

MINUTES OF TOWN OF HULL BOARD MEETING,
COUNTY OF PORTAGE WISCONSIN,
HELD ON MONDAY MAY 5, 2014

- 1) Call to order by Chairperson John Holdridge at 5:30 p.m. at the Hull Municipal Building, 4550 Wojcik Memorial Dr., Stevens Point WI 54482.

Present: Chairperson Holdridge, Supervisors Melvin Bembenek, David Pederson and Dave Wilz.

Excused: Supervisor LaVerne Syens

Others present: Clerk Janet Wolle, Treasurer Jim Kruziki, Road Foreman Pete Kaminski, Fire Chief Mark Kluck and EMS President/Administrator Mark Fritsche.

- 2) Pledge of Allegiance

- 3) Minutes of March 17th and April 7th board meetings

March 17, 2014

- Page 2 Gasket leak and broken ~~vents~~ **bolts** New Holland tractor
- Page 4 ~~Condition~~ **Conditions** all boundary lines and distances marked by surveyor Kelly Callaway/receipt of official CSM for review and signature if questions do not surface.
- Page 5 Plan needed for ~~hull~~ **Hull** until the Portage County becomes involved

Moved by Supervisor Wilz, second Supervisor Bembenek, **approve as corrected minutes of the March 17, 2014 board meeting.** Motion carried unanimously.

April 7, 2014

Motion Supervisor Wilz, second Supervisor Pederson, **approve minutes of the April 7, 2014 board meeting.** Motion carried unanimously.

- 4) Vouchers April 7th and May 5th

April 7, 2014

Dave Wilz

Page 1 4 Corners Maps FD Ceiling rack/overlay roller \$2,120 – Mark Kluck - Map roll that comes from ceiling – protection of all FD maps

Pg 6 V&H Inc, Trucks FD Turbo Pipe for '94 Ford plow \$386.24

Pete Kaminski – from exhaust pipe of '94 Ford

Dave Pederson

Page 1 American Welding RD: Parts for Ellis 1500 Bands \$326.64

P Kaminski – band-saw bearings and blades

RD: Vibrator/DC200 \$435.56

P Kaminski – for Salter on 1 ton

Pg 2 CRA Payment Center RD: Labor & parts for New Holland

P Kaminski – the loader mounts had to be taken in for repair

Pg 5 Scaffidi Motors FD: Ford 550-Turbo boost sensor \$508.53

Following discussion, motion Supervisor Pederson, second Supervisor Wilz, **approve the vouchers as presented and discussed**. Motion carried unanimously.

May 5, 2014

Dave Wilz

Page 1 5 Alarm – FD: Crash Response Fire School \$2,100

M Kluck – 2 day schooling held in Delafield WI (paid for out of 2% Dues)

Pg 2 EO Johnson - Copy Charges \$174.81

Do own copy machines or are we leasing?

J Wolle – we own the machines however we receive a charge on a per copy basis

B Brilowski - After 7,500 copies we start to receive a charge.

Pg 5 Oshkosh Fire & Police FD: Mega Flow Piston Intake \$800

M Kluck – New item budgeted for an overflow when connect to hydrants on the intake side so you don't back pressure up in your engine and blow your pump – it will spill it out when it hits a certain pressure

Pg 6 Rent-a-Flash RD: Vehicle Emblems (3) \$77.97

P Kaminski – Town of Hull sticker which goes on our equipment

David Pederson

Pg 1 Cardmember Service LEG ADM: WI Towns Lawyer Conf. \$50

→ Will John give an update?

J Holdridge – I have a ton of stuff for you

Cardmember Service RD: (2) Hoses \$538.40

P Kaminski – hydraulic hoses

D Pederson – would that be stock hose you make

Pete – we make our own hydraulic hoses

Regarding the Spring Newsletter → have we offered our constituents an email option to receive newsletter via email or on-line?

B Brilowski – Newsletter is on Hull's website. We have not offered via email as not sure how we would contact everyone. Now we go to the county and all addresses are downloaded for mailing purposes.

Put notice in next newsletter want to receive via email.

Barb – if you don't want to receive a paper copy let us know that, put then we will have to get the labels and start applying them manually – it won't be a download.

D Pederson – where are we at with the hydrologist? I noticed we have a bill from him.

Holdridge – we met with him on Thursday, and some University person. We then met with Joel Lemke, Director of Water for Stevens Point. Probably within the next week we will have the city records we requested through the open records law. Also talked with Jerry O'Brien today, when we get the information re the depth to wells and those wells that were impacted and lost water. We had about 35 but I think we have several others who suggested they have water problems more recently. We will select 15 of those households and send an extended questionnaire to them – we need more data.

J Holdridge re: 527 Maple Bluff Rd a house that is creating some challenges for the neighborhood – we will be sending a letter, getting together with neighbors and developing a position to deal with the problem. That could very well end up in the courts under a Public Nuisance.

J Holdridge – Stoltz property, on Ann Marie Court, has probably been ceased and desists re running the dirt bikes. Following Hull's complaint Portage County Planning and Zoning Department finally made contact with Gary Stoltz re: the problem.

Motion Supervisor Bembenek, second Supervisor Wilz, **approve the vouchers as presented and discussed.** Motion carried unanimously.

- 5) Citizens wishing to address the board non-agenda items. Agenda items are for discussion with possible action.

John Marty present re building a house on Legacy Lane. John is here to talk about the road postings.

Pete Kaminski – Postings will remain on the roads until May 15 or 20th. Firkus Road is chip seal/there is water on both sides of the road. The roads run through a swampy area.

John M – that house is to be in the Parade of Homes. Must have the home done by May 28 - need to get septic system, garage slab, front porch and sidewalk done. Need to get septic in this week – concrete can come in next week – we can bring in half loads. If I can't do that, I have to pull the house out of the Parade of Homes.

M Bembenek – chip seal roads/not full asphalt (\$18,000 to \$20,000 a mile).

Legacy Lane – blacktop
Firkus Road – chip seal
Concrete come in with ½ loads

M Bembenek – let one contractor bring in overweight loads when weight limits still on, opening for others. If we want to push the posted signs and do what we are supposed to do, not allow any trucks, so we can save money with using chip seal.

J Holdridge – DOT has haul roads which are filmed. That’s an option but will cost some money. Hull’s roads are not built to the standard of the State or the County - the reason for our concern. Hull blacktopped Wilshire Drive 4-5 years ago with a cost of \$500,000. Our entire operating budget is about 1.6 million per year.

