

TOWN OF DERBY

All-Hazards Mitigation Plan



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This Plan was prepared under contract by the Northeastern Vermont Development Association through FEMA EMPG and FMA funds by Vermont Emergency Management.

PREREQUISITES

CERTIFICATE OF LOCAL ADOPTION

Town of Derby

A Resolution Adopting the All-Hazards Mitigation Plan

WHEREAS, the Town of Derby has worked with the Northeastern Vermont Development Association to identify hazards, analyze past and potential future losses due to natural and human-caused disasters, and identify strategies for mitigating future losses; and

WHEREAS, the Derby All-Hazards Mitigation Plan contains recommendations, potential actions and future projects to mitigate damage from disasters in the Town of Derby; and

WHEREAS, a meeting was held by the Derby Selectboard to formally approve and adopt the Derby All Hazards Pre-Disaster Mitigation Plan as an annex to the Northeastern Vermont Development Association's (NVDA) All-Hazards Mitigation Plan.

NOW, THEREFORE BE IT RESOLVED that the Derby Selectboard adopts Annex __ and the associated NVDA All-Hazards Mitigation Plan.

Date

Selectboard Chair

Selectboard Member

Selectboard Member

Selectboard Member

Selectboard Member

Section 1 - Planning Process

1.1 Purpose

The purpose of this plan is to assist the Town of Derby to identify all hazards facing the community and identify strategies to begin reducing risks from identified hazards. A Pre-Disaster Mitigation Planning Grant to the Northeastern Vermont Development Association (NVDA) assisted Derby in preparing this plan. The NVDA consultant met with local officials at a regularly scheduled Selectboard meeting to obtain data for this plan. The Rapid Response Plan was reviewed by the Selectboard and signed by the chairman on 11/22/04. Subsequent discussions were directly with Jim Buchanan, the Derby Road Foreman.

This appendix, when used with the appropriate sections of the basic NVDA All-Hazards Plan, is and All-Hazards Mitigation Plan for the Town of Derby. The purpose of this plan is to assist the town to identify all hazards facing the community and identify strategies to begin reducing risks from identified hazards. A Pre-Disaster Mitigation Planning Grant to the Northeastern Vermont Development Association (NVDA) assisted the Town of Derby in preparing this plan.

The impact of expected, but unpredictable natural and human-causes events can be reduced through community planning. The goal of this plan is to provide all-hazards local mitigation strategy that makes the communities in northeastern Vermont more disaster resistant.

Hazard Mitigation is any sustained action that reduces or eliminates long-term risk to people and property from natural and human-caused hazards and their effects. Based on the results of previous efforts, FEMA and state agencies have come to recognize that it is less expensive to prevent disasters than to get caught in a repetitive repair cycle after disaster have struck. This plan recognizes that communities have opportunities to identify mitigation strategies and measures during all of the other phases of Emergency Management – Preparedness, Response, and Recovery. Hazards cannot be eliminated, but it is possible to determine what they are, where they might be most severe and identify local actions that can be taken to reduce the severity of the hazards.

Hazard mitigation strategies and measures alter the hazard by eliminating or reducing the frequency of occurrence, avert the hazard by redirecting the impact by means of a structure or land treatment, adapt the hazard by modifying structures or standards or avoid the hazard by stopping or limiting development and could include projects such as:

- Flood proofing structures
- Tying down propane/fuel tanks in flood prone areas
- Elevating structures
- Identifying high accident locations
- Monitor and protect drinking water supplies
- Enlarge or upgrade culverts and road standards
- Proactive local planning
- Ensuring that critical facilities are safely located
- Providing public information

Meeting Date: 1/30/04

Meeting Attendees: Richard Creaser, Craig Ellam – Fire Chief and EMD, Ed Camp, Patricia Thomas, Gary Thomas, Jim Buchanan- Road Commissioner, Nichole Daigle – Town Clerk, Brian Smith, Chester Perry, Tom Bailey – Selectboard Chair, Beula-Jean Shattuck

