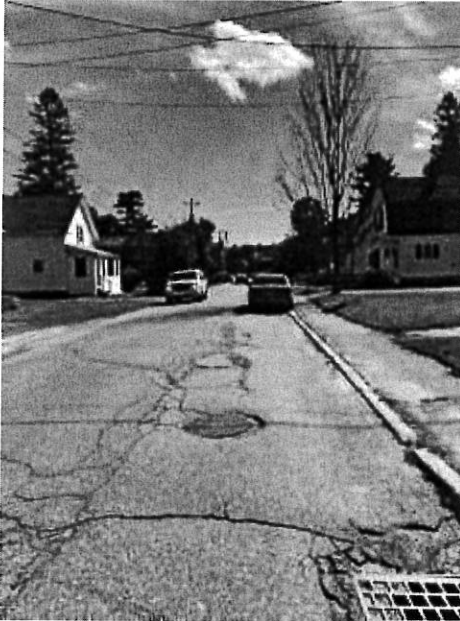


Manager's Report

- Front Porch Forum posts.. Do we use this platform to post official notices?
- Meet with representatives from the Buffalo Mtn Co-op do discuss the future of their move to the Mill Street location. Both the town and the coop understand and agree to the importance of serving the entire community. Both are committed to maintaining and even enhancing the current experience.
- Website Notice; have received correspondence from folks indicating error pages on the website. I've noticed if I reload the page, it usually remedies the problem. We are looking into why this is happening.
- Meet with the Lamoille Housing Partnership...moving towards identifying places in town for housing as it is a need across the state.

DWU

11/18/21



**AARP Community Walk Audit location:
West Church Street, Hardwick**

Date: 9/21/21 Started at 11:00 am and completed at Noon

Posted Speed Limit: 25 mph

A suggested rate of 20 mph is also posted.

Total Number of Vehicle Lanes: 2

Two-Way Street

A sidewalk exists on south side of the street.

Issues Noted on Audit:

- 1) The sidewalk has curbs but often the curb is crumbling and/or does not match the elevation of the sidewalk (usually too low). The north side does not have a sidewalk and, therefore, does not have a curb to separate pedestrians from the road.
- 2) The sidewalk has multiple obstacles. The sidewalk is cracked, broken and storm drains are either within the actual sidewalk or have aspects which make travel difficult. Multiple cars and trucks park on the sidewalk (reducing the width available). The sidewalk is overgrown with vegetation both in the pedestrian travel lane and next to the sidewalk from the abutting properties.



- 3) The sidewalk is continuous – no segments are missing. However, the sidewalk has a variety of angles and elevations which make walking difficult and virtually impossible to be utilized by a wheelchair or other form of mobility assistance.



4) The sidewalk is not complete – the section randomly ends at the corner and does not have any indication that the sidewalk is ending.

5) The sidewalks are barely wide enough for two people to walk side by side (4 ½ feet in most sections). The sidewalks are definitely not wide enough for two people to use while social distancing. Road needs to be utilized if 6 feet apart is sought.



6) There are no indicators so that users with vision impairments will know when the path is ending.



7) The street does not have a designated bicycle lane but with the completion of the Lamoille Valley Rail Trail (which runs parallel to West Church Street), there may be an increase of bike usage which necessitates more bike options.

8) No crosswalks exist at the intersection at the beginning of West Church Street and there are no additional crosswalks on West Church Street. There is a path which is utilized by the students at Hazen Union (*see photo to right*) and students were observed walking on the north side of the street. This side does not have a sidewalk and is used as the travel lane by both directions of traffic. A crosswalk to the sidewalk is recommended. The expansion of the public library may increase traffic at the intersection of Church and North Main Street. A crosswalk in this location is also recommended. In addition, the Lamoille Valley Rail Trail may create a further need for a safe crossing on West Church Street.



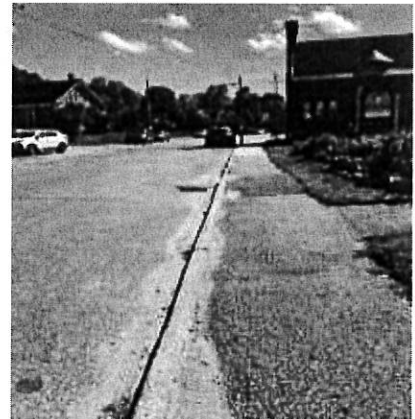
Hazen Walking Path

- 9) The sidewalks have vegetation growing between the curb and in the gutters. Drainage does not appear to be adequate for increased capacity rain events.



- 10) Several motorists did not appear to be following the posted speed limit. Speed was reduced to venture past parked cars – one lane only available to traffic. After the segment with this obstruction, vehicles picked up speed quickly.

- 11) Parking in general is difficult to navigate. Many vehicles were observed stopping to allow oncoming traffic to pass in an attempt to navigate the roadway. The road width of 22-23 feet does not allow for parked vehicles and two lanes of traffic. At this time, however, the parked cars act as traffic calming devices. (See #10)



- 12) The stop sign adjacent to the Jeudevine Library is located before the intersection and is not always easy to observe. West Church Street does not have any signage alerting drivers to the presence of pedestrians. Over the course of an hour, 10+ pedestrians were observed. The street serves as a main corridor for children who are commuting to the high school. High traffic counts occurred throughout the time frame of the audit.

The location could be improved by trash bins near the Library, sidewalk repairs, and enforcement of speed limits. A thorough examination of possible approaches to safety should occur. Possible improvements could include changing the street to a one-way street and installing traffic calming speed “humps.”

The safe walkability of the area is poor.

The overall appeal of the area as a place to walk is poor.



West Church Street

Hardwick, Vermont



AARP Community Walk Audit location:

Main Street from Perry Lane to Holton Hill, Hardwick

Date: 10/19/21 Started at 11:00 am and completed at Noon

Posted Speed Limit: 25 mph

**The speed is posted prior to entering the Downtown area from the west and from the east. The signs are located where the state highway ends. Traveling west on Route 15, the sign is next the Inn by the River. Traveling east on Route 14, the sign is next to Buffalo Street. Traveling east on Route 15, the sign is next to O'Reilly Auto Parts – directly before the 3-way intersection.*

Total Number of Vehicle Lanes: 2

Two-Way Street

Sidewalks exist on both sides of the street.