P Kaminski – will look at and film. If there are any damages someone has to pay for the damages.

D Wilz – when did the weight limits come off of most of the roads in Hull?

Pete - May 1st.

D Wilz – Pete will look at and look at the situation but if it is too wet Hull is not going to do anything.

6) Topics, issues, opinions of Interest – Citizens, Hull Staff, Hull Elected or Appointed Officials

J Holdridge:

- Monica King, in the Village of Plover, having a 2014 Safety Fair to kick off EMS week which is May 18 to the 24
- Wisconsin Town’s Association meeting May 17 at Country Springs Hotel in Waukesha is sponsoring a session on TIF Districts for towns
- Correspondence received from UWSP students
- Letter received from Ms. Koehler re: money Hull contributed to mapping of the Wisconsin River
- Restriction on County Rd R from County H to south of Porter Road
- DOT dropping speed on I-39 to 55 mph on a section of I-39 when doing a project in 2015
- 7 ½ ton weigh limit possibly removed May 20 (the week of)
- Information to citizens re: state aid programs – in 2011 Hull received \$208,000 in 2012 Hull received \$156,000 (Hull lost \$50,000 a year); 82 miles of road with current road aid per mile \$2,117 – will increase to \$2,202 per mile in 2015
- Listing of Adopt-A-Highway programs Hull has
- Harter’s working on getting a new truck for Hull – Handy Gayhart will talk with drivers about missing households
- Wausau cancelled their fuel contract with Riiser. Under state law apparently Wausau had to bid out their gas hauling – for whatever reason they did not do that. They had a favored vendor, and that is probably not good policy whether it is state law or not →Town of Hull has used Riiser → we do not have a contract but we have never bid it out or looked for better prices

7) Certified survey map for James Jakusz, land in Section 10, Town 24 N, Range 8 E, abutting Willow Springs Drive

As per recommendation from Plan Commission, motion by Supervisor Pederson, second Supervisor Wilz, **table action on the Certified Survey Map for James Jakusz, land in**

Section 10, Town 24 N, Range 8 E, abutting Willow Springs Drive as there was not a representative here for Mr. Jakusz. Motion carried unanimously.

- 8) Certified survey map for Jerry Brzezinski, land in Section 11, Town 24 N, Range 8 E, abutting Torun Road

Moved by Supervisor Bembenek, second Supervisor Wilz, **approve the certified survey map for Jerry Brzezinski, land in Section 11, Town 24 N, Range 8 E, abutting Torun Road as per recommendation of the Hull Plan Commission.** Motion carried unanimously.

- 9) Hull Building/Remodeling Charge order schedule/contracts

Bill Yudchitz:

- 3 copies showing description of each item on the change order
- Bottom line we will end up going from electric hot water heater to a high efficiency gas/boiler combination
- Have active radiant floor
- During discussion of the FF&E we have talked about the electric strikes relating to door entrance – if go to computer tied in electronic system, the start is \$2,700 plus some additional labor to install – don't have enough info to act on tonight.

1. Subtracted -\$21,000
2. Additional 5 sets of building plans - \$180
3. Deduction of \$304 not having water line tied to the floor drains – will monitor through janitorial work
4. Doors to the meeting room +\$700 to make all of the doors the same height
5. \$145.00 an hour for SCS crew to finish digging
6. Connect the water to the well on the outside -\$1,042
7. Put into contract under warranty +\$3,500

D Wilz – The running total we start at \$537,000 and end up at \$519,000?

Bill – Look at total change order AFTER first change order of -\$21,000, we are a plus \$3,200, except we also, at the same time, pulled the \$6,000 out to do the radiant floor.

Dave W – my question \$537,000 we started at and we ended with \$519,000 can one just assume that with the seven changes the total contract is down and that is assuming everything else that has been done, or will be, is coming in at an estimate? Is that what that means?

Bill – correct.

Following discussion motion Supervisor Wilz, second Supervisor Pederson, **approve change orders 2 through 7.** Motion carried unanimously.

Roof is not flat – it has 3/16 per foot going that direction with gutter on this side for collection.

10) Presentation of Metro concept – Fire Chiefs Tim Kluck (Village of Plover), Robert Finn (Acting Chief Stevens Point) and Mark Kluck (Town of Hull)

Mark K – update given to board in February 2, 2014

- 2 year indoctrination period for joining Metro.
- Residents in the Town of Hull are getting a better fire service than they were before going to Metro

Tim Kluck – bringing Hull on board has had some challenges because with the rural setting vs the all hydrant setting we were operating under has made us look at the apparatus matrix and how we are responding together → better system for all → training going well → response going well, have not heard of problems or issues.

Robert Finn – training has paid off more → more efficient firefighting community → community served much better.

D Wilz – been watching and reading the papers about the collaborative of the departments getting together for training. That was a big concern, how do you give them what they need, and it seems to be working pretty well. Is that your analysis also?

R Finn – the training has been going well.

Dave W – we hear about the real challenges to be able to recruit volunteers to help. Within the Metro system has anything surfaced that might help us that way or is that still going to be a challenge?

Tim K – in the last several years, obviously for the city they have a career department and we (Plover) have paid on call with the exception of Tim Kluck and Mark Beaver who are full-time. We have 55 paid on call members, 20 on EMS with the rest fire. There are many instances because of the city and their proximity to the University and talking to the students that approach them that Bob or Tracey have sent firefighters Plover's way and in the last several months there have been several occasions with people approaching us, we are maxed out right now, we have sent several people to Hull → share resources as a group → working well.

John H – paid on call, how does that work?

Tim K – our folks are paid basically for all the training; they are paid for all the responses; they are paid for everything they do. EMS are paid an hourly rate for stand-by and a fixed rate for each call they make. We staff 2 EMT's 24-7 every day of the year. Last year Plover ran 820 some calls which was an all time high for Plover. We were still able to respond with enough people and staff 24-7 365 days of the year. From Plover's side, they will continue to make sure if we are approached by somebody we are going to refer them to the Town of Hull and I know the city will continue to do that for us too.

John H – Hull's system of payment is based on a merit system – at the end is when compensation is made.

Mark K – Hull gives the FD a certain amount – we keep track of the time. Basically it comes down to like Plover, you get paid an hourly wage.

Dave W – EMT's on call, what are they paid?