1.2 About Derby

Population: 4,793

Median Housing Value: \$89,193

Orleans County

Chartered: October 29, 1779 (Vermont Charter)

Area: 36,556 Acres / 57.12 Square Miles

Coordinates (Geographic Center): 72°08'W 44°57'N

Altitude ASL: 1,011 feet

Population Density (persons per square mile): 80.6

Tax Rate: \$2.057 ('03)

Equalized Value: \$271,991,155 ('03)

1.3 Community History and Background

The Town of Derby shares a border with Canada to the north, and with the Towns of Holland, Morgan, Charleston, Brownington, Coventry and Newport on its other edges. It is an area of lakes, ponds and streams, some rolling hills and some large tracts of level plains. Within its borders, Derby contains all or parts of Lake Memphremagog, Clyde Pond, Derby Pond, Salem Lake, Cobb Pond, Brownington Pond, and numerous smaller ponds. Major tributaries include the Clyde River, Johns River, Tomifobia River, Cobb Brook, and many smaller streams. Such an abundance of water played an important part in the growth of the town, and will continue to do so as bodies of water constitute prime recreational resources as well as being necessary for an abundant community water supply. Both Lakes Memphremagog and Salem have a large summer population. Lake Salem has some historical flooding around the lakeshore.

The main roads running north/south afford views of the Green Mountains to the west and the White Mountains to the east along with their adjacent foothills. The town is located on plateaus, which rise from an elevation of 695 feet at Lake Memphremagog, to 975 feet at Derby Center, and 1,345 feet at Darling Hill in the northwestern portion of the town. The gentle slope of much of the land and the ready availability of the water makes development practical, but only careful planning will ensure that the natural assets of the community are not destroyed in the process.

Settlement has been concentrated in the two villages of Derby Line and Derby Center, with smaller clusters of population in Beebe Plain and West Derby. The recent trend of vacation homes has resulted in densely settled lakeshore areas, thus forming additional residential areas. Throughout the remainder of the town, large dairy farms and smaller farms of varying types are found. Sections of swamps and wetlands along some streams have not been settled, and there is much open land between the existing roads, some of it used for pasture, some for woodlots, and some not in use at the present time.

Long occupied by the Algonquin Indians, the area now known as Derby was first settled in the middle of the 18th century and chartered as a town in 1779. It grew rapidly since the land was conducive to farming and settlement, and in 1880 Salem was annexed to the town. Commerce and industry was

concentrated in the villages, but lumbering, cattle farming, maple sugar manufacturing and crop farming were important livelihoods.

Derby Line occupies approximately 575 acres of the Town of Derby. According to historical records, it was first settled in 1798 and grew rapidly as a border village, where trade with England could be conducted through the Canadian province of Quebec. Its role as a trade center and port of entry has given the village an international character, a quality maintained up to the present time. Derby Line stands unique with the Haskell Library and Opera House, which straddles the border of both the United States and Canada. A number of nearby homes lie on the border as well, with portions of many of the residences divided between the two counties.

The Town of Derby has three international border crossings. The busiest is the Interstate 91 Derby Crossing. There is also the smaller Beebe Plain Crossing and Derby Line Crossing. The Canadian Town of Stanstead across the border is intertwined in the daily lives of Derby. There are many historic structures in Derby Village. Derby Center is located about five miles south of the border.

Section 2 - Risk Assessment

2.1 Identifying Hazards

A review of historical data available on Derby, along with the discussions between the selectboard and the road foreman, indicate that the hazards Derby is most vulnerable to are: a hazardous material incident, flooding, school safety issues and terrorism. Derby has a medium level of vulnerability for a possible radiological incident and structure fires. With the exception of flooding, the rest of the vulnerable hazards are directly related to Derby's proximity to the international border crossings.