Issues Noted on Audit:

- 1) The east sidewalk on Main Street has curbs which are often sufficient to separate pedestrians from the road. However, there are sections of this sidewalk which have been lowered by wear and tear and do not provide the same level of



protection. The west sidewalk is nearly even with the street at times and, lacking the parking spaces of the eastern side,

does not provide separation from the traffic. Over the span of 10 minutes, 15 to 20 heavy and/or large trucks traveled west through the downtown and were precariously close to the pedestrians on the sidewalk. The section of the west sidewalk in front of Mike's Service Station does not have a sidewalk and, therefore, does not have a curb to separate pedestrians from the road.



- 2) The east sidewalk has multiple obstacles. The sidewalk is cracked, broken, uneven, and undulating (sloped) and difficult to navigate at times. Municipal garbage can placement reduces the available walking section. The street lights further reduce the width of the sidewalk. The west sidewalk near the Hardwick Inn is broken and cracked. Delivery trucks park on top of the sidewalk and in the path of pedestrians in front of Mike's Service Station.



3) The east sidewalk is continuous – no segments are missing. However, the east sidewalk has a variety of slopes and elevations which make the sidewalk difficult to be utilized by a wheelchair or other form of mobility assistance. The west sidewalk near the Village Diner also has slopes and elevations that preclude easy use by pedestrians. The west sidewalk between the swinging bridge and Mike’s Service Station is relatively flat and able to be utilized by pedestrians who need mobility assistance. The west sidewalk is missing a section in front of Mike’s Service Station and the pavement in this area is cracked and broken.



4) The east sidewalk splits into a two-level situation directly before the Holton Hill intersection. The upper level of the sidewalk has 6 ½ feet of width and then drops substantially and has an additional 2 feet.

5) The westsidewalk is not complete – the section randomly ends at Mike’s Service Station and does not have any indication that the sidewalk is ending.



6) The sidewalks are typically wide enough for two people to walk side by side



(between 4 ½ feet to 8 feet in width). The sidewalks are typically not wide enough for two people to use while social distancing. The east sidewalk segment between the Perry Hill Lane and the two-level sidewalk allows for social distancing.

7) There are indicators so that users with vision impairments will know when there is a crosswalk but these indicators have been covered with sediment and are not currently operational.



8) The street does not have a designated bicycle lane which becomes problematic with the amount of large truck traffic. The Traffic and Pedestrian Safety study recommended adding bike decals to the traveled lane to make drivers aware that they may be sharing the road with bicycle traffic. With the impending completion of the Lamoille Valley Rail Trail, there may be an increase of bike usage which will necessitate more bike options.

- 9) There are three crosswalks across this segment of the street. Each crosswalk has signs indicating a pedestrian crosswalk. The "Stop, Look, Wave" signs which were incorporated into the crosswalk pattern have been painted over or are covered by a thick mat of sediment. No crosswalk exists at the intersection of Holton Hill and South Main Street. There is an elevation rise to the sidewalk in front of the Elementary School.



- 10) The sidewalks have vegetation growing between the curb in places. Drainage does not appear to be adequate for increased capacity rain events.

- 11) The Main Street segment does not have any signage on South Main Street alerting drivers to the increased presence of pedestrians. Over the course of an hour, 50+ pedestrians were observed. The eastern side of the street serves as a main corridor for school children. Extremely high vehicular traffic counts occurred throughout the time frame of the audit.



The location could be improved by more frequent disposal of municipal trash cans, sidewalk repairs, sidewalk installation, and access management on the western side of the street.

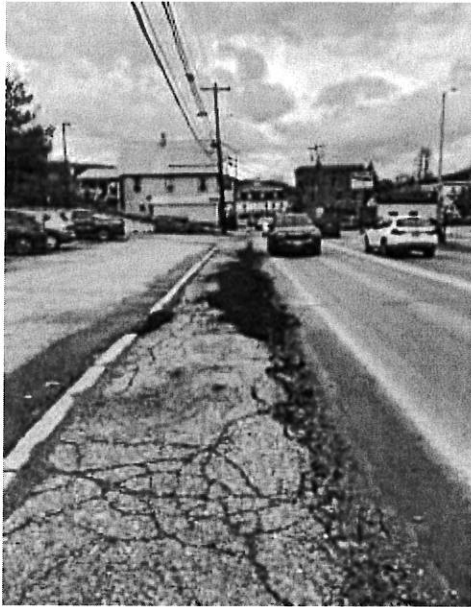
The safe walkability of the Main Street area is fair.

The overall appeal of the area as a place to walk is fair.



Main Street

Hardwick, Vermont



AARP Community Walk Audit location:

Mill Street from North Main Street Intersection to Glenside Avenue, Hardwick

Date: 10/19/21 Started at 11:00 am and completed at Noon

Posted Speed Limit: 25 mph

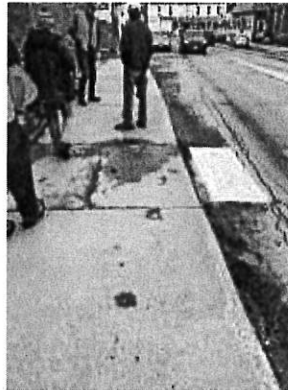
**The speed is posted prior to entering the Downtown area from the west and from the east. The signs are located where the state highway ends. Traveling west on Route 15, the sign is next the Inn by the River. Traveling east on Route 14, the sign is next to Buffalo Street. Traveling east on Route 15, the sign is next to O'Reilly Auto Parts – directly before the 3-way intersection.*

Total Number of Vehicle Lanes: 2 - Two-Way Street

Sidewalks partially exist on both sides of the street.

Issues Noted on Audit:

- 1) The south sidewalk on Mill Street has curbs between Sumner Street and Perry Lane Hill but often the curb is crumbling and/or does not match the elevation of the sidewalk. The curb at the public parking area near Glenside Avenue does not have a curb and the sidewalk edge has been poorly patched with asphalt. The north sidewalk between North Main Street and Brochu's Garage has granite trim and is angled. The remaining section of the north side does not have a sidewalk and, therefore, does not have a curb to separate pedestrians from the road.