Tim K – they are paid \$3 an hour for every hour they staff and they are required to staff a 12 hour shift. When they go on a call it is \$10 a call.

Dave W – how about the firefighter?

Tim K – paid on call gets a graduated, I believe the Assistant Chiefs make \$14 something – will get the information and provide to Hull.

Dave W – I would like to look at that system and Hull's system. Feel we might be real close.

John H – you have standby EMT's, do you have for firefighters?

Tim K – not for the fire.

Bob F – partnerships have been formed over the last few years and getting the word out into the community I think will help the paid on call a great deal, especially with the college. We go on education events and it used to be us and them. Now it is "we" do this together. A different mindset will help the departments.

We give the Police and Fire Commission a monthly report of what is going on – the events that have happened in a month, but we don't report on every incident.

Tim K:

- Activities report
 - o Metro training
 - o Schools
 - o Fire Inspections, etc
 - o Significant fire
- Monthly up-date of the number of runs

Dave W – some of the smaller towns as you start moving away from the metro area struggle with same things as Hull, volunteerism, budgets etc. Where do you see that solving some of those issues? I believe Tim, it was your idea to put the Metro together, it was the elected officials, it was the boots on the ground that said we can do more by sharing resources. Do you have an opinion on how that applies to other smaller towns, example would Town of Dewey ever be brought in to Metro or would there be separate Metro or different types of regional metros?

T Kluck – contiguous/staffing/equipment.

- Almond/Bancroft has created a little Metro – they automatically respond to each other's fires
- If would bring another FD in would look at so it is contiguous-don't want to be leapfrogging towns
- Want to make sure the resources are there

- Depends on their staffing and the amount of equipment they bring to the table
- Appreciate the comment about Plover starting the Metro but really it was the politicians who had the courage to do what we asked them to do. We knew we had issues with numbers of boots on the ground on a structure fire during the day, the city also had that same situation because they are so busy with the ambulances
- Collectively we needed 14 to 16 firefighters within 8 minutes to be able to make an entry into a structure fire
- Depends on trust factor and politicians/how they can get together and how they see this moving forward
- They, politicians, have been trusting/move forward/but cautious. We move slowly. Want to do this right vs jumping into it and having a lot of problems – the reason for the clause in to allow the 2 years to work with Hull like we did with the city to iron out any bugs

Dave W – not suggesting Metro go up to Dewey or wherever, they have the same challenges, would you have an opinion on that?

Tim K – go back to what Almond/Bancroft did and would strongly encourage them. We gave them a copy of our agreement and said cut it up, paste it and use it any way you need and make sure you put that together. It has really worked well for them.

M Kluck – think Amherst and Stockton have automatic aid. Town of Dewey signed automatic aid agreement with Mosinee. There is a station in Knowlton.

John H – we have MABAS and actually aid Dewey too.

Mark K – under MABAS yes, it's just not automatic. That is the difference.

Tim K – Rib Mountain and Weston put together their SAFER Department together within the last year. Same concept of how we put these departments together, work together and share the resources and the cost. We are seeing this across the state – consolidation/working together and taking down boundaries to save costs – we are all in the same boat. It doesn't matter if you have a huge budget like Milwaukee or a smaller budget. Everybody is feeling a pinch with shared revenues

M Bembenek – who really started the Metro within the State of Wisconsin?

Tim K – I would say North Shore in Milwaukee area – they took 7 municipalities. The problem we have right now, it is against state statute to create a fire district that has taxing authority in the State of Wisconsin. Illinois has that. They have a tremendous amount of success with fire districts. We as the State Chiefs Board have approached the governor 3 years in a row and are working very hard. Green Bay, Ashwaubenon and DePere want to create a district and have taxing authority and get that off the taxes They would do that whole thing themselves. You see a lot of work in that area.

J Holdridge – dividing line between north and south is CN railroad/Patch Street?

Mark K – yes. If it is on the north side it is an automatic for Hull on a structure/on the south side we do what we call an in station stand-by.

John H – you have a lot of enthusiasm by volunteers but they need to have something to go to. If you don't have structural fires or activities if you don't use it, you lose it

Tim K – calls have gone up because now responding to city and Hull fires, and they are doing the same. The activity level has gone up and it helps with the recruitment/retention and helps with training because they are going on more calls now. It makes for a safer firefighter because they are getting in to situations where they might not get in to. Example, city has a lot of hotels and a lot of high-rise buildings, Town of Hull guys may not have had a lot of exposure. It is also giving the city a lot of exposure out in the rural area where you don't have hydrants. It's a nice mix and a good cross.

Bob F – we train as we play, a collaborate effort of 3 departments. That gets the enthusiasm going also because the training is more involved, not just sitting in the station looking at slides anymore, it's very hands on.

Dave W – it is about safety. You want to have people who have been in that situation before, that's how they can be successful.

Dave P – have you found for example wild land fires, you get cross trained in all of that.

Bob F- speaking of wild land fires that is a whole new animal for me. I have learned a great deal from these guys on wild land fires.

J Holdridge – I like the inventory of the vehicles – the city has an air boat.

Bob F – yes we do. We respond throughout the county. It was used on Jordan Pond after receiving a call from Chief Kluck.

Mark K – they couldn't get the air boat in to the boat landing at Jordan because of the tree – got in touch with Gary Speckman, met with him re: air boat. The county park's was willing to chop whatever they needed to be able to get the air boat in there.

Bob F – a collaborative effort made that possible.

John H - a lot of good incident and data presented. It is great we get together.

M Fritsche → better service → better response

M Kluck – Hull EMS going on all Metro calls.

Board – thank you for attending the meeting.

11) Selection of Chip Seal vendor for Hull roads summer of 2014

Chip seal bids received from:

Scott Construction \$88,276 → Chip seal
3,350 → sweeping

Bid received from Fahrner Asphalt however it was not submitted as required by the specifications therefore not considered.

Bill Plucker of Scott Construction was present – will be here in mid-June.

At the recommendation of Road Foreman Pete Kaminski, moved by Supervisor Wilz, second Supervisor Bembenek, **approve bid received from Scott Construction in the amount of \$88,276 + 3,350.** Motion carried unanimously.

12) YMCA Triathlon July 12, 2014

Motion Supervisor Bembenek, second Supervisor Pederson, **approve use of Hull roads for YMCA Triathlon on July 12, 2014.** Motion carried unanimously.

13) Report on April 1st election – Janet Wolle, Clerk



APRIL 1, 2014

The spring election was held on Tuesday April 1, 2014.