Table 2-A Identifying Hazards

Possible Hazard	Likelihood	Impact	Community Vulnerability	Most Vulnerable
Tornado	Low	Low	Low	* Structures, downbursts, microbursts
Flood	Low	Low	Low	Infrastructure. Salem Lake
Flood	Low	Low	Medium/High	Roads, Infrastructure
Hazardous Materials	Medium	Medium	Med/High	Roads. Customs, South bound rest area
Radiological Incident	Medium	Medium	Medium	Residents from border traffic
Structure Fire	Medium	Medium	Medium	Downtown, residences
Power Failure	Low	Low	Low	Residences, businesses
Winter Storm/Ice	Medium	Low	Low	Residences, businesses
High Wind	Medium	Low	Low	Trees down, loss of power. Downbursts
Aircrash	Low	Low	Low	Site specific
Water Supply Contamination	Low	Low	Low	Public water supply, rivers.
Hurricane	Low	Low	Low	Power lines, residences
Earthquake	Low/Med	Low	Low	Site specific
Dam Failures ***	Medium	Low	Low ***	Residences, businesses, infrastructure. Clyde River, not in town.
Drought	Medium	Low	Low	Water supply. Private residents
Chemical or Biological Incident	Medium	Low	Low	Site specific. Customs HAL
Highway Incidents	Low	Low	Low	Site specific. Scattered – I 91
Wildfire/Forest Fire	Low	Low	Low	Site specific.
Landslide	Low	Low	Low	Site specific
School Safety Issues	Low	Low	Med/High	Students, teachers, hostage issues
Terrorism	Low	Low	Med/High	Residents, businesses, local officials from Canada, illegal aliens

2.2 Profiling Hazards

2.2.1. Floods

In recent history, major flooding has impacted Derby once in the past sixteen years and that was in the summer of 2004. A winter storm declaration was declared in March of 2001, when most of the State of Vermont was hit with a large snowstorm. Derby does have flood zoning regulations in effect and is a member of the National Flood Insurance Program (NFIP). Derby has also adopted the Highway Codes and Standards that require new and upgraded highway projects to adhere to a higher standard of construction to withstand 100 year flood events.

Town	Repetitive Damage	# of Properties
Derby	\$ 32,057.00	3

Small dams are located at the outlets of Lakes Seymour, Echo, Penchener Pond (big), Lubber (little). The Town of Derby is part of the drainage system for the Clyde River. The Clyde Pond Dam, just above the City of Newport, could potentially be a problem for the city if it were to ever breach or fail. A breach or failure would not impact Derby. The Clyde River drains into Lake Memphremagog. All hydroelectric dams are federally regulated. The Derby Fire Chief receives all inundation and evacuation plans for the Clyde Pond Dam.

2.2.2 Hazardous Materials

The reason that Derby assesses its vulnerability high in the areas of hazardous materials, radiological incident, school safety and terrorism is because of its three border crossing in close proximity to its high density area of Derby Village and Derby Line. The Interstate 91 border crossing is one of the busiest in the entire United States due to highway linking of Montreal with points south. Many illegal aliens have been caught trying to cross into the US illegally. Other incidents include drug smuggling, tobacco smuggling, money laundering and illegal poaching.

Derby is part of a Mutual Aid Agreement with Stanstead, PQ and Newport City. There is a HazMat response trailer in town. Derby is listed as the second highest in Orleans County for the storage of hazardous chemicals according to the Tier II reports that are filed annually.

Due to the high volume of traffic at the I91 Customs, it is also a High Accident Location (HAL). There is a constant stream of large truck traffic, some of which carries hazardous materials and is a rolling potential hazmat incident.

There are several community water systems in Derby that are monitored regularly for safety. There is municipal water in Derby Line served by one well, and can draw water from a reservoir in Derby Line. Stanstead, PQ and Derby share an international water supply. Beebe hooks on to Stanstead water.

