

**CITY OF SHEPHERDSVILLE
REGULAR COUNCIL MEETING MINUTES
MONDAY, May 11, 2015**

Pastor Mike Miller, Family Day Ministries gave the invocation
Pledge of Allegiance was recited
Mayor Ellis called the meeting to order at 6:31 p.m.

Council members present: Larry Hatfield, Dana Bischoff James, Ashley Bratcher, Bernie Brown, Gloria Taft and Randy Hammond.

Mayor Ellis asked for a motion to dispense with reading of the minutes from the 4/27/2015 regular meeting. Bernie Brown made motion to dispense with reading. Ashley Bratcher 2nd. Motion carried 6-0.

Mayor Ellis asked for a motion to approve minutes as written from the 4/27/2015 regular meeting. Gloria Taft made motion to approve 4/27/2015 minutes as written. Dana Bischoff James 2nd. Motion carried 6-0.

Mayor Ellis announced City Hall would be closed Monday, May 25th in observance of Memorial Day and there would be no Council Meeting.

Presentation:

Jose' Cubero & Cindy Prestigiaco: Jose to speak to the Council about the CASA Program in Bullitt County: We appreciate making the time; I know that we've got some other pressing things coming up this evening but we're glad to be a part of the Agenda. We really want to do two things; we obviously want to bring awareness to what CASA is; our running joke is it's not the Spanish word for house; it's Court Appointed Special Advocates and these are folks that volunteer their time to speak up for children in bad situations whether it's with drugs, physical abuse, neglect, these are folks that actually spend their time getting to know that child in order to speak on their behalf in Court. We don't truly understand sometimes the impact of that but it's a National Organization that has 950 offices. We have 19 offices in the State of Kentucky and some of them have closed already based on funding. CASA is one organization that is not funded at the Federal level. So we work hard through State and Local Governments to try and find funds to meet the needs of each County. Obviously Bullitt County does stand, not to be slighted in our opinion, but Cindy and her staff have done a great job. They are noticed for their hard work in working with the kids here in Bullitt County. We have over 500 kids, probably 1/3 of them are actually in the system in the legal process. We have two thirds of these kids that are Bullitt County; our friends, neighbors, families, these folks that don't have an opportunity to have somebody speak on their behalf because they are in situations where they are in limbo; this is an 8 and 9 year old child. With that said we do have a mission here. The CASA program for Bullitt County is one of 950 programs, our mission is to recruit, train and support volunteers who represent the best interests of abuse and neglected children in our Court system. Our CASA volunteers provide a voice much needed support for Bullitt County children who are in the system due to no fault of their own and it takes work, it takes training, and it takes money to have these folks stand on their behalf. So we are up here to create awareness; to let folks know what the program is and of course we are talking about funding. So as we move forward Cindy is going to do a little presentation and I've got something for you folks. It may seem a little strange. Cindy: This is a little different but I want to ask you all; this is just to share a little journey of real life circumstances that some of our children deal with. So I know this is a little unusual but I want to ask each of you to close your eyes; pretend you are a child, you pick the age. It's in the middle of the night and it's about 2:00 a.m.; you've just been awakened by loud voices. This is really nothing unusual because you're use to people coming and going from your home at all hours of the night; but these voices are different. They are not the ones you usually hear when awakened in the middle of the night; you are not sure what is going on until a Police Officer and what you find to be a Social Worker come into your bedroom. But you realize this is not the same lady you had the other times your mom and dad were in trouble; tonight you just can't pull the covers over your head like usual. They begin to ask you a million questions about your mom and dad whom they are taking to jail. You think it's probably for the drugs and fighting again; you know better than to talk to anyone because you've been through this before. These

people said you've been hurt and after seeing you they wanted to know who did this to you. You are scared and confused as they tell you that you're going to live in a foster home. You ask yourself what is a foster home. Is this jail for a child? You are then handed a garbage bag and told to hurry and gather your belongings that you will be leaving soon. You have just enough time to pack your favorite stuffed animal, a pair of shoes, a couple of shirts, pants, your piggy bank and your toothbrush. You are taken to a home and left with some people whom you have never laid eyes on before. They seem nice enough but you're still scared. You wonder where your parents are. When will you see them again? Did you do something to cause this? Are your parents going to be mad at you? Where are you anyway? What school will you be going to tomorrow? You are filled with fears as you lay wondering what tomorrow brings when morning comes. Okay, open your eyes. This is just one example of the journey of how it begins for not all but a significant amount of the kids that we serve. We wanted to take you there tonight to give you an idea where we meet these children. Jose': We also want to make sure it is understood that funding is very vital to what we do and unfortunately with some of the bigger fundraising that we do as the economy changes and things change some of our bigger donors have had to cut back. Unfortunately we're expecting at least a \$50,000 cut in our budget this year from last year and we need support and we're now trying to figure exactly how we're going to get that but we've talked to Tammy a little bit through KLC; we are still working with that Joe. We're going to find out exactly how we can at least; I know that different local municipalities have given money through in an approved way and we want to find out how the City of Shepherdsville who we think is a standard for a lot of things we do in the County of how we're going to help these kids; not only in Shepherdsville but in the rest of the County. We serve the County in this case but we obviously want to make sure anything that you guys can consider; I know budgeting if what you're doing now and we're not sure if we came at the right time or a bad time but we're here to ask and at least to consider; we don't know what monetary value we can ask of you guys but we'd like you to consider that because the only difference that is going to be made in our Community is by the people in the Community and we believe right now; we're not waiting on the Federal Government or the State Government. We are going to Frankfort to continue to make that presentation about funding. But the fact that we don't have it doesn't make a difference to these children. We've got to look at what we can do. We appreciate the time that you take to consider what you can do and we'd like to get back with Tammy, the Mayor; we'd like to get back with you guys on what we can do and what you guys can do for us. We appreciate everything that you at least consider and we're going to continue to do this with every Organization that we can. We appreciate your time today. Cindy: We have a fund raiser on August 8th: Summers Night Out Dinner & Auction at the Paroquet Springs Conference Centre. Joe Wantland: My family is a financial and emotional supporter of the CASA program. My wife and step daughter participate as volunteers; I don't think people really realize the horrors that these children are facing in our community. Recently we had two small children literally walk out of their homes along Highway 44 all by themselves. It's every day and my heart goes out. These are our voters, our jurors; these are the people who are going to be living in our Communities and so many of these children all they know is pain, suffering and violence and no intervention. CASA gives them an opportunity to be protected and to grow up with some chance. Dana Bischoff James: Is CASA in all 50 States? Cindy: Yes. Dana Bischoff James: So we are one of 8 that does not provide financial support? Cindy: Yes. Dana Bischoff James: Thankfully we have our State Representative Linda Belcher here. Dana Bischoff James: What is the time for the CASA fundraiser on August 8th? Cindy: It usually starts at 6:00 but that's yet to be determined. Cindy: I just wanted to let you know that I did just give Linda Belcher some information; she's very much an advocate for the children and CASA in Frankfort. So we thank Linda for that. Dan Cline: These shirts are for sale aren't they? Cindy: Yes they are. Our shirts were designed by Dan Cline and they are for sale. We have plenty of them in the CASA office. That's a great way to support our program as well.