- ❖ 534 citizens voted
- ❖ Hull voters did it again - This is 15% vs the 12% the Government Accountability Board thought (state wide)
- ❖ Coding for DS200s (tabulators) was processed and sent to County Clerk in February
- ❖ When did the Spring election process really start – January 17, 2014 when certificate of nomination and pronunciation guide was sent to Shirley – the pronunciation guide is needed for the AutoMark: Dāv Wīls; Měļ vīn Bēm bēn ik
- ❖ Memo to confined absentee voters processed in February
- ❖ Absentee ballot logs for wards 1-3; 4-7; 8 set up last week in February
- ❖ Regular and absentee ballots received March 5
- ❖ Absentee ballots for confined processed and mailed on March 6
- ❖ Total A.B. processed = 41
- ❖ Total returned to be counted on 04/01/14 = 37
- ❖ One A.B. was returned on 4/2/14 – this one and others (if returned) will be processed by the Board of Canvassers on April 7 at 8:15 a.m.
- ❖ Late registration (must register in the clerk's office) began on Thursday March 13
- ❖ Set up voting booths on March 14 to be ready for in-person Absentee voting on Monday April 21
- ❖ March 28 test deck of votes prepared on paper – Barb voted ballots
- ❖ Aforementioned ballots used at the electronic test on March 26 – the results printed must be the amounts as shown on the test deck – if they are not we find out why
- ❖ Alpha list of registered voters printed for use by person registering to vote and the person assisting voters in locating their ward number
- ❖ Election inherited in SVRS (Statewide Voter Registration System)
 - Election set-up began 2-27-14
 - Election active 3-10-14

- Ballot set-up finalized 3-10-14
- Ballot styles finalized 3-10-14
- Poll book printed 3-28-14
- ❖ Partisan Primary on August 12, 2014 inherited in SVRS 3/17/14
- ❖ Election board (7 members) arrived at 6 a.m. (I arrived at 5:15 a.m.)
- ❖ Registration officer and voter assistant arrived at 6:30 a.m.
- ❖ Road crew arrived at 6 a.m. for sign set-up, etc
- ❖ Polls opened at 7 a.m. and closed at 8 p.m.
- ❖ Processing begins by:
 - Opening ballot box and removing all ballots
 - Separate ballots by ward (ballots are color coated blue, green and orange)
 - Look at ALL ballots to find and write-ins
- ❖ After all tabulating is done by the election board I called in vote totals to Portage County Clerk's Office and the Stevens Point Business Office
- ❖ Next day copies of poll lists/inspector of election reports made for the school district
- ❖ Items sorted and taken to SPSD office on Bliss and to the Portage County Clerk's office
- ❖ Not the end as we have the Board of Canvass on April 7
- ❖ Also all voters will be input in SVRS
- ❖ All new registrations will be entered in SVRS
- ❖ And then, we START all over again for the next election

What a REWARDING experience to be part of the election process and thank you to ALL for the dedication and determination in conducting each election from the beginning to the end.

Following the report, moved by Supervisor Bembenek, second Supervisor Wilz, **accept the report**. Motion carried unanimously.

14) 5 Year Budget Plan and 2015 Operational Budget

Subject: 5 Year Budget Plan and the 2015 Operational Budget

During May 2013 the Town of Hull staff and elected officials developed a 5 year budget plan and began establishing the 2014 operational budget.

It is time to revisit the 5 year budget plan by expanding it through 2019. An urgency exists to develop the 2015 operational budget. Hull's operational budget needs to balance expenditures with revenue which in the past has provided a challenge. As is often the case in planning future budgets there are uncertainties. On the revenue side we can predict 2015 state aids but beyond that the future is cloudy. A couple of factors: We have kept the tax rate about \$2.50 per \$1,000 of assessed valuation. Hull's share of the overall household property tax levy is 13 to 15%. But we are not sure of levy limits imposed by the state beyond 2015. On the expenditure side of the ledger we have a need for capital equipment including possible dump truck purchase and reconstruction of roads. We also need to integrate our new building debt into Hull's operational budget. We do have substantial reserves but the challenge is to annually smooth reserves to around 20% of Hull's operational budget.

The Plan:

A. Review the process of developing the 5 year budget plan and the 2014 operational budget.

- B. Incorporate the actual 2014 budget into the 5 year budget plan
- C. Extend the 5 year budget plan to 2019 and develop an operational budget for 2015.

The Structure:

Create a Task Force of Jim Kruziki, Janet Wolle, Dave Wilz and John Holdridge to review the 5 year budget plan and develop the 2015 operational budget. The Task Force will set meeting dates and times.

The Approach:

The following would be undertaken with Hull staff as appropriate:

- A. Review of the 2014 budget and the 5 year projections through 2019
- B. Develop the 2015 budget and review in particular the State of Wisconsin levy limits for 2015. Determine state aid for 2015 including general and road aid.
- C. Review locally imposed controls on the property tax, including tax rate stability and self imposed pie chart limits on Hull's share of the total property tax bill.
- D. Identify priority needs for future expenditures in 2015 including but not limited to highway equipment and road reconstruction.
- E. Project 5 year budget through 2019

The Completion Date:

Complete 5 year budget plan and the 2015 operational budget by the end of the second quarter (June 30, 2014). At that time present a report to the Hull Board of Supervisors for their review at their July meeting.

Motion Supervisor Bembenek, second Supervisor Pederson, **approve the 5 year budget plan and 2015 Operation Budget Plan as outlined.** Motion carried unanimously.

15) Amendments to Hull Weight Limit Ordinance

Moved by Supervisor Wilz, second Supervisor Pederson, **accept the changes made to the Hull Weight Limit Ordinance.** Motion carried unanimously.

Ordinance in entirety Addendum A

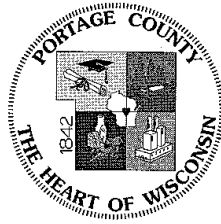
16) EMS Services from Portage County now and in the future – Concerns or Suggestions

Hull received an invitation from PC County Executive Patty Dreier to the EMS Summit to be held on Thursday, May 15, 2014 to bring City, Town and Village Officials of Portage County together to discuss the country wide Emergency Medical Services system and look to the future of the countywide system. Municipalities were invited to send up to two officials to the EMS Summit.