Town	Vulnerable H2O Infrastructure	Local Owner	Type
Derby	Water Supply	Vermont Heritage	Private
Derby	Water Supply	Char Bo Campground	Private
Derby	Water Supply	Coutts Moriarty 4H Camp	Unknown
Derby	Water Supply	Pauls Sugar House	Private
Derby	Water Supply	Sugar Ridge RV Village & Campground Inc	Private
Derby	Water Supply	Derby Line Village Water District	Municipal, Fire Dist, Local Gov Agency
Derby	Water Supply	Shattuck Hill MHP	Private
Derby	Water Supply	Derby MHP	State
Derby	Water Supply	Beebe Plain Water System	Out of State
Derby	Water Supply	Highlite Industrial Park	Private
Derby	Water Supply	Derby Center Water System	Municipal, Fire Dist, Local Gov Agency
Derby	Water Supply	Pepins Motel	Private

2.2.3 Radiological Incident

The possibility exists that vehicles may attempt to bring radiological materials across the border into Canada or into Vermont via one of the border crossings. If there is an occurrence, there is the possibility that an incident may occur at or near a populated area. Again, the ICE and State Police are on their guard and it is their responsibility to protect the border.

2.2.4 Fire

Derby Line has many historic structures that are in close proximity. Should a downtown fire occur, it could cause major problems in this community. There are two dry hydrants located in Derby. There is an all volunteer fire department that includes the Towns of Morgan and Holland. They respond to approximately 20-25 calls a year. The schools that serve as shelters have no generators. One nursing home has a generator. Derby Center has large generator for water and sewer. Derby Line Village has a generator for water and sewer. There are approximately 10-12 day care centers and two nursing homes that are considered special needs facilities should a fire or flood occur.

2.2.5 School Safety Issues/Terrorism

Because the school in Derby is located so close to the border, there is the potential for an incident involving drugs, terrorism, or hostage taking combined with an incident involving an illegal border entry.

2.3 Vulnerability Overview

Overall, Derby is at a high risk for a hazardous material incident because of its proximity to the Canadian border where a variety of legal and illegal substances and illegal immigrants are likely to enter or exit the country. In addition to being the busiest port of entry in New England, there are a total of three ports in this one community alone. The highest concentrations of population and critical facilities are located in the area where the main I91 port exists. The risk of an incident on the roads near a dense population center is a real threat. Flooding and severe weather related events do not pose as high of a threat to the community. An indirect threat that may result from an illegal border crossing may be a hostage incident or HazMat incident at the Derby schools.

2.4 Identifying Structures

It is difficult to estimate the total number of structures in the 100-year limit of the FIRM identified floodplain as those maps do not accurately match up to the E911 maps that are based on the structures' geographical location (latitude and longitude). However, it can be estimated that there are approximately 50 structures in or near the flood areas depicted on the NFIP maps.

The Median Housing Value (MHV) for Derby in 2003 was \$89,193. The Equalized Value for all properties in Derby in 2003 was \$ 271,991,155.

2.5 Estimating Potential Loss

If one percent of all structures were to be damaged by future flooding, the value of the damage would equal \$2,719,911. Considering that the total damage from the two FEMA declarations in Derby was just over \$52,518, it is unlikely that one percent of the structures would be damaged.

FEMA	DR 3167 Mar-01	DR 1559 Sep-04	Total FEMA Funds	NFIP Member
Derby	\$ 8,183	\$ 44,335	\$ 52,518	YES

2.6 Analyzing Development Trends

The town and village have zoning regulations in place to guard against future development in inappropriate locations such as flood prone areas. New developments are reviewed by the Zoning Board of Adjustment. Many upgrades in commercial structures are encouraged to include fire safety features. All new structures or those being improved in frequently flooded areas are required to elevate or provide additional mitigation measures. The Town of Derby is not considered a rapidly growing community.

