Grant money? | Medium? |

| | | | | |
|--|-----------------------------------|-----------|--|---------|
| Tucker Brook Culvert replacement to mitigate damage to Shampeney Hill and Tucker Brook Rd as well as VT RTE 100 to improve the MRGP rating | Selectboard (Highway Department) | 2023-2024 | Grant money? | Medium? |
| Develop a town methodology for consistently documenting infrastructure damage after weather events | Road Commissioner (Selectboard) | 2022-2027 | Local resources, TRORC | Low |
| As part of Town Plan updates, revise and strengthen the Town's Inundation Hazard Area Regulations | Selectboard (Planning Commission) | 2022-2027 | Local resources, TRORC, Municipal Planning Grants, Vermont ANR | Medium |
| Ensure that Hancock's Local Emergency Operations Plan (LEOP) is kept up-to-date and identifies vulnerable areas and references this Plan. | Selectboard | Annually | Local resources, TRORC, DEMHS | Low |
| Maintain and update town bridge and culvert inventories. Regularly inspect and maintain town bridges and culverts; and develop a schedule to replace undersized culverts | Selectboard (Road Commissioner) | Annually | Local resources, VTrans Local Roads program | Low |
| Work with Vermont ANR's River's Program to identify potential riverbank and | Selectboard | Annually | Local resources, Vermont ANR, White River Partnership | Medium? |

| | | | | |
|--|-----------------------------------|-----------|----------------------------------|------|
| floodplain stabilization projects in vulnerable areas and to improve flood storage. Seek grant funding for recommended projects | | | | |
| Support town or conservation organization assistance to landowner(s) of property(ies) in Hancock on the NFIP's repetitive and severe repetitive loss list to reduce flood damages, through elevation, floodproofing, acquisition or relocation, or an infrastructure project if one is found to address the source of flooding | Selectboard | 2022-2027 | Local resources, FEMA HMGP, NFIP | Low? |
| Ensure that fire department personnel maintain their Firefighter certifications | Hancock Volunteer Fire Department | Annually | Vermont Fire Academy | Low |

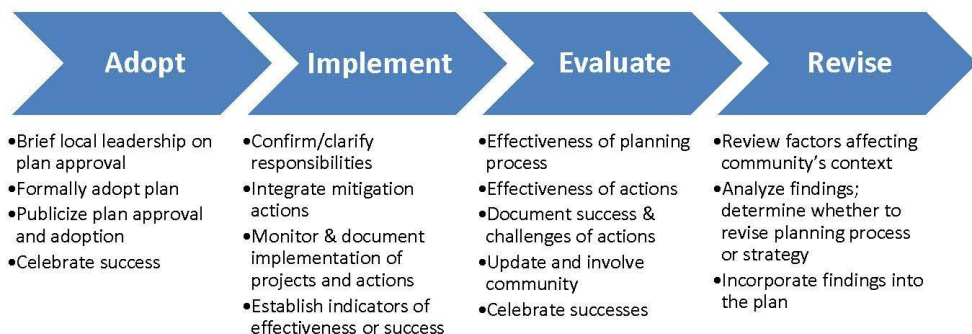
*Cost scale: "Low" (Less than \$50,000), "Medium" (\$50,000-\$100,000), "High" (More than \$100,000)