- 2) The existing sidewalks have multiple obstacles. The sidewalks are cracked,



broken and storm drains are either within the actual sidewalk or have aspects which make travel difficult. The section of sidewalk near the public parking area has an asphalt patch which makes travel nearly impossible for most pedestrians and impossible for anyone who needs mobility assistance. Between the Post Office parking lot and Perry Lane Hill, there are cables set into the sidewalk which are in the pedestrian path.

- 3) The existing sidewalk on the south side has a variety of slopes and elevations which make walking difficult and virtually impossible to be utilized by a wheelchair or other form of mobility assistance. The small portion of existing sidewalk on the northern side is relatively flat and able to be utilized by pedestrians who need mobility assistance. The intersection of Sumner Street is sloped and difficult to navigate, especially in the winter when ice forms on the pavement. The intersection of Perry Lane Hill is cracked and uneven and is 1.5" drop from the Main Street sidewalk.



- 4) The sidewalk is not continuous – multiple segments are missing. The northern side does not have a sidewalk from Hays Service Center to the edge of the Brochu Garage property. Currently, extensive open access to the road exists at Hardwick Village Market, GRACE, and the Brochu Garage. On the southern side, the sidewalk does not exist from Glenside Avenue to the public parking area. The sidewalk also disappears between the public parking area and the intersection of Sumner Street.



- 5) The sidewalk is not complete – sections randomly end with no indication that the sidewalks are ending.
- 6) The sidewalks are barely wide enough for two people to walk side by side on the southern side. The distances vary from 4½ feet to 5 feet to 6 ½ feet. The sidewalk section on the northern side is 8 feet in width but is interrupted by the placement of concrete steps from the Laundry (5 ¾ feet). The sidewalks are not wide enough for two people to use while social distancing.
- 7) There are no indicators so that users with vision impairments will know when the path is ending.



- 8) Mill Street does not have a designated bicycle lane. Surveys from the Traffic and Pedestrian study indicate that this is a problem for this area. Bicycle traffic does not have a safe space to utilize for transportation.

9) There are three crosswalks across this segment of the street. The crosswalk between the public parking area and the Hardwick Village Market does not have a sign for traffic and is located between parking area locations. No landing areas are on either side. *(This crosswalk is currently slated to be removed after the repaving of Mill Street in 2022)*. The crosswalk between the Post Office and Brochu's Repair does

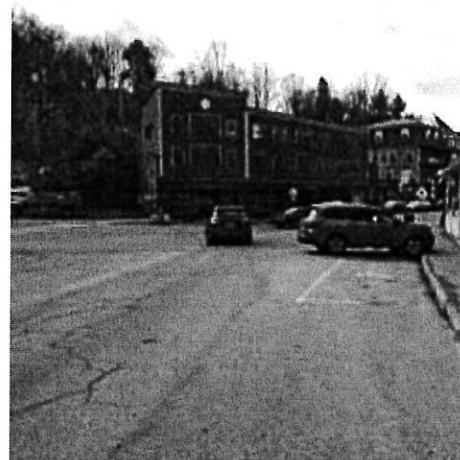


have signs indicating a pedestrian crossing but does not have a landing area on the northern side. The crosswalk between the Clip Joint and the Laundry (north side) has pedestrian signs and a Rectangular Rapid Flashing Beacon (RRFB) which has already been defaced by the placement of a sticker over the instructions.



10) The intersections with Sumner Street, North Main Street and Perry Lane Hill do not have crosswalks.

11) The stop sign adjacent to the Hardwick Inn is not always easy to observe. The Mill Street segment near Glenside Avenue does not have any signage alerting drivers to the increased presence of pedestrians. Over the course of an hour, 20+ pedestrians were observed. The northern side of the street serves as a main corridor for high school students who are shopping at Hardwick Village Market during the school day. Extremely high vehicular traffic counts occurred throughout the time frame of the audit.



The location could be improved by trash bins near the public parking area, extensive sidewalk repairs on the southern side, access management on the northern side and the installation of additional sidewalks.

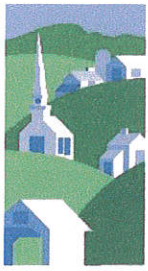
The safe walkability of the Mill is poor.

The overall appeal of the area as a place to walk is poor.



Mill Street

Hardwick, Vermont



NVDA
*Northeastern Vermont
Development Association*

**SFY22 MUNICIPAL ROADS GRANTS-IN-AID PROGRAM
EQUIPMENT PURCHASE**

TO: Vermont Municipal Officials
FROM: Doug Morton
RE: Letter of Intent to Participate in a **Municipal Roads Grants-in-Aid Program:
Equipment Purchase**

The Vermont Department of Environmental Conservation (DEC) offers select municipalities funding to purchase one piece of equipment that will support Municipal Roads General Permit (MRGP) implementation. Your municipality is eligible for equipment funding. Equipment eligible for purchase is described below.

Since your municipality was in compliance with the MRGP as of December 1, 2020, you are eligible to apply for this funding. Municipalities are encouraged to check their current MRGP compliance status [here](#) to maintain eligibility for future funding. Ongoing compliance with the MRGP includes submission of all fees, forms, and reporting. Questions regarding MRGP compliance should be directed to Jim Ryan, Municipal Roads Program Coordinator at 802-490-6140 or jim.ryan@vermont.gov. Details and information about the MRGP can be found [here](#).

DEC will reimburse up to 80% of the municipality's documented equipment cost, up to the State maximum award amount in the table below. If demand exceeds available funding, then equipment purchase will be prioritized for municipalities with the greatest number of hydrologically connected municipal road miles.

To request a grant for your municipality to purchase equipment, please fill out, sign, and return the Letter of Intent to Participate in the Equipment Purchase program on the following page by NOVEMBER 19, 2021. You will receive a NOTICE TO PROCEED letter if your request has been approved. Do not make any purchases before you receive that letter.