D Wilz – contracts had to be reviewed

- Hull, due to proximity, receives exceptional service from Portage County
- Recommend Mark Fritsche lead due to his experience and Dave W represent the board

Clerks note – see page 13 correspondence from Patty Dreier, PC Executive



April 11, 2014

Dear City, Town, and Village Officials of Portage County,

This letter is a follow up on my remarks at the March Towns Association regarding the idea of an EMS Summit in May to bring us together to discuss our countywide Emergency Medical Services system and look to the future of our countywide system.

You are invited to send up to two officials from your municipality to the EMS Summit to be held from 6:30 – 8 p.m. on Thursday, May 15, 2014. I will moderate the meeting which will be held in Conference Room 1 and 2 of the County Annex Building, 1462 Strongs Avenue, Stevens Point. With 27 municipalities in our county, we need to manage group/meeting size, hence the maximum of two representatives per municipality being invited. Expect that there will be a variety of interactive methods used in gathering questions/ideas—this will not be just a large group discussion. Please come ready to take an active part in the Summit.

The purposes of this Summit are:

- To improve communications among stakeholders of our countywide EMS.
- To share information, ask questions, and openly discuss the program.
- To generate ideas about how to enhance/improve the countywide EMS.

The EMS Summit WILL	The EMS Summit WILL NOT
Gather questions (not provide all the answers or “canned” answers)	Be negotiations
Attempt to build more common understanding by providing some basic facts about the program	Be a place to bring case-specific gripes or complaints
Look to generate ideas to explore going forward	Be a place to put down our current system
Be a positive and productive forum for open discussion	Dwell on the past

My hope is that this Summit will give us a fresh view on visioning for the next generation of our countywide EMS—one that builds on its many excellent attributes. I plan to use the information generated at/from this session to help in developing possible future considerations, designs, and/or areas for improvement. Please RSVP with the names of your municipality’s one or two attendees by calling my office at 715-346-1997 so I can plan for the room set-up and the snacks I’m bringing. I’ll look forward to seeing you!

Patty Dreier
Portage County Executive

Motion Supervisor Bembenek, second Supervisor Pederson, **accept the recommendation of Dave Wilz for Mark Fritsche lead and Dave Wilz represent the Hull Board on the Portage County Emergency Medical Services Advisory Committee.** Motion carried unanimously.

17) Appointment to Portage County Emergency Medical Services Advisory Committee

SAME AS 16

18) Appointment to the Hull Parks Commission

At the recommendation of the Hull Park Commission, motion Supervisor Bembenek, second Supervisor Pederson, **reappoint Brian Hicks to serve a 7 year term on the Park Commission.** Motion carried.

19) Transfer \$750 from the Contingency Fund for a Reserve Fund entitled Donations from Citizens

J Holdridge – I included last minutes when that fund was used for a defibrillator and I think we need:

- A fund we can tap of money given to the town privately unless there was restrictions, the restriction on the fund from Bruce Wiza was he did not want the money spent on lawyers.
- Shelley Binder did not take her \$100 travel stipend and the board used that money for the river (mapping) project.
- Take the \$750, put it in a fund and we can call it “donations from citizens” – it sits there and the board itself decides any usage.

Mel B – we already used the money from Bruce Wiza.

Dave P – yes we used that. Is this a new \$750?

John H – yes this is a new \$750 taken out of the contingency fund.

Dave P – but it is not a donation.

John H – I would call it, since we used the \$750 to buy the defibrillator, actually we had to kick in more money, that this fund literally replaces that and we call it a “Donation Fund” – Bruce Wiza reincarnation.

Mel B – it isn’t Bruce Wiza’s money. When I made the motion, that \$750 from Bruce Wiza went toward the payment of the defibrillator, so there is no \$750 in the contingency fund.

Jim K – in the budget there is \$30,000.00 in the contingency fund.

John H – and I’m suggesting that defibrillator should have been, I don’t think we can go back to the 2013 budget – we are in 2014 and if we want a discretionary private funds that Bruce gave us

Mel B – we used his private money.

John H – I'm suggesting we replace it.

Dave P – are we allowed to have slush funds?

John H – I would call it the Bruce Wiza

Dave P – that is gone.

John H – we are reestablishing it.

Dave W – is it the \$750 or is it setting up a reserve fund for possible donations that we can use

John H – that is important but I think if somebody comes in – fortunately we had \$100 from Shelley Binder and we could use it for something that wasn't public funds.

Mel B – put that \$100 in to the new reserve fund.

Janet W – that has already been spent.

John H – we spent it on the mapping done by UWSP re: Wisconsin River. I'm suggesting if you want a fund that can be used, you can make a pretty good argument that Bruce Wiza's money should have been put in to a fund like this and carried forward and we buy the defibrillator out of public funds.

Mel B – that is not the way it was discussed, I brought the motion and the vote was 4 to 1 on the vote.

John H – that's right, but I am bringing this back up because last time

Janet – when we decided to buy the defibrillator, that wasn't a budgeted item, was it?

Mark K – no that was something that was brought up by the county to us

Janet W – and that was one of the reasons the \$750 was spent towards the defibrillator, but we needed more money and therefore money was taken out of the contingency fund.

John H – I don't think Bruce Wiza's money should have been spent for public purpose. Our experience last time indicated we ought to have a small amount of money you could justify spending, that was given to us.

Mel B – it was spent wisely.

John H – I don't think it was spent wisely.

Dave W – see your reason for having a reserve fund for purposes that are non-controversial. But I am also hearing what Mel is saying and what Dave is saying, we elected to use those kinds of dollars for other purposes. If there is a way we can set up a reserve fund, another way that is legal, I am willing to do that, but I don't know that we can or can't answer that question tonight.

Dave P – I would think we could establish a fund and people can donate to.

Dave W – I don't think we can reverse an action we took or pull it out of the general fund to

John H – I think we can do that, I checked with the Town's Association. The question is, is that public money you are talking about, and if you look at the \$750 that was private money, that was given to us. That was not taxpayer money.

Dave W – and Mel is right, we decided to use that, we all voted, to use that money in that manner. That money is gone.

John H – I know. Jim made the suggestion. I think you need some money – if people are going to give us money and we are going to turn around and use it for public purposes and they say, just like Shelley Binder, I want to give it to you folks to use, and we are going to turn around for public purpose when we have potential to use it for a private purpose that serves the community. That map of the river served the community.

Dave P – I think once it is donated to the town it becomes public money.

John H – but it is not taxpayer money. If somebody comes in and gives us five grand and says I want you to use it. Maybe we want this for parks.