7 PLAN MAINTENANCE

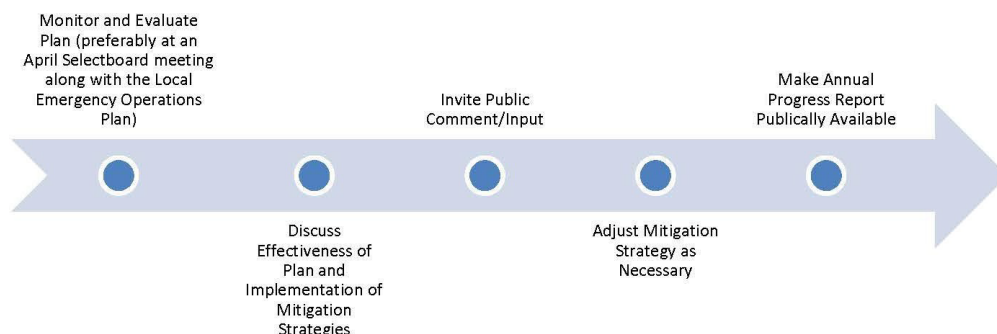
This Plan (the Hancock Local Hazard Mitigation Plan) will be updated and evaluated annually, by discussing its effectiveness and making note to incorporate any necessary revisions in the update process, at an April Selectboard meeting along with the review of their Local Emergency Management Plan (LEMP). At this meeting, the Selectboard will monitor the implementation of the hazard mitigation strategies outlined in this Plan, by noting those that have been completed, are in the process of completion, or any issues with initiating the activity. Any comments from local officials and the public will be incorporated when relevant. This meeting will constitute an opportunity for the public and other town officials to hear about the town's progress in implementing mitigation strategies and to give input on future activities and Plan revisions. The public will be given the opportunity to comment at this meeting, and the comments will be incorporated when relevant.

Updates and evaluation of this Plan by the Selectboard and the local Emergency Coordinator/Director will also occur within three months after every federal disaster declaration directly impacting the Town of Hancock. The Town will monitor, evaluate and update this Local Hazard Mitigation Plan at an April Selectboard meeting and after every federally declared disaster directly impacting the Town according to the graphic below. The Town shall reference the Local Hazard Mitigation Plan when working on Town Plan amendments or changes to the Town's bylaws.

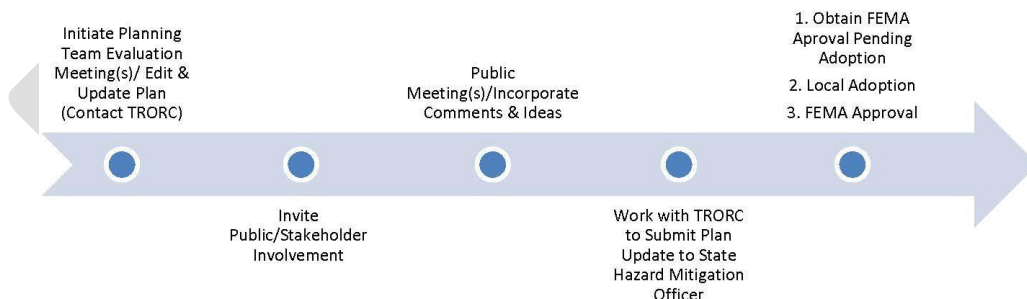
Five-Year Local Hazard Mitigation Plan Review/Maintenance



After Plan Adoption—Annually Implement & Evaluate



Fifth Year, and After a Major or Federally Declared Disaster Directly Impacting the Town Evaluate & Revise



At least one year before the Plan expires, the update process will begin (through annual updates, monitoring of progress and evaluation that will occur at the April Selectboard meeting). For this next Plan update, the Two Rivers-Ottawaquechee Regional Commission (TRORC) will help with Plan updates if assistance is requested by the Town of Hancock and funding is available. If TRORC is unable to assist the Town, then Hancock's Town Clerk, Administrative Assistant, or Selectboard will update the Plan, or the Selectboard may appoint a committee of interested citizens (including the current local Emergency Coordinator/Director) to draft changes. Ultimately, it will be

the Town's responsibility to update their Local Hazard Mitigation Plan.

The process of evaluating and updating the plan will include continued public participation through public notices posted on the municipal website, notice in the municipal building, The Herald of Randolph and TRORC newsletter and blog inviting the public to the scheduled Selectboard (or specially scheduled) meeting. The public will be given the opportunity to comment during this process. Additional stakeholders shall be invited to the meeting; these include: White River Valley Ambulance, Inc., the White River Partnership, a representative from the Army Corps. of Engineers and the Vermont Agency of Natural Resources (VT ANR). VT ANR will be invited because they can provide assistance with NFIP outreach activities in the community, models for stricter floodplain zoning regulations, delineation of fluvial erosion hazard areas, and other applicable initiatives. These efforts will be coordinated by the Town Clerk.