Municipalities may request to purchase one of the eligible types of equipment below:

Equipment type	Estimated equipment cost	State maximum award (80% of equipment cost)	Cash match required (20% of equipment cost)
Roller compactors for attachment to grader to improve road crown	\$7,500	\$6,000	\$1,500**
Leaf blowers to clean leaves and sediment from ditches and reduce culvert plugging	\$7,000	\$5,600	\$1,400
Hydroseeders to accelerate revegetation of disturbed soil areas	\$7,500	\$6,000	\$1,500
Plate or jumping-jack compactors to install drainage culverts	\$4,000	\$3,200	\$800
Tractor-mounted shoulder discs to remove high road shoulders	\$8,000	\$6,400	\$1,600**

Haybale shredder to distribute hay mulch on disturbed soil areas	\$8,038	\$6,430	\$1,608
Stone screener to clean out and replace stone in ditch	\$5,900	\$4,720	\$1,180**

*** If equipment was fabricated by the municipality, in-kind labor may be used in the calculation of required 20% match.*

If you have any questions about the Municipal Roads Grants-in-Aid Program equipment purchase, please contact dmorton@nvda.net

Thank you for your attention, and we look forward to hearing from you soon.

Sincerely,

Douglas C. Morton

MEMO: Hardwick Select Board, David Upson, Casey Rowell & Aaron Cochran

FROM: Alberta Miller

Date: November 16, 2021

Subject: First, Second & Third Class Liquor License

Hello Everyone:

Tonight you have the following permits for consideration.

First Class license for:

Second Class Licenses for:

*** Buffalo Mountain Co-Op

Third Class Licenses for:

Outside Consumption Permit for:

***** Buffalo Mountain Coop is in negotiations to purchase the Hardwick Village Market location at 75 Mill Street. I was advised by DLC to have them begin the process for the new locations license ASAP as DLC are 6 or so weeks backlogged.**

This is a new license for Buffalo Mountain Co-op, but it will not nullify their current license or the current license of HVM. Both current liquor licenses will be valid until the sale of the property or April 1, 2022 when they are both up for annual renewal at their current locations.

We have no cited incidents involving Buffalo Mountain Co-op.

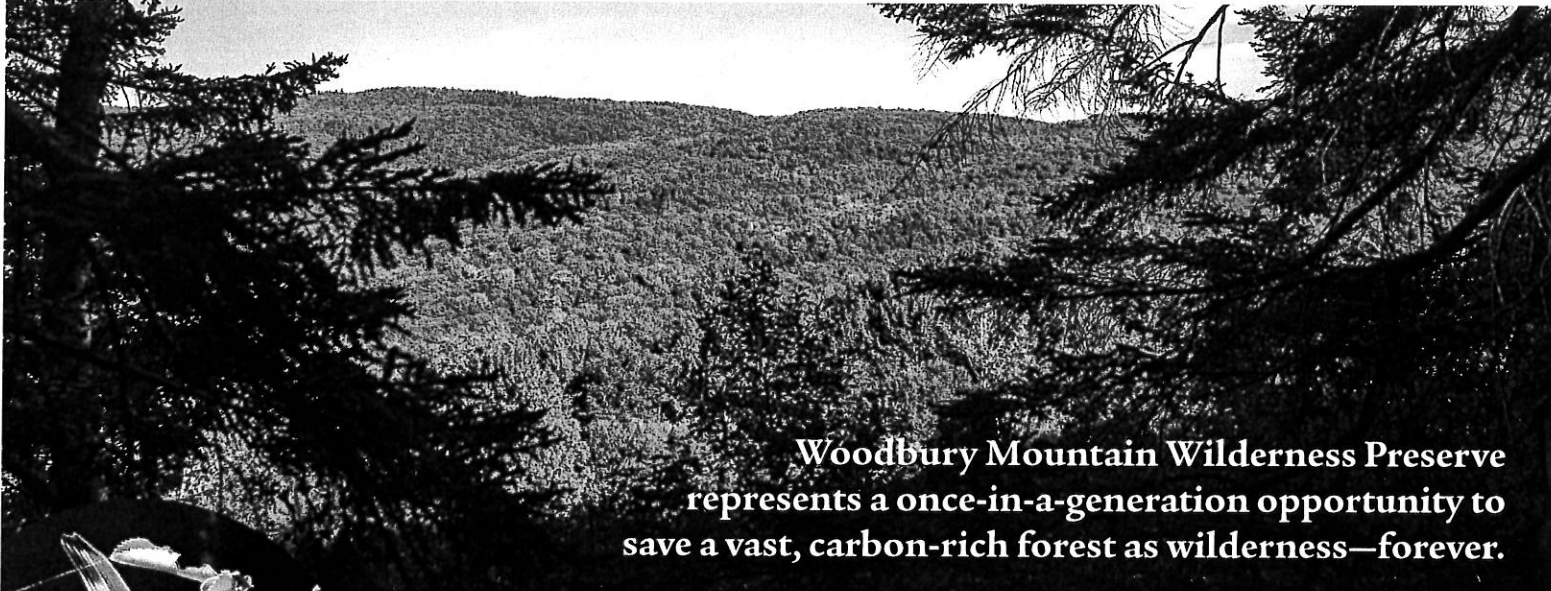


**NORTHEAST
WILDERNESS
TRUST**

**WOODBURY MOUNTAIN
WILDERNESS PRESERVE**

Vermont's next wild landscape for nature and people





Woodbury Mountain Wilderness Preserve represents a once-in-a-generation opportunity to save a vast, carbon-rich forest as wilderness—forever.



Opportunities to protect thousands of acres as forever-wild are rare in Vermont.

Rarer still is the chance to preserve such a landscape that also captures the headwaters of two major rivers, is integral to regional wildlife connections, and carries on the legacy of multiple generations of exemplary land stewardship.

The proposed Woodbury Mountain Wilderness Preserve presents just such an opportunity—and to make this a haven for wild nature, Northeast Wilderness Trust needs to raise \$6.5 million by February 2022.

A connected forest of local, regional, and global significance

The 5,459 acres that comprise the proposed Preserve include a mature northern hardwood forest and a diversity of wetlands and streams.

The land sits directly at a crossroads for far-

ranging wildlife. To the west are the Worcester Mountains—Vermont’s last undeveloped mountain range—and to the north is the Northeast Kingdom. The area between is the ‘Worcester to Kingdom’ linkage. The Preserve lies at the heart of this linkage, sandwiched between three large forest blocks totaling 85,000 acres just north of Montpelier.

Audubon has mapped this as Vermont’s only ‘Important Bird Area’ of global significance. Preserving unmanaged forest within this largely-managed landscape will ensure birds like Winter Wrens, Northern Goshawks, Blackburnian and Black-throated Blue Warblers, who all thrive in large blocks of old forest, continue to find good homes in the Green Mountain State.