John Snider & Nicky Rapier to discuss the new Bullitt County Interstate Interchange: John Snider: I'm going to pass out some information some of which you have seen before, some of which you have not. I've asked Nicky Rapier with Salt River Electric to be up here with me. Nicky has been quite instrumental in this both locally as well as in Frankfort with his knowledge of Frankfort politics and other things. I appreciate all the help that Salt River has given on this; it's something that will help everybody in the Community. Since many of you have seen copies of my presentation I'm probably going to abbreviate the presentation a little bit. I gave it to you three weeks ago so you've had a chance to read it, peruse it, understand it I hope and I want to talk a little bit to start out about the competitive position that Shepherdsville is at the current time in

relationship to the Region. I'm a pretty competitive person and in the last two years I've lost 8 major projects that would have gone in Shepherdsville with several thousand employees. A lot of reason for that. We've lost two in the last two weeks. Transportation is becoming higher on that list because you cannot get in and out of Cedar Grove. Most areas today it's employment. There is not enough employees. We seem to be drawing enough out of area employees coming from South to fulfill the needs of employers here. Our completion is really River Ridge in Indiana. It's 6000 acres, partially federally funded, partially State funded, partially local funded; it's a combination of all of it. None of which we're doing at Cedar Grove or any of the other industrial areas. We have no County funds in, we have no State funds at the current time, and we have no Local funds. The 6000 acres, I've placed in your packet a brochure which has River Ridge on it and if you look at the yellow marks on it I've highlighted some information on there you ought to look at. It's at the border of Kentucky and Indiana, population of 1 million in the population area to hire employees from; and they've got available buildings just like we do. The last thing is what I really want you to take a look at. This is my worksheet on where we're at at the current time between us and River Ridge. River Ridge has right to work; Kentucky does not. Yes it's an advertising tool to a certain degree but it's still out there. Taxes are cheaper in Indiana than Kentucky for the first ten years. After that Indiana kind of doubles and Kentucky moves ahead after ten years but you've got to be there ten years. It's cheaper land; probably in \$10,000-\$15,000 an acre range at the current time and a big portion of that is floodplain issues here. Everything we do in Salt River has to be built up two feet. There is just no doubt about it that's the way it is. Government-support of these sites; and remember that was an old ammunition site that has been redone now. And they have quite a bit less floodplain. The disadvantages and advantages are going to be unbelievable in relationship to what happens with this bridge. No one know that the bridge is going to do. We do know that at Brooks at the current time there is a trucking firm that goes to the Planning Commission on Thursday to see about buying the Brooks School because they want to be out of Indiana; they don't want to pay \$10-\$13 whatever that final number is that they come up with for tolls for coming back and forth. So that's a thing; the other thing that is kind of interesting; you all might know more about than me and that is the fact that Louisville people won't go to Indiana to work; kind of an interesting thing. It's hard enough to get them here but it's even harder to get them to Indiana. I've told you the honest truth about it but we're going to get our butts kicked by Indiana on what's going on today in the pricing and what taxes are and what transportation is. The transportation system at the current time in Indiana is much better at most peak times than what it is at Cedar Grove. If you remember we spent almost nine months last year fixing I-65 which stopped everybody's traffic up and down the road. So Shepherdsville and Kentucky itself needs some tools to compete. Several months ago we looked at the highway projects at the State and I guess I stepped out a little bit with Mr. Duffy and Steve Froelicher and said one of the priorities are 480 and what we do. It's become a significant nightmare for the individuals that live there. It's been a significant nightmare for those individuals who have to go there to work and it's also been a significant nightmare to trucks. There is just not enough space. From a safety standpoint it's very possible and I say this all the time very possible than an accident occurs in the Love area of that interchange and closes that entire interchange down with major incident because you're coming out so short and the curve on to that interchange. If that should happen Mr. Duffy gets injured; an ambulance has to go 45 minutes from Mt. Washington down and around in to that area then it has to go 45 minutes to Bardstown. That's a 90 minute run. That's a long way. Fire trucks, police, same thing. If that exit gets shut down which at the current way it's built and designed it could be very easy. So from a safety standpoint we really need to do something on how that Love interchange comes on to the highway and I think most of us have all agreed that is a major problem. Secondly at the current time there is about 8,000 people working at Cedar Grove exit. That doubles from Black Friday through about February 1; so it's about 16,000-18,000 at the current time. It's really congested if you haven't been down there. If you don't live down there you probably don't understand if you don't go down there every day and I'm usually down there every day or two so I get the feel for what's going on and what effect it's having. Third, we currently have another 400,000 square feet being built in addition another 200,000 will be build this summer then we have the 611,000 that Chegg is going to give up in November. Having said that I don't know how many people know this GE post the fire went into Chegg and is taking 300,000 with 150 jobs right now that are coming in here from GE Derby. And that's because it's a foreign trade zone. We'll probably keep them for two years if they rebuilt on the 2 million square foot but I kind of have a feeling GE is going to like it here and probably try to expand and do some other things with us. I think there's a very positive mood. Nicky Rapiar: And they found out with that fire it's convenient to have everybody on one campus but

it's also very traumatic if you have an accident or anything like that. So they probably would like to; Shepherdsville is just close enough to Appliance Park that it's the best of both worlds. You can still do some shared management but you don't have all your eggs in one basket which all insurance companies and attorneys are getting a little nervous about having everything in one place. John Snider: In addition we have 400,000 spread around through other buildings throughout the Park whether it's Nasty Gal or whatever. There is about 1.6 million square feet totally available at the current time in Cedar Grove. We've use a conservative number. Actually today there is 150 people per 100,000 square feet working in Cedar Grove; we've use 100 people per 100,000 square feet on all our numbers and what we've done and what we've discussed. That alone gives you 1600 additional employees down there. The fourth item which has really brought this to a critical level is Bullitt County Economic Development Authority has been working for the past several months with a group as option property on that interchange which would build an additional 4.1-4.3 million square feet. That's almost 61% of what's there currently. So if we look at that at 100 people per 100,000 square feet on what they are talking about building there, we're looking at about 4300 additional permanent full time employees going to work in that area. When you look at that you have to think a little bit and I gave you some numbers but I want you to consider this so we all understand it. 100 jobs at \$10.00 an hour; now these are all \$11.00 and up jobs down there but at \$10.00 an hour, 2080 hours, that generates about \$31,200 per 100 employees. Walmart is generating \$93,000 to you all a year because they've got 300 employees. There are some part time but there are also some people who make over \$10.00 an hour; they are at \$11.00 and \$12.00. When we talk about this and we say 5900 new jobs at \$10.00 an hour we're generating about \$1.84 million a year of new revenue. That's new revenue that we're talking about this road would have an effect on. Really the City of Shepherdsville is probably at the biggest crossroad it's ever had. And that crossroad is really do we move forward or do we move backwards because I have a feeling if we do not do something down there we are going to start losing employees. And I have put in your packet; Gloria helped get some of these and talk to people the other night; I was hopeful all of you would get to talk to the plant managers the other night at the reception; Gloria was there and she got letters from two or three of the plant managers talking about the needs there and what effect it's going to have on them, the transportation issue. I'm afraid if we don't do something we're going to start losing jobs not gaining jobs because you're going to see a slow dwindle on those plants down there. These facilities are all to be quite honest are leased facilities; leasing somewhere between five and ten years at each time; so some of those buildings are coming up; I take that back, GFS is not but the rest of them are pretty much leased facilities. I think you all have Industrial Revenue Bond Issue on GFS. So the rest of these guys are five to seven years. So if we do not do something when those leases come up you're going to see them at River Ridge or Indianapolis or someplace else with a UPS hub. We just can't allow that to happen because it's going to tear up the City's finances as the currently are. We talked a little bit about the problems now let's talk a little bit about the solutions. In August last year we went to see Governor Beshear and that was after a couple other meetings we had with the Department of Transportation and the Cabinet for Economic Development. Governor Beshear after that meeting and he met with the major company that is locating here to build buildings; he had his Cabinet for Transportation do a study which I think each one of you have received a copy of the major study, if not yet yell at me and I'll give it to you. When the feasibility study was done; the most feasible piece of the \$38 million project which the project included basically to fix the Love issue, a new industrial access road through the industrial park, and a road that crosses the interstate with an interchange and goes to 61. The price on that was \$38 million. Nicky Rapier: It was \$31 million and they did a 25% contingency which is their usual figures. So it's between \$31-\$38 million, we keep on quoting the high numbers just to make sure we're giving you all true conservative numbers. They are not our numbers; they were done by Qk4 Engineering which I think does a lot of work for you all for sewers. John Snider. Those numbers came from the transportation department. The Department of Transportation indicates that they would like to fast track this project; very similar to what happened because it is an economic development project and it's going to be handled as an economic development project in order to get an interchange. They want to handle it the same way they did Toyota and the same way they did Kentucky Speedway and they expect they probably could get it down around 2-1/2 years so not a bad time line to try and work things out. Also as Nicky mentioned the 25% of the \$38.8 million project was contingency but there is about \$8.876 million allocated in that plan for right of way purchase. We were told by the Governor that they wanted cash infusion from the local government; and they wanted the right of ways for free. We've negotiated with the property owners to get the right of ways for free so that's an \$8 million inclusion; I think