Updates may include changes in community mitigation strategies; new town bylaws, zoning and planning strategies; progress on the implementation of initiatives and projects; effectiveness of implemented projects or initiatives; and evaluation of challenges and opportunities including overall effectiveness of plan goals and actions in reducing vulnerabilities. If new actions are identified in the interim period, the plan can be amended without formal re-adoption during regularly scheduled Selectboard meetings.

Hancock shall also incorporate mitigation planning into their long-term land use and development planning documents. The 2013 Vermont Legislature passed a law requiring all towns to incorporate flood resiliency elements into their town plans as of July 2014. To do so, flood hazard and fluvial erosion hazards will be identified, and strategies and recommendations will be provided to mitigate risks to public safety, critical infrastructure, historic structures and public investments. This Local Hazard Mitigation Plan will help the town to comply with the new community flood resiliency requirement for town plans adopted after July 2014.

It is also recommended that the process work both way and the Town review and incorporate elements of the Local Hazard Mitigation Plan when updating the municipal plan, zoning regulations, if ever enacted, and flood hazard/FEH bylaws. The incorporation of the goals and strategies listed in the Local Hazard Mitigation Plan into the municipal plan, zoning regulations, if ever enacted, and flood hazard/FEH bylaws will also be considered after declared or local disasters. The Town shall also consider reviewing any future TRORC planning documents for ideas on future mitigation projects and hazard areas.

Appendix A: Mitigation Actions from 2015 Plan and Current Status

| Hazard(s) Mitigated | Mitigation Action | Local Leadership | Prioritization (Mitigation Project Status) | Possible Resources* | Time Frame | 2022 Review |
|---|--|-----------------------------------|---|---|----------------------------|-------------------|
| All Hazards (Preparedness) | <i>Ensure that Hancock's Local Emergency Operations Plan (LEOP) is kept up-to-date and identifies vulnerable areas and references this Plan.</i> | Selectboard | High | Local resources, TRORC, DEMHS | 1 year after Plan Approval | Complete ongoing |
| (Mitigation and Preparedness) | <i>Develop a town methodology for consistently documenting infrastructure damage after weather events.</i> | Road Commissioner/ Selectboard | High (new) | Local resources, TRORC | 1 year after Plan Approval | ongoing |
| (Preparedness) | <i>Set up a VT Alert booth at Town Meeting and encourage residents to signup.</i> | Selectboard | High | Local resources, DEMHS | 1 year after Plan Approval | Completed |
| Flash Flood/ Flood/ Fluvial Erosion (Mitigation) | <i>Maintain and update town bridge and culvert inventories. Regularly inspect and maintain town bridges and culverts; and develop a schedule to replace undersized culverts.</i> | Selectboard/ Road Commissioner | High (1 st of 3 nat. haz. Mit. Projects in 2009 Plan)** | Local resources, VTrans Local Roads program | 1 year after Plan Approval | Completed ongoing |

| | | | | | | |
|--------------|---|-------------------------------------|---|--|-------------------------------|--|
| (Mitigation) | <i>As part of Town Plan updates, revise and strengthen the Town's Inundation Hazard Area Regulations.</i> | Selectboard/ Planning Commission | Medium (2 nd of 3 nat. haz. Mit. Projects in 2009 Plan)** | Local resources, TRORC, Municipal Planning Grants, Vermont ANR | 2-4 years after Plan Approval | Needs updating Apply for grant |
| (Mitigation) | <i>Adopt fluvial erosion hazard (FEH)/river corridor regulations which will incorporate VT ANR's river corridor maps.</i> | Selectboard | Low (new) | Local resources, Municipal Planning Grants, Vermont ANR, TRORC | 5 years after Plan Approval | Opted out Economic reasons Special flood hazard zone |