Diverse, healthy, under-represented habitat

The proposed Preserve also stands out for its diversity of natural communities.

This land is critical habitat for fauna from wide-ranging predators like bear, fisher, and bobcats down to tiny salamanders and fingernail clams. There are abundant American beech and black





cherry trees; critical sources of food for wildlife preparing for winter. There are 12 Red Spruce-Cinnamon Fern Swamps, which are preferred breeding grounds for saw-whet owls and yellow-bellied flycatchers. These are just a few of several uncommon and vulnerable natural communities on the proposed Preserve.

Four vernal pools of statewide significance and eight streams of highest conservation priority are on the Preserve, providing homes to rare, threatened, and endangered species. The proposed Preserve falls at the watershed divide between the Lamoille and Winooski Rivers, both of which drain into Lake Champlain. Maintaining old forest cover at the Lake's headwaters is an effective, cost-efficient means of protecting the lake's health.

Most protected wilderness in the Northeast is at higher elevations. Yet low-elevation habitats host greater biodiversity and are key corridors for wildlife moving and adapting to climate change. The proposed Preserve's average elevation is just 1550'—meaning it will become Vermont's largest privately protected, low-elevation wilderness preserve.

Vermont Conservation Design in action

Vermont Conservation Design is a plan to secure and sustain Vermont's natural areas and wildlife. One goal of the plan is for old forest to comprise at least 9% of Vermont's forested landscape. Today, only about 3% of Vermont is legally protected in a way that will ensure those forests reach maturity and stay that way. Permanent conservation of large landscapes like Woodbury Mountain Wilderness Preserve is essential to meeting this important goal. Through a partnership with Vermont River Conservancy, which would hold the forever-wild easement, we will ensure this land is part of a future with more old-growth forests.

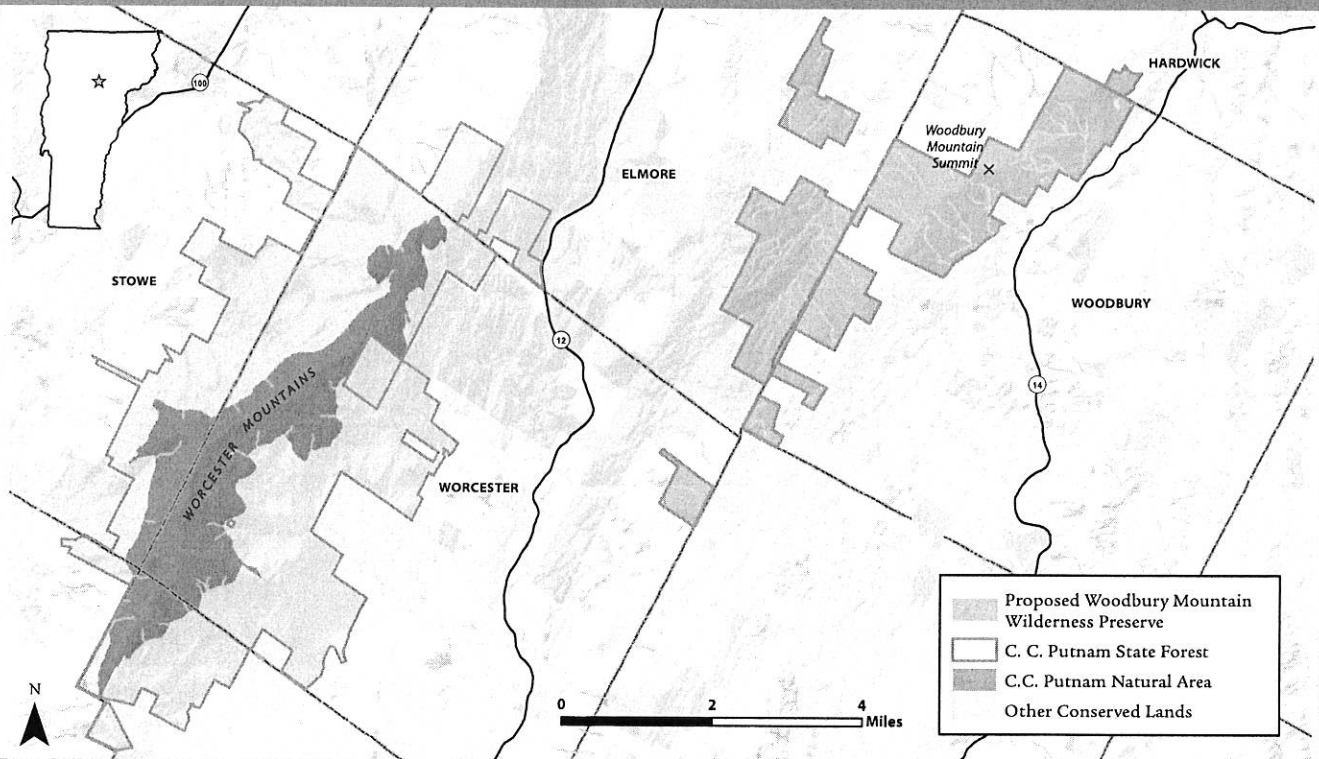
Front cover: Woodbury beaver pond in autumn *Zack Porter*
Beaver *Paul Willis*

Interior: Woodbury wetlands in autumn *Zack Porter*
Immature Chestnut-sided warbler *Paul Willis*
Winter hiker at Woodbury Mountain *Jon Leibowitz*
Woodbury forest in summer and pink lady slipper *Natalia Boltukhova*

Back cover: Moose *Larry Master*



WOODBURY MOUNTAIN WILDERNESS PRESERVE



“THE LANDS AROUND
WOODBURY MOUNTAIN
have always been more than
management and forestry,
important as those aspects
are to us; they represent a
place of vastness, isolation
with special features. We
have always kept these
lands open to the public for
exploration and discovery.
We believe strongly that
walking and connecting
in these woodlands is
important. Creating a
Preserve with Northeast
Wilderness Trust means this
land will stay forested
and protected for
generations to come.”

—E.B. Hyde Company

A natural climate solution

Old forests not only store immense amounts of carbon, they also remove considerably more carbon from the atmosphere than young forests making them a critical natural climate solution. This land currently stores at least 546,000 metric tonnes of carbon, and has the capacity to sequester an additional 1,155+ metric tonnes annually. If protected as forever-wild, its stored carbon will never be lost to resource extraction.