Mel B – this defibrillator is going to help save somebody's life in the community.

John H – I'm not arguing we don't need a defibrillator, I'm arguing how you paid for it.

Mel B – Bruce Wiza indicated Hull could use the \$750 on anything but attorneys, so we did.

Dave W – on the next board meeting can we find out what action we took on

John H – that is in the minutes. It was a 4 to 1 vote. I opposed it because it was given as private money and we turned around and used it for a defibrillator. No question we needed a defibrillator. Why can't we set up a fund, I called it "donations from citizens". Who knows what you are going to get. It could be \$50, it could be more.

Mel B – if you want to set up a reserve fund for "donations from citizens" we can set it up. I'm just saying there is no \$750 from Bruce to be put in there and no \$100 from Shelley Binder.

John H – we can reverse an action Mel if we want to pay that defibrillator out of public funds. I'm trying to build up a fund. Example, if we want a dedication ceremony on the new building and buy some coffee, etc., are we going to spend public money on that? You could certainly

spend the undesignated money that Bruce Wiza or somebody gives us for that kind of function.

Dave P – we could use that argument to pay for flowers and stuff which we buy out of public money.

Mel B – first we have to get donations to put in to that fund.

Dave W – I don't have a problem setting up the fund even if there are no dollars in it. If you say we can reverse a board decision, I don't know that is true or not, but I would like to have that asked. I don't know what I would say to whatever the outcome would be, but I would like to know if that is possible.

John H – as a new budget we can have a motion and a second to approve transferring money from the contingency fund in to a “private fund donation from citizens” and make it clear that it is money Bruce Wiza had given us and we used it to buy a defibrillator.

Mel B – that money is gone.

John H – I would put public money in to – I would spend eleven hundred dollars of public money.

Motion Supervisor Wilz, second Supervisor Pederson, **set up Reserve Fund (not attached to General Fund) that would be fueled by donations so it could be used for non-political type situations and would also like it investigated by Janet or whoever to see if it is legal to rescind or to reverse an action that the board took in a previous budget year.**

Dave W - We will open an account with no dollars and then asking for research for what John is asking for.

Aye – Wilz, Pederson, Holdridge
Opposed - Bembenek

Motion carried.

20) Selection of Board of Review Date for 2014

Open Book will be held the week of June 2, 2014 from 8 a.m. to 4 p.m. Assessor Jeremy Kurtzweil will be in the office on Friday June 6 from 8 a.m. to 4 p.m. – appointments will be made to meet with him.

Motion Supervisor Wilz, second Supervisor Pederson, **set Board of Review on Thursday June 12 at 5:30 p.m.** Motion carried unanimously.

21) Payment to Hull Fire Department personnel for work on the ISO plan

Mark Kluck:
- \$500 from Fire Department budget

- \$1,000 from Hull budget
- ISO plan is done once every 15 to 20 years
- Randy Spurlin and Jack Elsinger are doing a lot of work on ISO
- As of this date Randy and Jack have worked 40 hours

Motion Supervisor Wilz, second Supervisor Pederson, **accept \$1,500 as current limit (\$500 FD/\$1000 from Hull contingency fund). If FD recommends payment above \$1,500 is to let the board know.** Motion carried unanimously.


22) Reports:

- a. Clerk – Janet Wolle

Clerk's Report to the Board May 5, 2014

A Little Bit of April

Election:

- ‡ April 1 (COLD)
 - Spring Election
 - Ground breaking
- On-going election data relating to:
 - Deceased voters
 - Process moved out voters – print for Marilyn to pull original apps and mark for destruction in 4 years
 - Input in SVRS election registration and statics
- April 7 – Board of Canvass at 8:15 a.m.
 - Process all documents deliver to Bliss Building and Portage County Clerk
- ‡ April 4 Bids open and read loud re street sweeping
- ‡ April 14 – it  !!
 - A winter wonderland
- ‡ April 15
 - 2nd payment received from Rural Insurance for front end loader - \$3,885.75
 - Annual Meeting
- ‡ 1st quarter Federal report processed and filed
- ‡ 1st quarter State Unemployment report processed and filed on-line
- ‡ Process and file on-line tax exempt parcel summary to state
- ‡ April 23
 - Construction meeting
 - Board meeting re FF&E and Low Voltage
- ‡ Process weekly earnings audit report and fax to Unemployment Insurance Division
- ‡ Days off:
 - 4 days sick
 - ½ day holiday
 - 1 day vacation
- ‡ Payments processed and input on-line:
 - Federal Tax (withholding)

- State Tax (withholding)
- Retirement
- ‡ Building:
 - Complete credit applications, sign, date, scan and email
 - Complete purchase orders, sign, date, scan and email
- ‡ Attend meeting with road crew, John and Mel

b. Treasurer – presented April financial report

c. Road Foreman – brush pick up started today

d. Fire Chief

- Lots of rain

- Grass fires down

e. EMS President/Administrator – No report

23) Adjournment: Motion Supervisor Wilz, second Supervisor Pederson, **adjourn the meeting.**
Motion carried unanimously. Meeting adjourned at 8:05 p.m.

Janet Wolle, Clerk

Addendum A

ORDINANCE 2007-0827 WEIGHT LIMITS On Town of Hull Roads Portage County, Wisconsin

Section I. Statement of Purpose

In the interest of public safety and the general welfare of Hull citizens, the Town of Hull Board of Supervisors adopts weight limitations on Town of Hull roads. Except as otherwise specifically provided in the Ordinance, the statutory provisions in Chapters 348 and 349 of Wisconsin Statutes, describing and defining regulations with respect to vehicles and road weight limits, are hereby adopted and by reference are made a part of this Ordinance. Any future amendments, revisions or modifications of the statutes incorporated herein are intended to be made a part of this Ordinance in order to secure uniform statewide regulation of traffic on the highways, streets and alleys of the State of Wisconsin. The purposes of this ordinance are:

- A. To protect the financial investment of Hull citizens in town roads with the intent to extend the life of Hull roads.
- B. To ensure the safety of Hull citizens and others as they travel within the Town of Hull by vehicle as well as pedestrians while walking, jogging, biking, recreating and going about their daily lives.
- C. To provide access to trucks going to and from Hull residences and businesses that has a need for goods and services delivered by trucks.
- D. To direct and encourage heavy trucks to use County, State or Federal Highways whenever possible rather than Town roads. Those roads are built to a much higher standard than Town roads.
- E. To clarify, accommodate and facilitate the administration of the weight control ordinance within the Town of Hull for officials, truck haulers, law enforcement officials, citizens and others.
- F. To enable Law Enforcement personnel including the Portage County Sheriff's Department and the Wisconsin State Patrol to implement provisions of the ordinance by having a legally enforceable ordinance.