Section 3 – Mitigation Strategy

Hazard Mitigation Strategies and Measures **avoid** the hazard by stopping or limiting new exposures in known hazard areas, **alter** the hazard by eliminating or reducing the frequency of occurrence, **avert** the hazard by redirecting the impact by means of a structure or land treatment, **adapt** to the hazard by modifying structures or standards and could include tools or projects such as:

- **Town Plan** - this document contains goals and objectives for community growth, health, safety and welfare for public and private interests.
- **Zoning Status** – This is a snapshot of the current zoning tools in effect. Note the progress listed above for some communities.
- **NFIP** – National Flood Hazard Insurance Program – These are the communities that are members of the NFIP program.
- **Flood Regulations** – Some communities have adopted Flood Regulations but may not be a member of the NFIP program. The Flood Hazard Zoning administrator for the NFIP program is Chris Brinner, 766-2017 (office).
- **C & S = Highway Codes and Standards** – Most all Vermont communities have adopted the Vermont Transportation Agencies recommended Highway Codes and Standards. This is perhaps the one most beneficial mitigation program in Vermont and the NVDA region. By adopting these codes, all maintenance and new construction on roads, highways, bridges and culverts must be enhanced to meet the new standards to withstand large flood events.
- **VTRC** – Derby does have a Vermont Red Cross Shelter Pre-Agreement. When a Pre-Agreement is in effect, local representatives are trained to open a shelter if needed. This will allow for a more efficient use of the VT Red Cross if and when needed.
- **Emergency Operation Plan (EOP)** – Derby is in the process of having its EOP updated to include all-hazards through a Homeland Security Grant to the NVDA. This plan will be substantially completed by July 2005 and will include this Plan as its risk assessment to all all-hazards.
- **Rapid Response Plan (RRP)** – Derby has updated its RRP as of November 2004.

- **Emergency Training** - Fire and rescue personnel continue to participate in training offered for its volunteers, particularly with the equipment upgrades through the Dept. of Homeland Security.

Derby has undertaken several other programs to guard against damage in their community. They are as follows:

Table 3-A Development Tools

Town	Town Plan	Zoning	NFIP	Flood Regs	Sub-division	Codes&S	Culvert Inv.	VRC	Maps	FIRM
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Derby	YES	YES	Y*	YES	N	YES	N	Yes	Y, N*
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*Derby Center is not a member of the National Flood Insurance Program.

3.1 Regional Hazard Mitigation Goals

- Reduce the loss of life and injury resulting from all hazards.
- Mitigate financial losses incurred by municipal, residential, industrial, agricultural and commercial establishments due to disasters.
- Reduce the damage to public infrastructure resulting from all hazards.
- Recognize the connections between land use, storm-water road design and maintenance and the effects from disasters.
- Ensure that mitigation measures are compatible with the natural features of community rivers, streams and other surface waters; historic resources; character of neighborhoods; and the capacity of the community to implement them.
- Encourage all-hazard mitigation planning as a part of the municipal planning process.

3.2 Community Preparedness Goals

Overall, Derby is working to decrease its risks through proactive planning, policies and mitigation actions. Other lesser risks are being addresses through the same procedures and policies.

- Review this plan with essential town government.
- Review and study the need for additional capacity and capability in the Fire Department to minimize the impact of a HAZMAT incident.
- Ensure that all emergency response and management personnel receive HAZMAT Awareness training as a minimum.

3.3 Existing Hazard Mitigation Programs, Projects and Activities

1. The town has adopted a zoning ordinance that includes the designation of a Flood Hazard Area and associated regulations. The Town of Derby is in the National Flood Insurance Program (NFIP) but Derby Center is not. This is an incorporated village area within the Town of Derby.
2. A Rapid Response Plan has been updated and adopted as of November 22, 2004.

3. An Emergency Management Operations Plan under a separate Homeland Security Grant is being updated in 2005.
4. All culverts are being upgraded to meet the State Highway Standards and the State Highway Standards policy has been adopted for all new construction. A Driveway and Culvert policy is in effect for private driveway access.
5. New downtown buildings have installed sprinkler systems and firewalls. Older buildings are at risk and are upgrading to sprinkler systems.

3.4 Preparedness Tools

Public Awareness, Training, Education

- Conduct Emergency Drills involving all elements of the community to practice procedures associated with a simulated varies incidents.
- Use this plan for Hazard Identification and Mapping.