| | | | | | | |
|--|---|--------------------------------|-----------------|---|-------------------------------------|--|
| (Mitigation) | <i>Work with Vermont ANR's River's Program to identify potential riverbank and floodplain stabilization projects in vulnerable areas and to improve flood storage. Seek grant funding for recommended projects.</i> | Selectboard | Medium (new) | Local resources, Vermont ANR, White River Partnership | 2-4 years after Plan Approval | Ongoing with projects identified |
| (Mitigation) | <i>Buy-out Bettis Autoland property and restore floodplain.</i> | Selectboard | Low (new) | Vermont River Conservancy (VRC), FEMA HMGP | As needed to support VRC in process | Completed Owned by VT river Conservancy |
| Flash Flood/ Flood/ Fluvial Erosion (Mitigation) | <i>Complete work on and implement a river corridor easement on the Carlson property to improve flood storage. This easement will also</i> | Selectboard as a local contact | Medium (new) | White River Partnership | 2-4 years after Plan Approval | Ongoing VT land trust conservancy |

| | | | | | | |
|--|--|-------------------------|-------------------|---|------------------------------------|---|
| | <i>involve planting a 50-foot buffer along the length of the property.</i> | | | | | |
| (Mitigation) | <i>Support town or conservation organization assistance to landowner(s) of property(ies) in Hancock on the NFIP's repetitive and severe repetitive loss list to reduce flood damages, through elevation, floodproofing, acquisition or relocation, or an infrastructure project if one is found to address the source of flooding.</i> | Selectboard (as needed) | Low (new) | Local resources, FEMA HMGP, NFIP | 5 Years from Date of Plan Approval | Deferred No research has been done FEMA is redoing flood maps |
| Flash Flood/ Flood/ Fluvial Erosion//Ice Jams (Mitigation) | <i>Upgrade bridge at Texas Falls to improve the flow of floodwaters and prevent wash-outs/road damage.</i> | Selectboard | Medium-High (new) | Local resources, VTrans Structures grants | 1-4 years after Plan Approval | Still under discussion with forest service |
| (Mitigation) | <i>Upgrade box culvert on Vermont Route 125 spanning Piper Brook to improve the flow of floodwaters and prevent wash-outs/road damage.</i> | Selectboard | High (new) | VTrans | 1 year after Plan Approval (2015) | Completed in 2013 And buy out of the house also |