everyone understand that's the Magruder family, Longacre family and the Rice family; that's who the three property owners are. We have suggested that the property temporarily be donated prior to the State taking full possession to economic development; it will not be a true right of way to start out with, it will be a general area because we can't do a metes and bounds until we get the engineering done and the way they are talking about the engineering it could be the engineering goes at the same time the construction does; at least on the first part of it which is quicker than what we've ever seen. I'd like to refer you to the letter in there that we wrote that we hope you all approve to be sent to the Governor. It's basically a pretty simple letter. We're indicating the fact that the City of Shepherdsville from their occupational tax would take \$1 million and put in as injection cash to start off with to get the project started; the State would put the other million in so you would have \$2 million worth of planning and starting. This would mean that the Shepherdsville area would have \$9.976 million in this \$38 million project; almost one third of the project would be contributed locally once you put in the property and you put in the million dollars from Shepherdsville. I'm not sure the State of Kentucky has ever seen a cash infusion of that type any place in the State. I'm just not sure they've done that. If they have I'd be curious to know who did it. That's a lot of money putting in to a project. To summarize several points regarding in supporting, the new entrance to Loves, a new industrial road, an interchange access, additional entry on to 61 first off and most importantly on the Loves issue it will provide a safety benefit to the citizens of Shepherdsville which they don't have now. It will provide the ability to get to Heritage Hill and other areas there with fire trucks and police vehicles that you cannot do now. It will also probably and Mayor I don't know whether you had the Chief of Police do some runs on the accidents there; but the accidents there are just huge in that area; you had one yesterday that was almost another death. There is a major problem and if you go down there or if you've not been down there when you get back on, if a truck comes out of Loves running about 2 or 3 miles per hour by the time he hits the interchange he's running 15-20 and you're hitting the interchange at the bottom probably 50-55 to make that turn most of the time. Even though there are two lanes there to begin with there is just not enough room and the trucks are coming over very quickly. Then they get on the interstate and they are running 35-40 miles an hour while trucks are coming up the road at 65-70-80-90 whatever miles per hour. So it's a pretty dangerous situation overall. This would allow an easier access for the interstate for the current occupants to Cedar Grove and I think that's one of the big things that the plant managers down there really wanted to talk to you all about the other night was the fact that they are really having problems getting employees in and out. We lost shifts last year just because of not having the capability of getting people in there which Randy you know that's a big deal if you lose a whole shift for some reason especially at Christmas time and that's when it was. We think if we don't do something quickly we're going to have some chances of losing some companies and I think Gloria you talked to some companies the other night that indicated the fact that they seriously may reduce because they can't get people in and out. That's a problem. Seldom in my lifetime have I seen interchanges built after an interstate has been built. I can name you four or five that I know of but they've all been for major industrial projects. We're talking about a project or an area as large if not larger than Toyota. We're talking about one of the biggest industrial based areas in Kentucky as well as the United States and we're competing right now with all the major hubs from one place to have that done. So if we end up with 12-13 million square feet down there and the possibility of a bunch of other stuff down there besides that, we all once will be the largest one area in the United States for commercial and industrial activity. It's an exciting time for Shepherdsville I think. I think this is a project that everyone should get behind if they want to see any future here. I think it's something that we have to think seriously about how we work with companies that are there and how we make it better for them. I appreciate your time. I would hope you would vote in support of the letter we have provided and we're open for any questions. Bernie Brown: I have a couple of questions relating to the easements. I'm kind of curious how was the \$8.8 million value determined and who by? John Snider: It was determined by the State. Bernie Brown: Have you gotten the easements signed? John Snider: No sir. Here's the problem with the easements and I can get a temporary easement methodology but I can't get a final one until we get the road design. If you understand what I'm saying; it's going to go within this 400 feet but it's actually going to be a 200 foot road and 200 foot easement but the Highway Department will have to move it back and forth for a final easement. Bernie Brown: At what point will this million dollars be due. When would a check have to be written for this million dollars? John Snider: It would be my estimation off the top of my head some place late fall, first quarter of next year? Bernie Brown: And what would be the status of the easements at that point? John Snider: We'd have a general easement agreement; we had the easements but they were