Public Protection

- Designate shelters.
- Emergency communications and information systems (NOAA weather receivers, Emergency Alert System (EAS)) are at the Command Center.
- Update Hazard Vulnerability Assessments as needed.
- Review and modify evacuation and sheltering plans based on the results of drills and exercises or procedures implemented in an actual incident.
- American Red Cross chapter may be contacted to assist with community education programs.
- Maintain current Rapid Response Plans and the Emergency Management Operations Plans.
- Regularly scheduled maintenance programs are ongoing (culvert survey & replacement, ditching along roadways, cutting vegetation to allow visibility at intersections).
- The town is proactive in preparing for potential disasters.
- Emergency Response and Management Staff attending professional training sessions.
- The EOC facility has a generator.
- Backup power is available for water and sewer needs.

Financial and Tax Incentives.

- Use State and Federal funding for mitigation projects and activities.

Hazard Control and Protective Works.

- Utilize regular maintenance programs (culvert survey & replacement, ditching along roadways, cutting vegetation to allow visibility at intersections).
- Dam repairs have been identified and addressed.

Insurance Programs.

- Participate in NFIP.

Land Use Planning/Management: Flood.

- Derby has a municipal plan and local zoning. They have established Flood Hazard Areas through the NFIP.

Protection/Retrofit of Infrastructure and Critical Facilities.

- A map of Critical Facilities is attached.
- Auxiliary power for the fire station & school (shelter) is needed.

3.5 Analysis of Mitigation Actions

Local officials in Derby have identified two mitigation actions to be included in the Hazard Mitigation Plan. Table 3-B, Implementation Strategy contains these actions, along with the responsible agency, the funding source, and implementation timeframe.

The Derby local officials have prioritized the actions using the STAPLE+E criteria, a planning tool used to evaluate alternative actions. The following table explains the STAPLE+E criteria.

S – Social	Mitigation actions are acceptable to the community if they do not adversely affect a particular segment of the population, do not cause relocation of lower income people, and if they are compatible with the community’s social and cultural views.
T – Technical	Mitigation actions are technically most effective if they provide long-term reduction of losses and have minimal secondary adverse impacts.
A – Administrative	Mitigation actions are easier to implement if the jurisdiction has the necessary staffing and funding.
P – Political	Mitigation actions can truly be successful if all stakeholders have been offered an opportunity to participate in the planning process and if there is public support for the action.
L – Legal	It is critical that the jurisdiction or implementing agency have the legal authority to implement and enforce a mitigation action.
E – Economic	Budget constraints can significantly deter the implementation of mitigation actions. Hence, it is important to evaluate whether an action is cost-effective, as determined by a cost benefit review, and possible to fund.
E – Environmental	Sustainable mitigation actions that do not have an adverse effect on the environment, that comply with Federal, State, and local environmental regulations, and that are consistent with the community’s environmental goals, have mitigation benefits while being environmentally sound.

The evaluating of projects using of these criteria is largely based on best available information and best judgment as many of the projects are not fully scoped out at this time. The actions are listed in the Table 3-B in order of importance, cost effectiveness and feasibility to the community.

Communities needing assistance in applying for HMGP funds or PDM-C funds are encouraged to seek assistance from the NVDA staff.

3.6 Implementation of Mitigation Actions

The Town of Derby is not highly susceptible to flooding based on past trends, but has experienced some flood damage in the last summer of 2004. Because of this damage, their identified priority for a mitigation project is to secure funds for a large culvert on the Salem-Derby Road. The Selectboard has encouraged the road commissioner to seek funds for a culvert replacement.

Derby’s other main priority is the potential for an international event located at one of the border crossings into Canada. This is a major concern do to a high population density also living along the border area in Derby Line. The Immigration and Customs Enforcement (ICE) is responsible for the safety of residents along the border. The Vermont State Police are located nearby and are also available at a moments notice. A large exercise is planned for spring of 2005 with LEPC 10 around an incident involving a hazardous material crossing illegally into Vermont at the I91 customs.