Section II. General Provisions

- A. In order to enforce weight limits on Town of Hull roads, the Portage County Sheriff's Department and the Wisconsin State Patrol require overweight vehicles to have a permit in their vehicle while traveling on Hull roads. Hence, the Town of Hull Board has established a permit system.
- B. All Town of Hull roads are classified as Class B, special or seasonal roads. Vehicles exceeding the posted weight limit are required to have permits to travel on Hull roads in conformity with this ordinance.
- C. Vehicles with Hull weight permits may be required to travel no faster than 25 mph on Hull roads when such limits are imposed as a condition of receiving a permit.
- D. Special permits are required for projects involving frequent heavy loads exceeding Weight Limit and frequent trips from one specific location on Hull roads including but not limited to construction of ponds and logging operations. Special fee and bonds may be imposed to cover Hull cost for road

monitoring and potential damage to roads. Such roads may be designated as “haul roads” and be marked and monitored accordingly. Wisconsin DOT procedures for “haul roads” will be followed as closely as possible.

- E. Businesses located in the Town of Hull operating vehicles exceeding the weight limits will be required to have a special permit. Such permit may be issued semi-annually or annually.
- F. Owners and/or operators of trucks exceeding the weight limit (WL) who store their vehicle(s) at their residence or place of business in the Town of Hull will need a special permit that may be a semi-annual or annual permit. Semi trucks, for example that exceed the WL, will need a permit.
- G. Vehicles exceeding the weight limit traveling from one municipality to another through the Town of Hull but not delivering product/service to Hull households/businesses shall not use Town of Hull roads. No permits exceeding the Class B or seasonal 7 ½-ton weight restriction will be issued.
- H. Because of the variety of road surfaces and sub-soils and state/federal requirement, the Town of Hull reserves the right to impose emergency restrictions on Hull roads that becomes effective upon posting. Special WL, for example, may be imposed west of I-39 at 7 ½ ton during the non-spring period because of road deterioration.

Section III. Weight Limitation

The Hull Road Foreman is responsible for designating roads and imposing weight limits subject to review by the Hull Town Board.

A. Year Around Limitation

All Town roads within the Town of Hull, Portage County, Wisconsin are considered Class B roads as defined by Wisconsin Statute. Class B roads limit usage without a permit to 60% of the weight authorized for Class A road. Class B roads have a maximum total weight limit of 48,000 pounds. Trucks exceeding the applicable weights are required to have a permit from the Town of Hull to operate on Hull roads. **Class B roads require an axle weight not to exceed 12,000 lbs (60% of Class A axle weight of 20,000).**

B. Special Weight Restriction (see attached flow chart)

- 1. Any motor vehicle whose operation is pickup or delivery, including operation for the purpose of moving or delivering supplies or commodities to or from any place of business or residence that has an entrance on a Class “B” highway, may pick up or deliver on a Class “B” highway provided they meet the gross vehicle weight limitations. However the following special weight limits shall apply and require a permit to operate:

(A.) Operation on listed roads (new roads) is limited to a maximum of 15,000 lbs. per axle.

Examples:

Quad-axle (5 axles) x 15,000 lbs. / axle = 75,000 lbs.

Tri-axle (4 axles) x 15,000 lbs / axle = 60,000 lbs.

Listed roads are the following:

- Ū Wilshire Drive – North Point Drive to Jordan Road
- Ū Jordan Road – County Road Y to North Second Drive
- Ū North Reserve Drive – City limits to Jordan Road
- Ū Brilowski Road – State Highway 66 to Walter Street
- Ū Old Highway 18 – U.S. Highway 10 E to City Limits

Ū Golla Road – Maple Bluff Road to Brilowski Road

Ū Old Wausau Road – City limit to Dubai Avenue

(B.) Operation on non-listed roads (old roads) is limited to a maximum of 12,000 lbs. per axle.

Examples:

Quad-axle (5 axles) x 12,000 lbs. / axle = 60,000 lbs.

Tri-axle (4 axles) x 12,000 lbs. / axle = 48,000 lbs.

Non listed roads (old roads) are all other Town roads not scheduled as a listed road in III.B. 1

(A). Examples of all old roads include but are not limited to:

Ū Granite Ridge Road

Ū North Star Drive

Ū Torun Road North of Jordan Road

Ū Casimir Road

Ū North Second Drive – City limits to County Road X

2. Excessive Weight / Frequent Trips

The Town of Hull on a case-by-case basis will consider permitting vehicles that involve excessive weight/frequent trips above the limits defined in Section III.A and B.

Request to exceed the limitations may require special consideration as a “haul road” requiring additional documentation and observation. Pre-photo filming and post photo filming may be implemented to record any damage to Hull roads. The cost of these additional requirements may be passed on to the hauler. Pond construction/lumbering operations may fall in this category.

3. Newly Constructed/Reconstructed Roads.

For a period normally up to two (2) years following the construction/reconstructions of a Hull road special provisions may be placed on the road particularly during the summer months.

The Town of Hull will impose such provisions and post the roads accordingly. Normally such restrictions will be imposed thru 7 ½ ton weight restriction.

C. Seasonal (Spring) Weight Restrictions: During the Spring breakup normally from early March to late April (six or seven weeks) the maximum weight permitted on Hull roads is 7 ½ tons. Generally the Town of Hull follows the Portage County Highway Department time table when imposing Spring weight restrictions. There may be areas of Hull where the 7 ½ ton weight restriction may be imposed other than during the Spring breakup period. Vehicles exceeding 7 ½ ton weight restriction require a road permit. The permit process to exceed 7 ½ tons requires individual trip approval. No blanket permits will be issued. Those haulers obtaining seasonal weight permits to haul on Town of Hull roads may be required to:

‡ Haul early in the morning before 7:30 a.m.

‡ Haul half loads or lighter loads

‡ Drive in the middle of the road when safety conditions permit

‡ Travel at slower speeds than posted.

‡ Take alternative route(s)

‡ Other

Section IV. Exception to Weight Limits

Certain vehicles are **exempt from Town of Hull weight limitation** except during the seasonal weight period.