Passing on a legacy of love for wildlands and woodlands

The forest is in excellent condition thanks to the thoughtful management of the Meyer family, who run the E.B. Hyde timber company. Over the course of multiple generations, the family has maintained a light-touch approach that left some areas undisturbed and much of the forest in a mature state. Through their ethic of sustainable forestry has come an appreciation for wildness.

Thanks to the Meyers' legacy, future generations of Vermonters will be able to experience what an old-growth forest looks, feels, and sounds like. The proposed Preserve will be open for on-foot exploration including hiking, snowshoeing, skiing, and hunting.

You can save this land!

For more information on how you can help Woodbury become Vermont's newest forever-wild preserve, please contact Cathleen Maine, Development Director, at 802.224.1000 ext. 105 or cathleen@newildernesstrust.org.



2022-2023 HARDWICK TOWN BUDGET

DRAFT

Buildings

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>PROPOSED</u>	<u>\$</u>	<u>%</u>
	<u>2020-2021</u>	<u>2021-2022</u>	<u>2022-2023</u>	<u>DIFF.</u>	<u>DIFF.</u>

Memorial Building

Custodial Services Expense	9,779	9,850	10,146	296	3.00%	
Custodial S.S. Expense	702	525	710	185	35.27%	*based on actuals
VLCT/PACIF	2,868	3,365	3,116	(249)	-7.39%	
Operating Exp/Supplies	3,819	3,000	3,000	0	0.00%	
Building Maint./Repair	963	5,000	5,000	0	0.00%	
Utilities	5,073	6,000	5,500	(500)	-8.33%	
Fuel Oil	5,067	9,000	9,000	0	0.00%	*fuel is \$1.02/gal more in FY22
Elevator/Fire Alarm	1,890	2,000	2,000	0	0.00%	
Generator	0	500	500	0	0.00%	
Totals	30,160	39,240	38,972	(268)	-0.68%	

Public Safety Building

VLCT/PACIF	3,034	3,567	3,301	(266)	-7.47%	
Operating Expenses	1,533	1,000	1,000	0	0.00%	
Building Maint./Repair	1,124	3,000	3,000	0	0.00%	
Utilities	2,689	2,800	2,800	0	0.00%	
Fuel Oil	2,296	5,000	5,000	0	0.00%	
Custodial Services Expense	5,277	6,000	5,756	(244)	-4.07%	
Custodial Serv. S.S. Expense	404	450	403	(47)	-10.46%	
Totals	16,357	21,817	21,259	(558)	-2.56%	

Fire Station

VLCT/PACIF	2,675	3,156	2,916	(240)	-7.61%	
Utilities	2,456	2,600	2,600	0	0.00%	
Fuel Oil	4,007	6,000	6,000	0	0.00%	
Building Maint./Repair	532	2,000	1,500	(500)	-25.00%	
Totals	9,671	13,756	13,016	(740)	-5.38%	

Town House

VLCT/PACIF	1,566	1,881	1,724	(157)	-8.37%	
Building Maint./Repair	402	1,000	500	(500)	-50.00%	*based on actuals
Utilities	226	350	300	(50)	-14.29%	
Totals	2,194	3,231	2,524	(707)	-21.90%	

Historical Depot

VLCT/PACIF	167	195	181	(14)	-7.15%	
Building Maint./Repair	333	400	400	0	0.00%	
Totals	500	595	581	(14)	-2.34%	

Old Senior Center Bldg

VLCT/PACIF	147	0	0	0	0.00%	
Totals	147	0	0	0	0.00%	

Yellow Barn

VLCT/PACIF	159	190	190	0	0.00%	
Maintenance	174	0	0	0	0.00%	
Utilities	200	0	200	200	100.00%	*water off rate
Totals	534	190	390	200	105.26%	

2022-2023 HARDWICK TOWN BUDGET

DRAFT

Police Department

	<u>ACTUAL</u> <u>2020-2021</u>	<u>BUDGET</u> <u>2021-2022</u>	<u>PROPOSED</u> <u>2022-2023</u>	<u>\$</u> <u>DIFF</u>	<u>%</u> <u>DIFF</u>	
Base Payroll	\$406,092	\$480,878	\$416,737	(\$64,141)	-13.34%	*based on current staff w/2 part-time
Overtime	\$58,253	\$75,000	\$55,338	(\$19,662)	-26.22%	
Part-Time Officers	\$19,179	\$7,500	\$25,000	\$17,500	233.33%	*2 officers 600 hours each annually
Social Security Expense	\$37,564	\$44,865	\$34,795	(\$10,070)	-22.44%	*percentage of salaries
Workers' Compensation	\$35,738	\$36,500	\$36,500	\$0	0.00%	
Unemployment Insurance	\$612	\$1,200	\$1,200	\$0	0.00%	
VLCT/PACIF	\$17,147	\$19,693	\$18,420	(\$1,273)	-6.46%	
Health Insurance	\$69,101	\$81,550	\$61,505	(\$20,045)	-24.58%	*based on current # of plans
Dental/Vision/Life/Disability	\$4,832	\$5,189	\$1,704	(\$3,485)	-67.16%	*based on current # of plans
Retirement Expense	\$46,214	\$58,923	\$51,721	(\$7,202)	-12.22%	*rates set by VMERS
Supplies	\$8,098	\$7,000	\$7,000	\$0	0.00%	
Training	\$4,860	\$5,000	\$5,000	\$0	0.00%	
Memberships	\$520	\$400	\$500	\$100	25.00%	*based on actuals
Recruitment Expense	\$0	\$0	\$0	\$0	0.00%	
Legal Expenses	\$810	\$1,000	\$1,000	\$0	0.00%	
Internet Communications	\$4,606	\$5,000	\$6,000	\$1,000	20.00%	*need to upgrade internet from grandfathered plan
Dispatch Services	\$31,784	\$27,566	\$28,393	\$827	3.00%	
Telephone	\$4,132	\$4,500	\$5,000	\$500	11.11%	
Vehicle Maintenance	\$7,763	\$6,500	\$6,500	\$0	0.00%	
Advertising	\$805	\$300	\$400	\$100	33.33%	
Radio Service	\$670	\$1,500	\$1,000	(\$500)	-33.33%	
Investigation Expense	\$894	\$2,000	\$1,500	(\$500)	-25.00%	
Uniforms (Cleaning)	\$530	\$1,000	\$1,000	\$0	0.00%	
Uniform Purchases	\$4,398	\$5,000	\$4,500	(\$500)	-10.00%	
Gasoline	\$9,998	\$11,000	\$11,000	\$0	0.00%	
Tires	\$3,518	\$2,500	\$3,000	\$500	20.00%	
Education	\$0	\$500	\$500	\$0	0.00%	
Equipment	\$6,398	\$7,500	\$7,000	(\$500)	-6.67%	
Total PD Operating Exp.	\$784,516	\$899,565	\$792,213	(\$107,351)	-11.93%	
COPS Grant Officer	\$77,383	\$80,638	\$3,000	(\$77,638)	-96.28%	*extension will create a little expense/income for FY23
Governor's HW Safety Grant	\$1,636	\$0	\$2,000	\$2,000	0.00%	
Governor's Equipment Grant	\$0	\$0	\$0	\$0	0.00%	
Vest Grant	\$978	\$1,600	\$1,000	(\$600)	-37.50%	
Total Special PD Expenses	\$79,997	\$82,238	\$6,000	(\$76,238)	-92.70%	
Total PD Expenses	\$864,513	\$981,803	\$798,213	(\$183,589)	-18.70%	