located between this area and this area. There again we can't put a final on that. We'd do the most possible to tie this up because I think everyone wants to tie it up. Bernie Brown: If the City were to put up a million dollars we'd have to know it's going to be a go deal. Is there any chance at all that if the City puts up a million dollars and something happens and this interchange and road doesn't get built? My concern is we have to be responsible with taxpayer's money. We can't gamble with it. State Representative Linda Belcher: And the good thing is, so do I because the people who elected you also elected me. If or when you decide that you want to do this then there would be a planning meeting. Let me take you back and explain to you how roads get in to the six year plan. I think that will help everybody understand. We have a Transportation Committee in the House and that's where the transportation budget starts. The Chairperson is Leslie Combs. We also have a Leadership team. Rocky Adkins is a member of that; Greg Stumbo, Fannie Overly, so this weekend I was at the Soar Summit and I spoke to Rocky Adkins, and I spoke to Fannie Overly, and Rocky's remark was after I told him about it was "let's build that road". Fannie is very supportive. So I went to Leslie Combs because the last time I got something approved you have to do a plan; you have to turn it in to them and the Chairperson approves it. Then it goes to the House, and in most situations it's going to take approval but I've already started lobbying the people that are in the House. I do my homework. Then it goes to the Senate. The last time Senator Hornback was our Senator and he kept an eye on it to make sure it wasn't pulled out because every once in a while things are pulled out of the transportation budget. So I would hope this time that our current Senator would also do the same thing. But if he doesn't the transportation budget will come back to the House and Representative Combs explained to me that if for some reason the Senate pulled that particular project, our project, out that she could put in back in with the Conference Committee. So we've got the Governor, we've got the Leadership, we have the Chair of the Transportation Committee, we have Secretary Hornback who has met with me and talked with me on several occasions. We took a group up; so everybody just about that needs to be on board seems to be very much in agreement with this. The other thing is Secretary Hancock has taken a million dollars out of his budget. I really don't think that anybody would be happy with him if he thought of we'll just put money anywhere. When I talked to him last Thursday I said there is a rumor going around in Bullitt County that we're not going to get to do this. He says I don't know where you've heard the rumor. But I'm going to give a million. So if somebody is going to give us a million dollars I'd say we're pretty much tied about getting it done. Does that answer your question? Bernie Brown: It does to a degree. We need to think about we're going to have a different Governor too come January. Linda Belcher: Well I asked that question too because I'm pretty thorough. I said what's going to happen with that? And Secretary Hancock again, the Transportation Secretary said the Governor has already agreed that when they make the transition this will be one of the top projects that's discussed. Bernie Brown: It will be far enough along that the Governor couldn't stop it. John Snider: That's why I'm trying to get it done. When you look at this road there is a good piece of this that is going to be federal money. Or can be but more than likely they'll try to run it quickly through federal. Linda Belcher: Here's the other thing you have to remember. This is not just for Shepherdsville. This is economic development. It's going to affect the whole County and the whole State. What Governor is going to go in and get rid of those types of projects? Bernie Brown: That's true. There's no question that something needs to be done. That's not the concern that I have. The need is there. I sympathize with the people that have to travel Cedar Gove Road and the businesses out there in the industrial park. They do need some relief; that's not the question. I've been concerned about some other issues one of the being too there's been some things I think that have been neglected here in the City that have been neglected for too long that we are going to need to address too and that takes money. Linda Belcher: I would hope the revenue that you're going to get from this particular project would be able to help you be able to do a lot of those projects that we need here in Shepherdsville. Bernie Brown: John how soon do you think the increase in revenue to Shepherdsville would start? John Snider: I'm hoping if we can get this thing started and agreed too; and I've got Eric Farris who represents the Company that's bought the property, I'm hoping by late summer early fall they are going to start thinking about building at least 600,000 square feet down there so that's a start. Gloria Taft: When I was at the meeting I talked to these people; the people that represent the workers there; their concern is that they've got E-Town coming after them; they've got Memphis coming after them; they've got Indianapolis coming after them and these are businesses that do not have to be located in Shepherdsville. They choose to be located in Shepherdsville. We have, they figured, about 10,000 employees out there. That's 10,000 cars each and every day. Through John we found out that the DOT is given this interchange an F which is a failing grade. So when we had the opportunity to

look forward and plan 10-15-20 years in the future to make our City, our County, our State a better place to work, why wouldn't we want to do it? My concern was that being part of the Council we are responsible for making sure things that we do are paid for. Larry you and I discussed it at John's office when we had a meeting and you have been given about a \$90,000 a month payment from a local banking institution. I sat down earlier with a bank here in Shepherdsville that we've done business with; if we were to need, which we won't need this much but if we were to need \$10 million dollars to build this road; at 2.8% interest which is what our last loan with them was, on a 20 year contract our payment is \$54,000 a month. That's \$648,000 a year which means all we would have to bring in according to John's figures; 2000 jobs at \$10.00 an hour. If we bring in about 2100 jobs to generate the minimum payment for a 20 year project. The more jobs we bring in the higher our payment can be; the sooner we pay it off. If we would put the \$54,000 a month into a restricted account for the two years that we're building this we now have paid off one fifth of the building project before we even have one payment due. In two years the new place kicks in; we have not lost any jobs that we currently have because if we don't do something for these people and these employers they are going to go away because why would they want to be here if we can't do anything to help them. It will pay itself off in less than ten years if we do it now to keep the people that are already there happy and so that we can look attractive to new perspective businesses. Linda Belcher: And this is one thing we've got to remember; these business people talk to each other. And if they see that we're really making a good effort for not only Shepherdsville but from the State to take care of this transportation problem then they are going to realize that we are business friendly and we want more businesses. John Snider: One of the things I did not mention and it needs to be said here, that did not include the Dermody building next door, 611,000 square feet, it did not include anything that might happen at the Red Rock property, it did not include Flynn's property across the road and it also doesn't include two or three more major property over 100 acres outside of the floodplain coming across that way. It also gets you closer to some of the other areas you want to be at at certain point in time. It makes it much cheaper to get there. Dana Bischoff James: I have a question regarding the numbers. We have a 25% margin of error which is just shy of \$10 million built in; what happens to that? Does that just fall off? John Snider: What happens is when you read the study; what they did was they wrote in a contingency fee which they normally do at 25%. Now when they take it for design that narrows down to probably 10%-20%; it keeps narrowing all the way down. It narrows down on the amount. What that is if you read the entire study if they find a certain kind of rock that is here; it could cost about \$500,000 more; there are certain things that can influence it and that's where their 25% comes. Dana Bischoff James: But what happens if it's not used. John Snider: It's State funds. Dana Bischoff James: It is State funds so the City is still liable for the whole amount? John Snider: Right now you're talking about putting in \$1 million. We're going to try and negotiate that's all you ever have to put in. So your million, no, you're not going to get a percentage of that back if it's 25% or less. It's a million you're putting in to the design. Dana Bischoff James: There seems to be a little concern with keeping the businesses here. If we did pass this do you think that the businesses that are here would give us an intent to stay? John Snider: I think, in your packet there are three letters, and I think all three of those would prefer to stay in Shepherdsville than someplace else. But you have to remember people like GFS is a good example, 700 trucks a day, that's 350 in and 350 out; they mainly have to schedule late at night just to get in and out of the park. So they can start changing that because remember where they are located in the park, that's almost a direct cut across to them. It's so much easier from what they're doing. I think you could get commitments or at least discussion of commitments if that's what you need. Gloria Taft: In speaking with Jim Azbill, he himself went to the other businesses to set up how can we better serve our employees and the leaders in the business park are the ones who set up the staggered shifts so that the employees weren't all coming in at the same time and exiting at the same time. John Snider: Amazon has worked with the City to have policemen down there to try getting people in and out because it's such a problem. Larry Hatfield: Can anyone tell me how much more money the City is going to need than the \$1 million? John Snider: Larry you and I have talked how many times, 20; it's a negotiation factor I'd hope that would be it to be quite honest. Can I guarantee you that, no. Can I guarantee you that the Governor is not going to come back and say Larry Hatfield you have to give me another million, no I can't guarantee that. I'll be honest and I think you know I want to be honest. It's my opinion that if we negotiate this right we're going to have \$10 million worth of capability in a \$30 million project and that's one third of the project and I think that the Governor may buy off on that. Linda Belcher: The Governor wants this. Larry Hatfield: The reason that I came up with the payment that I came up with when we talked was because I was told we were going to need \$8 million.