They are:

- A. Fire Department vehicles, Hull dump trucks when sanding, salting and plowing.
- B. School buses picking up or delivering children to Hull residences.
- C. Garbage hauler contracted with the Town of Hull or through Portage County Solid Waste Department to pick up garbage and/or recyclables.
- D. Septic hauler when pumping individual septic tanks in the Town of Hull.
- E. Vehicles transporting agricultural products, including but not limited to milk, grain, livestock and poultry, to or from a place of business or residence within the Town.
- F. Vehicles traveling a road located within the Town of Hull over which a federal highway, state trunk highway or county trunk highway is routed are not governed by this ordinance.
- G. Emergency vehicles when responding to crisis situations in the Town of Hull.

PLEASE NOTE: *Damage to Hull roads done by hauler regardless of exempt status are responsible for any road damage caused by their truck loads.*

Section V. Administration

The Portage County Sheriff's Department and Wisconsin State Patrol shall enforce the ordinance. Citizens may assist in the implementation of the Ordinance by reporting alleged violations to Hull officials. Day to day administration and implementation shall be the responsibility of the Hull Road Foreman and Town Secretary.

- A. Posting of signs. Signs shall be procured, erected and maintained, giving notice of the ordinance and of the special weight limitations and heavy truck regulations established. The Hull Road Foreman shall erect signs in such locations and in such a manner as to carry out the purposes of the ordinance and the corresponding Statutes sufficient to give reasonable notice to user of roads that a special limitation is in effect and the nature of that limitation.
- B. Construction Vehicles. The Town of Hull may grant temporary permits to allow construction vehicles to use Town roads designated with special weight limits such as 7 ½-tons. These permits may be granted after the Town of Hull selects a designated route and the hauler agrees to the route. Federal, State and/or county roads will be utilized as much as possible.
- C. Permit to exceed weight limits. In addition to (B) above all vehicles exceeding the weight limits shall require Town of Hull approval through a permit process. Such permit shall be obtained from the Town Secretary at the municipal building. Exceptions to this provision are noted in Section IV above.
- D. Pond and Lumbering Operation. Special review and permits are required for travel on Hull roads involving heavy loads above applicable weight limits with frequent trips from/to one specific location on Hull roads including but not limited to the construction of ponds and logging operations. Special fees and bonds may be imposed to cover Hull cost for road monitoring and potential damage to roads. Such roads may be designated "haul roads" and be marked and monitored accordingly.

Section VI. Obtaining a Permit

The Hull town Secretary is responsible for administering the permit process.

The process to obtain a permit is as follows:

- A. Permits must be requested by the hauler at least 24 hours before the need to use Town of Hull roads.

- B. Hauler shall call, fax, e-mail or come to Town of Hull Municipal Building to request use of posted roads when vehicle and/or load(s) are overweight.

Telephone: 715-344-8280
Fax: 715-344-0717
E-mail: townofhull@tn.hull.wi.gov
Municipal Building: 4550 Wojcik Memorial Drive
Stevens Point, WI 54482

- C. The following information is required via a written application:
- Who is requesting the permit?
 - Company or person(s) doing the hauling
 - Date(s) of job or travel
 - What is being hauled?
 - Number of loads
 - Weight of load as distributed by axle
 - Route (from beginning to destination)
 - Comments (i.e. speed limit, specific travel time – daylight hours, travel in middle of road, etc.)
 - Application forms are available from the Town of Hull
- D. Permits. If the road usage is agreed upon, a permit(s) will be issued for each vehicle. The permit needs to be available at all times in **each** vehicle traveling Hull roads.

Section VII. Violations

Forfeiture Penalty. The penalty for violation of any provision of this Ordinance shall be a forfeiture as hereinafter provided together with the court costs and fees prescribed by sec. 814.63, stats., and other applicable statutes. Forfeitures for violations of any road weight limitation regulation set forth in the Wisconsin Statutes adopted by reference in Section I of this Ordinance shall conform to the forfeiture penalty for violations of the comparable state statute, including any variations or increases for subsequent offenses.

- A. Suspension of operation. The Town Board/Road foreman, or any traffic officer may order the owner or operator of any vehicle being operated on a Town road to suspend operation if, in its/his judgment, such vehicle is causing or likely to cause injury to such road or is visibly injuring the pavement thereof or the public investment therein.
- B. The exception to the provision in A & B above is when the vehicle is being operated pursuant to a contract that provides that the Town will be reimbursed for any damage done to the road, no suspension of operation is necessary. An example would occur when the Wisconsin DOT designates a Town of Hull road as a “haul road”.
- C. Penalties. In general, the forfeiture penalty relates to three factors; the pounds over the legal weight limit, the number of prior convictions and the time period that multiple convictions occurred. Example of forfeiture penalties include but are not limited to:
1. If 1,000 pounds or less over allowable weight limit, a forfeiture of not less than \$50.00 nor more than \$100.00 upon conviction.
 2. If more than 1,000 pounds over the allowable weight limit and for a second and each subsequent conviction within a 12 month period, a forfeiture of not less than \$100.00 nor more than \$300.00 plus 2 cents, 4 cents, 6 cents or 8 cents for each pound of weight over the limit. If the excess is over 5,000 pounds the charge is 10 cents for each pound over the limit. See Section 348 of Wisconsin Statutes for complete schedule of penalties.

D. Injury of Highway. In addition to the example of forfeiture provision in D above, any person who shall injure any Town road shall be liable in *treble damages* to be recovered by the Town, and the amount recovered shall be credited to the Town's Highway Maintenance Fund.

Section VIII. Review

The Town Board shall review this ordinance and its implementation and report its findings at the Annual Town meeting in April. The Annual Report will include location (road damaged), date, vendor, extent of damage, cost or fee collected and who repaired the damage.

Section IX. Severability

The provisions of this Ordinance shall be deemed severable and it is expressly declared that the Town of Hull Board would have passed the other provisions of this Ordinance irrespective of whether or not one or more provisions may be declared invalid and if any provision of this Ordinance or the application thereof to any person or circumstances is held invalid, the remainder of the Ordinance and the application of such provisions to other persons or circumstances shall not be affected thereby.

Section X. Implementation Date

This ordinance after approval by the Town of Hull Board of Supervisors shall take effect October 1, 2007.

Adopted: 08/27/2007
Published: 09/24/2007
Revised: 09/07/2010
Revised: 05/05/2014