Derby will be applying for HMGP funds for their top priority project listed in Table 3-B. Derby has been involved with the Bridge & Culvert Program and adopted the recommended Highway Codes & Standards for new upgrades to roads, bridges, ditches and culverts.

The Salem-Derby Road Culvert project was identified by the Town of Derby as its top priority project for mitigation funding due to its deteriorating infrastructure. This is a priority due to the flooding in September 2004 that was part of disaster declaration DR 1559. The Wilson Road Bridge also needs repairs but only one bridge at a time can be done because all access would be eliminated if both projects were worked on at the same time.

Table 3-B Mitigation Needs By Priority

Project/Priority	Mitigation Action	Who is Responsible	Approximate Timeframe and Potential Funding Sources	Initial Implementation Steps
Salem Derby Culvert Project HIGH	This project involves a washed out undersized culver that needs replacement. Guardrails and gravel are also needed.	Jim Buchanan, Road Foreman (802) 766-2405	Cost: Approximately \$19,000 Potential funding: HMGP, FMA, PDM-C	This project is ready to go.
Wilson Road Repairs Medium/High	Need hydraulics study for a new metal or cement structure	Jim Buchanan, Road Foreman (802) 766-2405	Cost: Undetermined Need study through FEMA funds	Needs engineering study first for best cost alternatives.

Section 4 – Plan Maintenance Process

4.1 Plan Maintenance

The All-Hazards Mitigation Plan will be reviewed by local officials at least annually for updates. These updates will most likely depend whether or not there have been significant events or political changes that would trigger the need for new mitigation measures. To ensure that the plan remains current and relevant, it is important that it be updated periodically. The plan will be updated every five

years in accordance with the following procedure and based on ongoing support for mitigation planning from FEMA:

1. The Town of Derby will consider formal incorporation of this Local All-Hazards Mitigation Plan into the municipal comprehensive plan as described in 24 VSA, Section 4403(5), as well as incorporation of proposed new mitigation actions into the municipality's long-term planning process.
2. The Derby All-Hazards Mitigation Plan Annex will be reviewed by the Selectboard and Village Trustees at least annually for project updates, changing conditions or new data. Evaluation of the Plan may include:
 - Changes in community mitigation strategies.
 - Progress in implementation of initiatives and projects.
 - Effectiveness of implemented projects or initiatives.
 - Evaluation of challenges and opportunities.
 - Effectiveness of public and private sector coordination and cooperation.
3. A draft update will be prepared and available for public comment.
4. Input from local officials and community members will be incorporated into the Plan.
5. Derby will review the draft update and any comments and submit a copy to VEM and FEMA Region 1 at least every five years pending ongoing support from FEMA.
6. Any changes or suggestions from FEMA Region 1 will be incorporated into the draft and the Selectboard will finalize and approve the updated report and make it available to the public.

4.2 Programs, Initiatives and Projects Review

Although the plan will be reviewed in its entirety every five years as described above and pending ongoing financial support, Derby may review and update their programs, initiatives and projects more often directly with the State Hazard Mitigation Officer (SHMO) based on changing local needs and priorities.

4.3 Post-Disaster Review Procedures

Should a declared disaster occur, a special review will occur in accordance with the following procedures:

1. Within six (6) months of a declared emergency event, VEM will initiate a post disaster review and assessment. Members of the State Hazard Mitigation Committee will be notified that the assessment process has commenced.
2. This post disaster review and assessment will document the facts of the event and assess whether existing Hazard Mitigation Plans effectively addressed the hazard.
3. A draft After Action Report of the review and assessment will be distributed to the Review/Update Committee.

4. If changes are needed to the local or regional All-Hazards Plans then an amendment process will begin with public input.

Section 5 – Resources and Maps

Tab a - Essential Facilities and Local Areas of Concern Map – *Shelters, schools, fire station, hospital, EOC, WW treatment plant, water supply.*