2022-2023 HARDWICK TOWN BUDGET

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Projected Revenues

	<u>ACTUAL</u> <u>2020-2021</u>	<u>BUDGET</u> <u>2021-2022</u>	<u>PROPOSED</u> <u>2022-2023</u>	<u>\$</u> <u>DIFF.</u>	<u>%</u> <u>DIFF.</u>	
School Tax Admin Fee	\$6,339	\$6,000	\$6,500	\$500	8.33%	
PILOT	\$77,491	\$74,402	\$160,668	\$86,266	115.95%	
Fund Balance Contribution	\$0	\$0	\$300,000	\$300,000	100.00%	*one-time for increased capital contributions & reven
Current Use Hold Harm	\$169,108	\$163,063	\$173,016	\$9,953	6.10%	
Delinquent Charges	\$27,572	\$25,000	\$27,000	\$2,000	8.00%	*based on actual FY21
Trailer Lease Revenue	\$0	\$25	\$0	(\$25)	-100.00%	
Tax Sale Interest	\$747	\$200	\$600	\$400	200.00%	
Zoning Permits	\$3,010	\$2,500	\$3,000	\$500	20.00%	
Licenses and Fees	\$3,018	\$2,500	\$3,000	\$500	20.00%	
Recording Fees	\$25,271	\$26,000	\$26,000	\$0	0.00%	
Dog Licenses	\$1,187	\$2,500	\$2,000	(\$500)	-20.00%	
DMV Fees	\$216	\$600	\$500	(\$100)	-16.67%	
State Highway Aid	\$187,804	\$146,863	\$149,254	\$2,391	1.63%	
Copying Fees	\$6,739	\$5,000	\$6,000	\$1,000	20.00%	*based on actual FY21
Greensboro Police Contract	\$267,938	\$245,053	\$0	(\$245,053)	-100.00%	
COPS Grant	\$25,688	\$20,160	\$1,500	(\$18,660)	-92.56%	*extension to Sept '22 due to military leave
Hardwick PD Ticket Rev	\$8,921	\$8,500	\$8,500	\$0	0.00%	
Outside Services-PD	\$950	\$250	\$500	\$250	100.00%	
Sale of Equipment/Vehicles	\$3,100	\$0	\$0	\$0	0.00%	
Interest on Investments	\$7,353	\$6,500	\$7,000	\$500	7.69%	
Miscellaneous Revenue	\$1,118	\$500	\$500	\$0	0.00%	
Water Transfer	\$153,146	\$158,746	\$142,206	(\$16,540)	-10.42%	*gradually decreasing over 3 years
Sewer Transfer	\$153,146	\$158,746	\$130,051	(\$28,695)	-18.08%	*gradually decreasing over 3 years
Fireworks Donations	\$0	\$1,500	\$0	(\$1,500)	-100.00%	*are we asking for donations?
Room Rent	\$0	\$100	\$100	\$0	0.00%	
Restricted Donations	\$1,300	\$0	\$0	\$0	0.00%	
PD Vest Grant	\$0	\$800	\$800	\$0	0.00%	
Gov Highway Safety Grants	\$2,035	\$0	\$2,000	\$2,000	0.00%	
VCDP Grant Admin Revenue	\$0	\$0	\$0	\$0	0.00%	
Misc. Grants	\$4,096	\$0	\$0	\$0	0.00%	
VLCT Grant	\$0	\$0	\$0	\$0	0.00%	
Green Up Day Grant	\$400	\$400	\$400	\$0	0.00%	
Total Revenues	\$1,137,692	\$1,055,909	\$1,151,095	\$95,187	9.01%	
Total Budget	\$3,553,991	\$3,431,350	\$3,632,664	\$201,315	5.87%	
Property Taxes	\$2,416,300	\$2,375,441	\$2,481,570	\$106,129	4.47%	

Budget Summary

Highway/Garage	\$ 829,648	\$ 948,820	\$ 969,716	\$ 20,895.29	2.20%	
Police Department	\$ 864,513	\$ 981,803	\$ 798,213	\$ (183,589.30)	-18.70%	
Office Expenses	\$ 424,987	\$ 448,208	\$ 484,286	\$ 36,077.49	8.05%	
Payroll (Part-time & Elected)	\$ 55,187	\$ 73,002	\$ 67,660	\$ (5,342.27)	-7.32%	
Fire Department	\$ 38,902	\$ 45,661	\$ 45,061	\$ (600.00)	-1.31%	
Line Items	\$ 861,623	\$ 950,405	\$ 1,190,987	\$ 240,582.59	25.31%	*driving factors are increased capital contrib,
Buildings	\$ 59,563	\$ 78,829	\$ 76,742	\$ (2,087.29)	-2.65%	Hardwick Rescue & Assessor
Total Budget	\$ 3,134,422	\$ 3,526,727	\$ 3,632,664	\$ 105,936.52	3.00%	

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**FY2023 Estimated Tax Rate based on Proposed FY2023 Budget
and Impact on a \$100,000 home**