And I figured \$9 million at ten years. John Snider: There was some misconception on I guess when I explained it to begin with, the \$8 million was actually what we were getting from property owners but at that point in time I didn't have that signed up. When we started talking about this we still didn't have all the T's and I's crossed on the option on that property. Now we do. Bernie Brown: Before the City would need to come up with a million dollars will you have in writing the agreement by the landowners on the easements? John Snider: Yes. Nicky Rapier: I don't know about that. They are at the point where they don't want to buy the land if you don't build the road. I understand where you're coming from. Larry Hatfield: We started a project like this a few years back and we got the horse in front of the cart and we did not get the easements and it ended up costing us a whole lot of money. Nicky Rapier: We think we can get it but we can find out. John Snider: And we should be able to get them with a reversion clause on it; we could do it. Bernie Brown: My suggestion is you find out and we be assured about the easements. Nicky Rapier: Well if we do that we're four weeks away because you're not going to meet in two weeks. Bernie Brown: Before the City comes up with a million dollars... Nicky Rapier: You all have to do what you have to do; I've been on the School Board and I know it's hard to spend money so I appreciate where you're coming from. But if we put it off any longer or you vote against it; you become not business friendly. Now I'm not telling you to spend a million dollars please understand that. John Snider: Let me ask a question because I know I asked your attorney; Joe is there something in the letter that you looked at several weeks ago that we can put in there to handle Bernie's concerns; which is a good concern. Joe Wantland: They are good concerns and I think that there is a possibility that we can invest the money and there is nothing stopping some Governor or whatever from preventing the project. At the same time I think everyone needs to consider and the one I'm familiar with is Gordon Food Service. Gordon Food Service invested \$90 million in this Community. And this Community has gained much more than a million dollars in tax revenues. No ifs ands but or in-betweens about it. And it's here forever. \$90 million is a lot of money and you're asking for people outside your Community to believe and trust in you. \$90 million is a lot of trust and a lot of faith in your Community. And that's something for everyone to think about how we are doing this. Then for us to talk about a million dollars when this Community has already spent \$18 million in the County south of here for sewer improvements without a plan to recoup any of it at some point we need to have some vision of what we can do to get the \$18 million back to the citizens of Shepherdsville. That \$18 million is out there in sewer improvements; it was the right thing to do at that time because that's where the City has to grow; but now it's time for us to come up with a vision and if you don't like this vision come up with another one. But at some point we have to recover \$18 million that belongs to the people of Shepherdsville. Linda Belcher: That was a question I have. Does somebody have a better idea? Larry Hatfield: We can sit here and argue about that until the cows come home. My problem is what I told you all in the beginning and I'm going to say it again in public is number one, we don't have the easements and number two the public has not had no time at all to voice their opinions and I don't like operating that way; I never have liked operating that way and that's the way I feel. Randy Hammond: That's a million dollars that's not in the budget right now. We're going through the budget tonight. Gloria Taft: I talked to three of the major businesses out there who are speaking through their employees; one of them tells me here in an email, over the past year the arrival and departure times have been impacted by the traffic inside the business park. There is currently only one road in and one road out of the park. As the park grows I'm concerned about the impact on my business and the employees as well as others in the park. My feeling is that as the park grows at its current rate the impact will only continue to be greater on the business's employees. I just want to make sure the situation is on the appropriate radar. That's just one. The other one is: Speaking for 10,000 employees that come to work each day, and most companies double their headcount; so now we're talking 20,000 during 4th quarter, my hope is that the Council will see the wisdom in continued investment in our future; our future meaning the businesses and the employees of the industrial park. With the important roads in infrastructure decisions that are looming. In my position with the park association I speak frequently on behalf of the economic development department; the local developers and realtors and I can assure you it is becoming increasingly harder to get an honest assessment on our ability to handle employee growth; supply chain growth; trucking and freight movement; food and entertainment access; and more. Trust me Southern Indiana, Bowling Green, Nashville, etc. just to name a few; are using this to recruit against you. No longer can we assume because we are in the shadows of UPS facility that if we build buildings they will automatically come. Other communities have seen what's happened in Shepherdsville the past ten years and they are coming to light. On behalf of our current employees and future employees I encourage you to vote to move forward. We

must continue to infest. Much work needs to be done toward safer, faster and additional traffic options into and out of our employment. That is from the Senior Vice President of Alliance. John Snider: 600 employees. Gloria Taft: He told me that if he knew then what he knows now it's possible he would have made a different decision on where he put his business which would negatively impact Shepherdsville. We have to try to look to the future. Do I necessarily want to spend the million dollars? Well no, no one wants to just spend a million dollars. But I don't want to have our industrial park continue to become Beech Grove Road and Beech Grove Road is a nightmare because no one stepped up and said wait a minute; look we have a dramatic problem out here and we need to fix it now. We're still suffering; it's in litigation. We still can't get in and out of Beech Grove Road on Friday night if we wanted to go to a football game unless we go clear out to Pumpkin Drive. Our businesses, our employees should not have to be treated like this. I feel we need to invest. Ashley Bratcher: It's a slap in the face to the State and the businesses in the business park if we don't move forward with it. The State has invested enough into it alone. For Representative Belcher to take the time out to get everybody on board already says enough. Joe Wantland: I'll say thank you so much Representative Belcher. Linda Belcher: I appreciate that but I tell you these two gentlemen did a tremendous amount of work. Joe Wantland: I've got one more comment. We passed on Red Rock 2-1/2 years ago and Red Rock; that facility is now in the in the ammunition plant and there's no if, ands or buts that we were the first choice. John Snider: River Ridge; that's what I was talking about. Joe Wantland: That is about \$750,000-\$1 million a year in occupational tax that went across the river because we didn't step up. Ashley Bratcher: It's time we step up. Linda Belcher: The only thing I can tell you is if you decide to do it I promise you I will keep my thumb on that project all the way through. If you decide not to do it I will be available to try to work out anything else that we can come up with. I think the bottom line is something needs to be worked out. That has to be alleviated out over there, it's a real problem. So whichever way you go I will try to work with you. I will work with you; there is no trying. Bernie Brown: If the road gets built who will be responsible; is that going to be a State road? John Snider: As it sits right now it will be a State road. That's the good part about what we're doing; it will be a State road. It was kind of interesting what they put on the map itself I thought. They called the on an industrial road and the other an approach. That's why I figure it will be federal highway all the way because the way it's written. But it could be a State. Gloria Taft: I emailed Mr. Ryan, the City Controller, and I have the statement here that shows we have the additional funds necessary so that we can restrict an account so that we can pay our first million dollars. We already have the money. Randy Hammond: Two weeks ago we were flush with money to make a sewer payment and immediately after everybody said whoa hold up. Gloria Taft: Sewer doesn't have anything to do with this. Randy Hammond: I know that but I would like for a little bit of time at least four weeks; I'm for this project. I know that something has to be done. I'm for a new interchange; for this project. But I think that four weeks to give the public time to speak up, voice their opinions, let us look at the 2016 budget and make sure that the money is there. Gloria Taft: Mayor I'll make the motion that we accept the letter to the Governor that John has supplied. Ashley Bratcher 2nd. Dana Bischoff James: I have just one more question. It appears the Council is a little split on this; is there a way to present or to I guess I'm not sure of the wording as far as to be able to put in that we could get signatures or whatever is necessary from the landowners. Joe Wantland: It won't go far if we don't get the landowners permission. If we don't get the easements we won't spent a million dollars. John Snider: We will be able to get signatures but I'm not sure we'll be able to get easements. Easements is a different term because that means a metes and bounds and a direct in today's society. Joe Wantland: There will be an agreement for the road to be on this piece of property without compensation. That is going to be done as part of the consideration for the State to advance the money. If that's not done we're not out a million dollars. Mayor Ellis: We also have some other Sign in Speakers on this issue here tonight. Dana Bischoff James: Something else just for my personal piece of mind is some type of letter there again, letter of intent for the businesses that they do intend to remain here pending this project. Maybe that would help ease some minds. Is that a true statement Mr. Brown? Bernie Brown: When taxpayer's money is put in the bank in the County we have to make sure that it is accurately insured and protected. John Snider: You know Bernie there is a real discussion on this is occupational tax money, paid by those employees down there; taxpayer is probably not a good ... because we're probably only talking in Cedar Grove maybe 1500 at a max or actually Shepherdsville citizens. Dana Bischoff James: But adding this restriction I guess, would that bring more peace? Joe Wantland: If the landowners do not come forward with the written permission to use their property without compensation this doesn't go forward. Gloria Taft: Right. We don't write the check if we don't have the easements. John