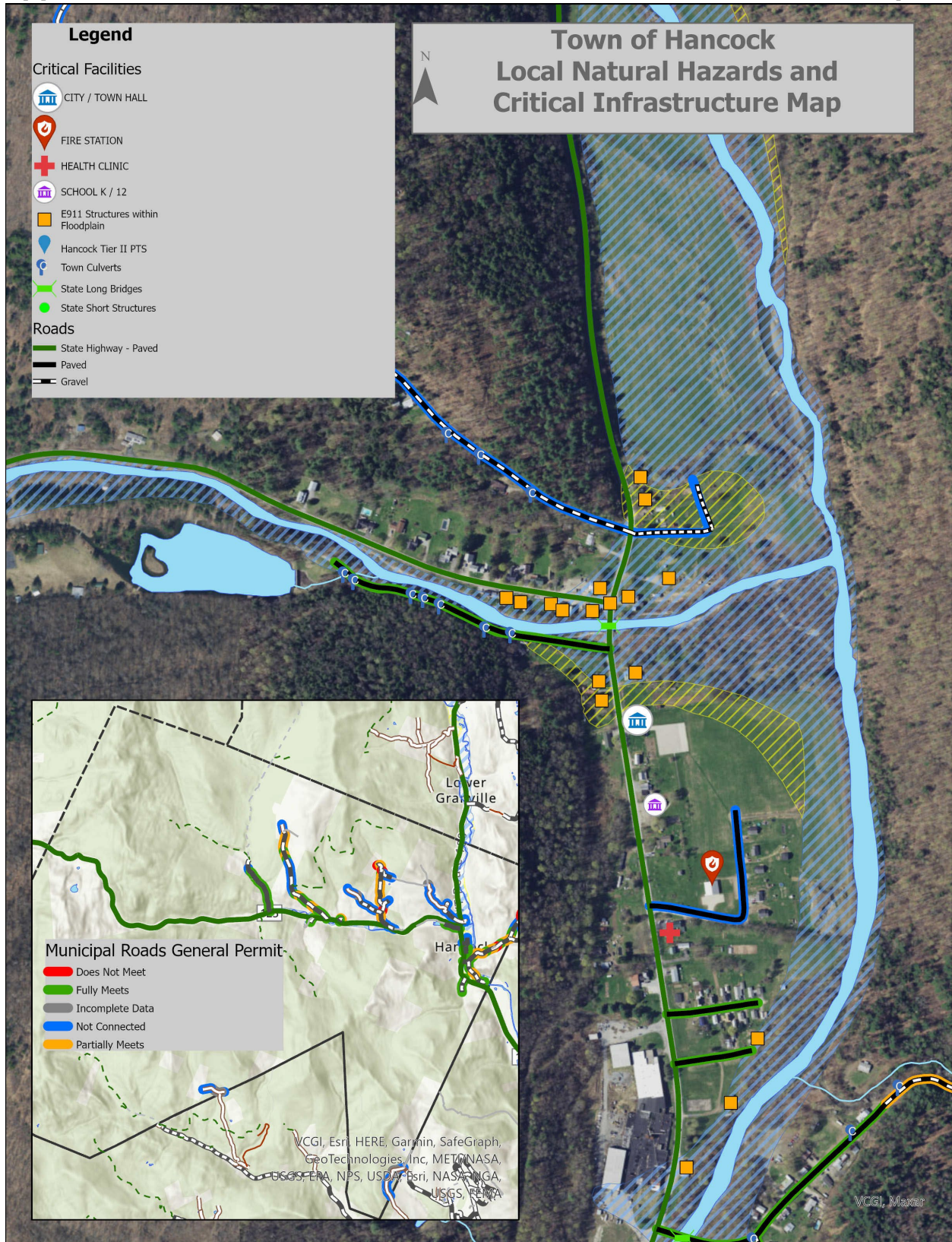
| | | | | | | |
|----------------------------|--|-----------------------------------|------------------------|-------------------------|-------------------------------|-------------------------------------|
| Ice Jams (Preparedness) | <i>Monitor river ice conditions during periods of high ice jam threat.</i> | Road Commissioner/ Selectboard | High during the winter | Local resources, VTrans | Seasonally | Ongoing |
| (Preparedness) | <i>Develop a plan for responding to ice jams on the Upper White River.</i> | Road Commissioner/ Selectboard | Low | Local resources | 3-5 years after Plan Approval | Deferred due to lack of occurrences |

| | | | | | | |
|---|--|-----------------------------------|------------------|--|-------------------------------|---|
| (Preparedness) | <i>Develop an education program about ice jams and the dangers associated with them, and include information in the Annual Report and on the Town website.</i> | Selectboard | Medium | Local resources, Cold Regions Research and Engineering Laboratory | 2-4 years after Plan Approval | Deferred due to lack of occurrences |
| Landslides/ Mudslides/ Rockslides (Mitigation) | <i>Map areas vulnerable to landslides/mudslides/rockslides.</i> | Selectboard/ Road Commissioner | Medium-Low (new) | Local resources, TRORC, Vermont State Geologist | 3-5 years after Plan Approval | Have not mapped but also part of MRGP now |
| Landslides/ Mudslides/ Rockslides (Preparedness) | <i>Develop a contingency plan for decommissioning part of Churchville Road most vulnerable to landslides.</i> | Selectboard | Low | Local resources, Better Backroads grants, VTrans Local Roads program | 5 years after Plan Approval | CDBG grant upgraded the road |
| Structure Fire (Preparedness) | <i>Ensure that fire department personnel maintain their Firefighter certifications.</i> | Hancock Volunteer Fire Department | High | Vermont Fire Academy | 1 year after Plan Approval | Completed and ongoing |