FY2023 Estimated Tax Rate

FY 2023 Proposed Property Tax	\$2,480,353.40
Estimated Grand List July 1, 2021	\$189,019,600.00
FY 2023 Estimated Tax rate	\$0.01312
Value per \$100	\$1.3122
<hr/>	
FY2022 Municipal Tax rate	\$0.01315
Value per \$100	\$1.3150

Impact on a \$100,000 home

Estimated FY2023 municipal tax liability on a \$100,000 home	\$1,312.22
FY2022 tax liability on a \$100,000 home	\$1,315.00
Increase (decrease) in FY2023 before appropriations	(\$2.78)

Impact of Appropriations on a \$100,000 home

	Without	With
Estimated value of Appropriations	\$0.00	\$41,761.00
Proposed property taxes	\$2,480,353.40	\$2,522,114.40
FY2023 Estimated Tax rate	0.01312	0.01334
Value per \$100	\$1.31	\$1.33
Estimated FY2023 municipal tax liability on a \$100,000 home	\$1,312.22	\$1,334.31
Increase (decrease) in FY2023 on a \$100,000 home	(\$2.78)	\$19.31
Estimated increase in Tax Rate reflected in actual dollars/100	(\$0.0028)	\$0.0193
Percent Increase (decrease) in Property Tax rate from FY2022 to FY2023	-0.21%	1.47%

2022-2023 HARDWICK TOWN BUDGET

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Fire Department

	<u>ACTUAL</u> <u>2020-2021</u>	<u>BUDGET</u> <u>2021-2022</u>	<u>PROPOSED</u> <u>2022-2023</u>	<u>\$</u> <u>DIFF.</u>	<u>%</u> <u>DIFF.</u>	
Labor	\$6,400	\$9,000	\$7,500	(\$1,500)	-16.67%	*shifting from labor to equipment based on actuals
Social Security	\$473	\$680	\$680	\$0	0.00%	
Workers' Compensation	\$1,299	\$1,250	\$1,350	\$100	8.00%	
Liability Insurance	\$3,763	\$4,156	\$4,156	\$0	0.00%	
Operating Exp./Supplies	\$1,752	\$2,500	\$2,000	(\$500)	-20.00%	
Dispatch Service	\$13,622	\$11,825	\$12,175	\$350	2.96%	
Phone/Internet	\$1,503	\$1,300	\$1,500	\$200	15.38%	
Gasoline	\$20	\$100	\$100	\$0	0.00%	
Diesel Fuel	\$375	\$750	\$750	\$0	0.00%	
Equipment Purchases	\$7,069	\$8,100	\$9,600	\$1,500	18.52%	
Equipment Repair	\$2,626	\$5,500	\$5,000	(\$500)	-9.09%	
Training	\$0	\$500	\$250	(\$250)	-50.00%	
Totals	\$38,902	\$45,661	\$45,061	(\$600)	-1.31%	

Line Items

Auditing	\$12,000	\$13,000	\$15,000	\$2,000	15.38%	*based on FY21 audit rate W/S pays part
Fireworks	\$0	\$3,000	\$4,000	\$1,000	33.33%	*min. show is \$4000 - can lower if seek donations
Animal Control	\$3,263	\$3,000	\$3,000	\$0	0.00%	
Professional Services	\$4,625	\$7,500	\$7,000	(\$500)	-6.67%	
Lister Professional Services	\$18,750	\$19,350	\$42,000	\$22,650	117.05%	*about \$3500/month for assessor
NVDA	\$2,258	\$2,258	\$2,258	\$0	0.00%	
VLCT	\$4,823	\$4,823	\$4,823	\$0	0.00%	
Jeudevine Memorial Library	\$117,191	\$125,171	\$128,890	\$3,720	2.97%	
Memorial Day	\$464	\$500	\$500	\$0	0.00%	
Caspian Lake	\$3,250	\$3,300	\$3,300	\$0	0.00%	
Cemeteries	\$17,323	\$19,000	\$19,000	\$0	0.00%	
Capital Equipment Fund	\$175,000	\$180,000	\$190,000	\$10,000	5.56%	
Capital Road Fund	\$185,000	\$205,000	\$300,000	\$95,000	46.34%	
Capital General Fund	\$120,000	\$132,000	\$212,000	\$80,000	60.61%	
Capital Fire Fund	\$65,423	\$75,000	\$80,000	\$5,000	6.67%	
Tax Mapping	\$3,900	\$4,000	\$4,000	\$0	0.00%	
Solid Waste District	\$1,434	\$2,956	\$2,956	\$0	0.00%	
Streetlights	\$22,083	\$23,500	\$22,500	(\$1,000)	-4.26%	
Memorial Park Electricity	\$130	\$220	\$150	(\$70)	-31.82%	
Employment Practices Ins.	\$6,349	\$6,500	\$6,600	\$100	1.54%	
Community Crime Ins.	\$1,459	\$1,600	\$1,650	\$50	3.13%	
Town Service Officer Expenses	\$336	\$250	\$500	\$250	100.00%	*request for this to be raised and stipend to be lowered
Hazard Mitigation Fund	\$0	\$5,000	\$5,000	\$0	0.00%	
Cyber Security	\$0	\$0	\$1,500	\$1,500	100.00%	*NEW for initial assessment and research
Insurance Deductibles	\$0	\$2,000	\$0	(\$2,000)	-100.00%	
Tax Sale Expense	\$2,231	\$2,000	\$2,000	\$0	0.00%	
Tax Abatement Expense	\$4,678	\$0	\$0	\$0	0.00%	
Carey Rd. Property	\$137	\$175	\$150	(\$25)	-14.29%	
Conservation Commission	\$500	\$500	\$500	\$0	0.00%	
Equity Committee	\$0	\$2,500	\$2,500	\$0	100.00%	
911 Signs	\$0	\$3,000	\$0	(\$3,000)	100.00%	
Recreation Dept.	\$15,361	\$26,251	\$25,998	(\$253)	-0.96%	
Hardwick Trails	\$6,155	\$8,799	\$8,748	(\$51)	-0.58%	
County Taxes	\$22,000	\$22,750	\$23,200	\$450	1.98%	
Rescue Squad	\$45,501	\$45,502	\$71,264	\$25,762	56.62%	*just received request 11/12/21
Totals	\$861,623	\$950,405	\$1,190,987	\$240,583	25.31%	