Snider: Let's use a little different term that easement; proposed easement because you really can't get the easement because you don't know what the metes and bounds are. But what we can do is get a letter agreement between the parties that says we will donate in this area for our final desire. We've got that; that's what they've thrown on the map but they could move by 200-300 feet then you've got a little bit more question. Because to be quite honest at the current time if you look at that map it's going right through Jim Rice's living room. That's why you see in my presentation that I made that Jim Rice has agreed based upon some minor revisions to the right of way. So those things all have to be worked out and some of this can't be worked out until you get part of the design in plan. Now can we get agreements that they are going to give within this area and this area a right of way; yes I think that's possible. Bernie Brown: That's before the million dollars. I think that's a good logical question. I'm not willing to gamble with the taxpayer's money. Gloria Taft: Nobody wants to gamble but we need to do something because everyone out there pays us 1.5% occupational tax and we want to show them we are using their occupational tax to make them have a better place to work. John Snider: If I have my numbers correct you should receive somewhere north of \$2.5 million in occupational tax next year. So you're taking a million dollars of that; you've got a million five to spend on sidewalks and other issues that you're talking about Bernie. Bernie Brown: There are a lot of things that need attention here. Mayor Ellis: I do before we call for a vote want to get some of these signed in speakers that are here have them come up and speak.

Steve Froelicher: Thank you for having me up here. I want to pass out a map; this is a map that we've been working on with citizens groups, our state representation, we've been working with just about everybody we can talk to about transportation issues in the County. This map hasn't been adopted yet but this map is up for consideration to be included in a long term transportation plan for Bullitt County. At the very top of the map is the interchange we've been talking about tonight. At first we were talking about an interchange or a flyover between 480 and 245 kind of a general description. There are a bunch of other things on this map that we think are important for long term transportation in the County both for business and for residential movement. The reason why the interchange was included is because we went through a lot of interviews with the people in the industrial park; this is kind of going back two years; and also the neighborhoods that are north and south of the Salt River on the eastern side of Highway 44. In this particular project started ringing a lot of bells with a lot of people. It made a lot of sense because essentially what it does is it provides a lot more capacity for industrial traffic to I65 as well as separating the residential traffic from the industrial traffic. So the objectives of this thing were basically to help out the residential and industrial folks. One of the things that came up is as a strategic advantage for Shepherdsville in all our discussions with the folks both residents/citizens of the City as well as the industrial folks was we've got three lanes to the airport that are pretty much unrestricted; they are not too busy compared to coming south from Indiana. We've got no tolls and this new interchange that we have will be mostly dedicated to light industrial use. There will be some residential use coming to this thing off of 61 but mostly it's going to be for industrial purpose. So the way we saw this interchange amongst ourselves is it would be like a big drain in the middle of a bathtub where the water would come in and the water would go right back out so to speak and that would be the industrial traffic to the park. The reason why we think that is so important, the purposes behind this thing is when we talked to the industrial park folks and the developers the need for a second entrance was plain to them because the criticality of having an accident on 480; if you have an accident on 480 then time sensitive materials couldn't reach the airport in a timely manner so that was something that was of large concern to them. Also the capacity to get people in and out of the park; a lot of this stuff John has already talked about. The other thing I think is pretty important we talked to the GFS folks the Cedar Grove Industrial Parks are not fully developed; if you look at the satellite map they are only about 60% developed and as those areas are developed if they can be developed; there is going to be enough traffic coming in off of 480 that the folks at GFS felt like it was going to more or less lock up Highway 480; practically speaking they didn't feel like it could handle the additional traffic so that the interchange was going to be important for the continued development of the existing industrial parks. The mixture of residential traffic and industrial traffic on 480 folks have talked about that already. There are a lot of accidents and so forth down that way. The other thing that this interchange could allow is continued industrial capacity along the 65 corridor going south. Basically with the increased capacity to the freeway there could be some additional opportunity for development south of the new interchange. The one thing also that John touched on is the second signal entrance to the two existing industrial parks. Right now we've got one signaled entrance; there's no way to get to. If this interchange and road goes in you'll have

two interchanges which will give you a lot more capacity on to and off of Highway 480 from those two industrial parks. That's something that would enhance safety and also capacity going in and out of those two industrial parks. The one thing that's unique about this one I think from the road planning standpoint is this kind of takes care of a lot of steps all at once. There is a lot of phases that go into getting a road built, planning, design, right of way, utility, construction and this thing pretty much gets up through planning, design, right of way and I don't think there is that much utility movement but it gets you through those three phases pretty quickly. It's kind of a unique opportunity to make something kind of go fast. This project as I mentioned has been bounced around for about two years. It was actually first in my years first proposed by a neighbor in Mt. Washington. He said why don't you put an interchange south of 480. I said well let's take a look; so we did. That was about 2-1/2 years ago. Since that time it's been presented at a public meeting at the Concerned Families of Bullitt County held on March 23rd; about 275 people showed up to that meeting. It was shown at that meeting; it was put in the *Pioneer News* a week later from that meeting. We presented it to Secretary Mike Hancock in April 2013 when he first saw the map his first reaction was I think that will work. That's what he said. We presented it to Kentucky District 5 in June 2013 they also agreed it would work. We presented it to the Bullitt County Planning and Zoning Commission and it's up for adoption in the next long range transportation plan. It was presented to the Kentucky Legislature in the 2014 session; we were looking for study money for it then so Dan Seum arranged a meeting for us; we talked to Senator Stivers a little bit about it as well so our State representation, including Mrs. Belcher, all of them are familiar with the project. It's also been presented to KIPDA sort of informally. We presented it to Mark Lord at the office of Brett Guthrie. So far I believe they are in favor of the project. We presented it to the industrial park tenants and developers, of course they are in favor of the project. So essentially everybody we've talked to in a two year period, no one has objected to the merits or the long term benefits of the project. However things like cost and timing have come up as issues. As far as we can see this is a rare opportunity. In talking to all the different neighborhoods we've talked to and all the government folks we've talked to, it seems like it's a rare consensus in the government and community to make something like this happen. That's pretty much our experience on this thing. Are there any questions for me? Thank you very much.