| | | | | | | |
|--|---|-----------------------------------|--------|---|-------------------------------|-----------------------|
| Structure Fire (Preparedness) | <i>Complete a comprehensive survey of potential dry hydrant sites to determine the need for additional sites and potential location, and install dry hydrants. Specially, the Fire Department would like dry hydrants in the following locations: intersection of Vermont Routes 100 and 125, and Churchville Road and a wet hydrant at Fassett Hill.</i> | Hancock Volunteer Fire Department | Low | Local resources/ Fire Department resources, Vermont Rural Fire Protection Task Force | 4-5 years after Plan Approval | Deferred |
| (Preparedness) | <i>Fix and update the Fire Department's Jaw of Life.</i> | Hancock Volunteer Fire Department | Medium | Fire Department resources | 3 years after Plan Approval | Completed |
| Hazardous Material Spill (Preparedness) | <i>Ensure that all emergency response and management personnel continue to receive HAZMAT Awareness training at a minimum.</i> | Hancock Volunteer Fire Department | Medium | Vermont Fire Academy | 1 year after Plan Approval | Completed and ongoing |
| (Preparedness) | <i>Continuously stock gear to help contain small spills when they occur (booms, absorbent materials, etc.).</i> | Hancock Volunteer Fire Department | High | Fire Department resources | 1-2 years after Plan Approval | Completed and Ongoing |
| (Preparedness/ Mitigation) | <i>Identify hazardous material storage tanks in flood hazard areas, and raise awareness on risk factors during floods.</i> | Hancock Volunteer Fire Department | High | Fire Department resources | 1-2 years after Plan Approval | Completed and ongoing |

*Depending on the mitigation action, local resources may include the following: town personnel/staff time; town volunteer time; town budget line items, donations, cash from capital campaigns, among others. ** Taylor Brook Culvert upgrade was the third mitigation project in 2009 Plan; it has been completed.

Appendix B: Local Natural Hazards and Critical Infrastructure Map



Appendix C: Certificate of Adoption

CERTIFICATE OF ADOPTION

<<DATE>>

TOWN OF _____, Vermont Selectboard

A RESOLUTION ADOPTING THE _____, Vermont 20__ Local Hazard Mitigation Plan

WHEREAS, the Town of _____ has historically experienced severe damage from natural hazards and it continues to be vulnerable to the effects of the hazards profiled in the 20__ _____, **Vermont Local Hazard Mitigation Plan**, which result in loss of property and life, economic hardship, and threats to public health and safety; and

WHEREAS, the Town of _____ has developed and received conditional approval from Vermont Emergency Management (VEM) for its 20__ _____, **Vermont Local Hazard Mitigation Plan (Plan)** under the requirements of 44 CFR 201.6; and

WHEREAS, the **Plan** specifically addresses hazard mitigation strategies, and Plan maintenance procedures for the Town of _____; and

WHEREAS, the **Plan** recommends several hazard mitigation actions (projects) that will provide mitigation for specific natural hazards that impact the Town of _____ with the effect of protecting people and property from loss associated with those hazards; and

WHEREAS, adoption of this **Plan** will make the Town of _____ eligible for funding to alleviate the impacts of future hazards; now therefore be it

RESOLVED by Town of _____ Selectboard:

1. The 20__ _____, **Vermont Local Hazard Mitigation Plan** is hereby adopted as an official plan of the Town of _____;
2. The respective officials identified in the mitigation action plan of the **Plan** are hereby directed to pursue implementation of the recommended actions assigned to them;
3. Future revisions and **Plan** maintenance required by 44 CFR 201.6 and FEMA are hereby adopted as part of this resolution for a period of five (5) years from the date of this resolution; and
4. An annual report on the process of the implementation elements of the Plan will be presented to the Selectboard by the Emergency Management Director or Coordinator.

IN WITNESS WHEREOF, the undersigned have affixed their signature and the corporate seal of the Town of _____ this ____ day of _____ 201__.

Selectboard Chair

Selectboard Member

ATTEST _____ Town Clerk