Eric Farris: Mayor, ladies and gentlemen of the Council, Ms. Richmond, Mr. Wantland, thank you for this opportunity. I am going to be brief. I am here on behalf of Browning Investments. This project is feasible because of essentially a puzzle that consists of the City, the State, the property owners and the developer, Browning. Without those four entities working together this project will not come together. I had the privilege of attending the August meeting that's been referenced before in the Governor's office and there were representatives of Browning; Browning is an Indianapolis firm and it has among other types of development just a few of which I'm showing you in your handout. It has developed over 15 million square feet of distribution warehouse and manufacturing facilities since 1977. It is extremely experienced. We have a chance here in Shepherdsville and Bullitt County to land a major Indiana developer on the right side of the Ohio River and this entity, Browning, is the only one knocking at the door that has the ability to turn this in to a world class park. It was the knowledge that a company like Browning was willing to do this work, that a City like Shepherdsville is willing to accept this type of responsibility; that's the reason that the State at the end of our meeting the Governor turned to the members of the Transportation Cabinet present and said I want an expedited study to make this happen. And in the quickest time I've ever seen anything turn around this feasibility study that you've been provided was issued. Browning has already committed to spend over \$50 million on this project; but certain things have to happen in a short period of time to make it work. They are not requiring as a condition of their contract that this whole project that you've seen be completed. They need to see the initial phase committed and that initial phase is the construction of a new entry off of 480; a new light and a roadway that gets them just to the entrance of where their facility will be. That's all they need committed. But it needs to be committed now. They have charged me with assisting them in completing their due diligence process. And that due diligence consists of the usual, title examination, surveys and so forth but it also includes addressing concerns about this roadway and the timing of the roadway from Ms. James and Mr. Brown. It includes insuring Browning by September 1 that these roadways and the easements necessary will be available. So that is one assurance that you have is this developer is not going to step forward until they know along with everything else that the land is capable of doing what they need it to do; that the title will be acceptable. They need to know that they can get in and out of this property. It is this size developer that made the State take a look at the idea of a new

interchange. That just doesn't happen. And knowing that this type of company can come in is why we have the potential to open this up for the existing companies that Ms. Taft talked to last Tuesday. That is all I wanted to tell you. I wanted to assure you that the timing is critical. That these people are the real deal and we hope that you will welcome them. Joe Wantland: Mr. Farris I want to thank you. You have been very diligent on this. He has been knocking on my door to have a presentation for approval of this Council next month as a first step of bringing Browning into this Community. So the wheels are turning and they are turning very rapidly. I want to say thank you on behalf of this Community for your fine and quick work on this. Dana Bischoff James: How many employees is Browning anticipating? John Snider: That's what we're talking about is the 4.1 million square feet; he's talking about \$50 million. He's giving you the dollar amount. Eric Farris: The reason we don't have a number exactly for that we know it's over four million square feet; that's what's laid out on this plan; the reason we don't know is if it's manufacturing it's more people; if it's distribution it's not as many people so it will depend on the type of companies that want to come in and lease those facilities.

Bill Duffy: Thank you Mr. Mayor. I just wanted to interject a note of humor in this whole thing. Sherry and I just signed a contract that I promised that I would not have any medical emergencies for ten years. So don't worry about me having a problem with going down 480. I would like to talk just briefly about potential residential growth with this project. As everybody knows Heritage Hill was developed by Ted and Steve and initially I think there were going to be 1200 lots available out there. I think right now we have about maybe 100. So that leaves us with potentially 1100 lots that could be sold to perspective taxpayers and that's just in the City limits of Shepherdsville. So we're convinced that if traffic problems on 480 are alleviated or diminished in any way shape or form that will make our area more attractive. I realize I'll never see the grown in my lifetime but I think when you all are sitting up here today think about potential for another 1100 and if the City expands further out Cedar Grove Road even more than that. That's a lot of property taxes and a lot of good people that would come in to the County. Thank you. Mayor Ellis: We don't have any other sign in speakers on this issue. I do have a motion to accept and do the letter with the Commonwealth from Gloria and I have a 2nd from Ashley. Any other discussion from the Council? Larry Hatfield: I just want to say I'm sorry that I'm having a problem with this personally. I sit up here probably for 18 years and I don't know why I have a bad feeling about this. I apologize. I'm not mad at anybody I just don't like the fact we don't have easements is one of my major problems. I guess I've been pondering this over in my mind for weeks and the majority rules and I'm not against the project; I guess the fact that there is something there that I'm not comfortable with. Mayor Ellis: Any other discussion? Dana Bischoff James: Can we hear just one more time exactly the verbage? Gloria Taft: John needs us to vote on the letter of intent to the Governor. The letter of intent will be sent and John has assured us that before the million dollars is spent he will have a letter of agreement on the right of ways for the property to be given for the project. Dana Bischoff James: Are we able to add to that obtaining a letter of intent from the larger corporations to stay. Joe Wantland: We won't need that. Mayor Ellis: I think if you do this project you're going to have the commitment from those people. Joe Wantland: Those people are committed. I don't want to talk out of school but even as we speak they are acquiring the rights to purchase property as Mr. Farris has indicated. They are already doing the survey work, title work; they are putting things together to buy the property. The acquiring of the easements and the commitment to spend a million dollars for the design with the State is the commitment to get this thing going and getting it moving as we speak. Dana Bischoff James: Are all of the stakeholders part of the business corporation? Is anybody not part of it? John Snider: We invited everybody; I think we had 15 companies the other night present and out of about 20 that's pretty normal. It rotates how many come but the plan managers meeting has become a very active group of people. Dana Bischoff James: So five of the companies? John Snider: They didn't come to the reception the other night but they are in favor of this project. Dana Bischoff James: You are assured by that? Gloria Taft: Everyone I talked to at the meeting; we have to do something, we have to do something now. We can't continue to wait. One gentleman I spoke with said that 8 months ago they were ready to come in here with shall we say fire and pitchforks to get this Council to do something to help them out. We're here now. We've got a State drawn plan. The State wants to pay money. Why would we not want to help them out? Linda Belcher: That's the same thing that I got. They were very much in favor of it and asking what could we do and when can we do it. John Snider: The other thing we haven't mentioned during the whole time is Browning is about a million new dollars in tax money. Mayor Ellis: At this time I have a motion and a second; I'll ask for a vote. Motion carried 4-2.

Old Business:

Update on the cost of improvements for 200 Frank E. Simon Avenue being used for Drug Court. Scott Fleming: We have still today just received two bids on this. We're not getting a lot of response on it. I recommend that you guys advertise this and put it out for bid and maybe we'll get more people to look at it.

City Attorney Wantland had second reading of Ordinance 015-(number to be assigned) amending Ordinances 004-649, 011-079 and 014-169 imposing a license upon Insurance Companies doing business within the corporate boundaries of Shepherdsville. Larry Hatfield: This is the one where we're lowering it to 4% is that correct? Mayor Ellis: Yes. Bernie Brown made motion to accept. Dana Bischoff James 2nd. Motion carried 6-0.

City Attorney Wantland had second reading of Ordinance 015-(number to be assigned) rezoning 1.73 acres more or less of C.W. and Shirley Shepherd. Mark Edison was present on behalf of the applicant. No public comment. Larry Hatfield made motion to accept. Bernie Brown 2nd. Motion carried 6-0.

New Business:

Major Mike O'Donnell addressed the Council on surplus of Police Department vehicles. Mike O'Donnell: Good evening. Chief Puckett apologizes for his absence but he had to attend to a family matter tonight. We're just asking that you declare two vehicles surplus. They were replaced after we purchased the last five. They are beyond their usefulness. It's the two older explorers; the 2005 and 2007. They will go on gov.deals. Dana Bischoff James made motion to approve. Ashley Bratcher 2nd. Motion carried 6-0.

City Attorney Wantland had first reading of Ordinance 015-(number to be assigned) authorizing the City Council to employ a licensed attorney at contractor for legal services to assist the Council pursuant to KRS 83A.190(9) Mayor Ellis stated the second reading will be June 8th. Dana Bischoff James: It says that the Council should set the conditions of employment and provide for compensation. Do we need to have some type of limitations built in to the actual Ordinance to prevent... City Attorney Wantland: the first limitation is that the Counsel cannot advise any minority; so it will take four. And the Council shall have to meet as a Council and that's six. Bernie Brown: Will I have a question. We can meet with the City Attorney one or two or three but not the ... City Attorney Joe Wantland: I don't represent the Council. Bernie Brown: I disagree with that. City Attorney Joe Wantland: The League of Cities doesn't so you can talk with the League of Cities Counsel. Bernie Brown: I'll be glad too. City Attorney Wantland: I think Ms. Taft has and found out what I'm telling you is pretty much the way it is. Randy Hammond: Does that create a quorum though if there is four of us? City Attorney Wantland: You've got to declare a meeting; the purpose of the meeting; schedule it and then meet with the Counsel. Gloria Taft: I talked with KLC today; we're already a member of KLC. They are only good for information. In talking with them today they said we as a Council need to say why we want the assistance, what do we want them to do, what do we want them to accomplish for us. Bernie Brown: And that will be done. All this does is create the position. Larry Hatfield: Create the position is all I asked for. I asked for this. Gloria Taft: I understand; we need to identify why we're doing this. We can't put that obviously in the Ordinance but if KLC is there for us for whatever we want. Dana Bischoff James: By creating the position; I know this doesn't have all the parameters in it; I just don't know how detailed this needs to be. City Attorney Wantland: Part of the detail is going to have to be worked out with the attorney that the Council would want them to represent. Larry Hatfield: If we need one. City Attorney Wantland: If you need one. Again the key is that the attorney would be having a conflict if he or she attempted to represent any one or two or three Council members. And is expressly precluded from doing that. Gloria Taft: We have to set that in the Job Description. Dana Bischoff James: This doesn't need to be more descriptive? City Attorney Wantland: If an individual Council person, minority Council people wish to retain services they will have to do that out of their pocket not out of the City treasury. Dana Bischoff James: We have a fairly responsible Council I just want to make sure future Councils don't; because with attorney fees you can deplete budgets very quickly. So I don't want to see a future Council come in and just deplete the budget quickly and that's why I'm curious if we shouldn't have this restated a little bit with limitations. Larry Hatfield: And the Council may decide they don't want to do this. The only reason I asked for it is in case we do need it. The size this City is getting we will at least have the position. Dana Bischoff James: But in the position though I wonder if it shouldn't be just a little bit more restrictive as far as putting a cap in. Mayor Ellis: You

can do that with the job description not necessarily the Ordinance creating it. City Attorney Wantland: I ask everyone to comment on this and chime in.

Bernie Brown: Before we read this I have a question. Are we going to have any so called workshops? Mayor Ellis: Yes. Hopefully we can schedule those tonight because we need to do this. I just want to make sure with only having three meetings we'll at least have the first reading out of the way so that when we do the workshops we'll have everything ready to go for the second readings. Bernie Brown: I was just wondering because there are going to have to be some changes for me before I'll vote for it. Dana Bischoff James: Would that require another first reading? Mayor Ellis: No. You strike different areas out.

City Attorney Wantland had first reading of Ordinance 015-(number to be assigned) ADOPTING THE CITY OF SHEPHERDSVILLE, BULLITT COUNTY, KENTUCKY, ANNUAL BUDGET FOR FISCAL YEAR JULY 1, 2015 THROUGH JUNE 30, 2016, BY ESTIMATING REVENUES AND RESOURCES AND APPROPRIATING FUNDS FOR THE OPERATION OF CITY GOVERNMENT.

Mayor Ellis: We'll go ahead and have the first reading of the Sewer Budget and then we'll schedule the workshops.

City Attorney Wantland had first reading of Ordinance 015-(number to be assigned) ADOPTING THE CITY OF SHEPHERDSVILLE, BULLITT COUNTY, KENTUCKY, SEWER OPERATION AND MAINTENANCE BUDGET FOR FISCAL YEAR JULY 1, 2015 THROUGH JUNE 30, 2016, BY ESTIMATING REVENUES AND RESOURCES AND APPROPRIATING FUNDS FOR THE OPERATION OF THE SEWER DEPARTMENT.

Budget Workshops were set for Tuesday, May 26th and Wednesday, May 27th at noon.

Daryl Lee: No report.

Duane Price: No report.

Sign in Speakers:

Faith Portman: I just wanted to tell you about the H.O.P.E. meeting. It will be Thursday, 6:30 here at City Hall. I would appreciate if anybody could attend. I also want to throw out a big thank you to Linda Belcher for attending and supporting H.O.P.E., without her help I don't know what we would do. But again the meeting is this Thursday, 6:30 at City Hall.

June Pearce: I appreciate you giving me this few minutes. I went out to a piece of property that we have in the Heritage Hill Community and I'm going to pass around pictures of it; about a year ago we had a piece of property that was purchased by a builder and in the process of applying for whatever paperwork they apply for they proceeded to dig a hole in the property before they got permission from the Homeowners Association. We work with them just to approve to make sure what they are building is appropriate for the area and in compliance with the other houses that are already there. In the process they stopped building but only after they dug this hole and it's a hole for a walkout basement. What you're seeing is what's happened in the last year. There has been no further building. They just stopped building; they've let it grow up; it's got about 8 feet of water in it; the fencing has come down and I guess our concern as a Community is it's a safety hazard. We have done everything that we know to solve the problem. We sent letters of concern to the Code Enforcement and nothing happened. We went to the County and found out that it was not a County issue so therefore nothing happened. City Attorney Wantland: Why is it not a County issue? Ms. Pearce: It's not a County issue; it was told to us by the County that it was in the City. City Attorney Wantland: It's in Bullitt County Kentucky. You did send something to Code Enforcement. Did that go to the County Code Enforcement? June Pearce: Yes. We spoke to Melanie Roberts and she is the one that told us that it is not a County concern; I ran into Larry Hatfield while I was speaking with Melanie Roberts and he said that yes he thought it was a City issue and he invited me to come tonight so that's why I'm here. And we also stopped by the Health Department to see if they could help us out and they said if the mosquitos

get bad they will spray. So we decided that we would come here and ask for help. We don't know what our options are. We are asking the City to help us but what we're really worried about is it's a temptation for children. It's a drowning waiting to happen. And it's been going on for a year. And we need some help. Gloria Taft: Have you asked them to fill the hole in; I've been told you have a cease and desist work order. Brian Wilkerson: We do not. Basically this builder group came to us in kind of a hurried manner started digging a basement for a house before they submitted plans to us. In the process of submitting plans to us we did not approve of the plans how they submitted them. And right now it's in litigation. They are basically suing us for the right to build what they want to build. We're requiring them to build something that's comparable to what's already there. Bernie Brown: Did they get the building permits? Mr. Wilkerson: They did; there is a mix up about the dates that the building permit actually happened. We did an Open Records Request and got it. The Open Records Request that we got actually showed them getting a building permit about a month after they dug the hole. That's not provable by us right now because I have no way of proving when the hole was dug. But the point is there is a hole there. At our annual meeting last year this man and his realtor came to our meeting; it's an open session for anybody that owns property in the neighborhood; at that meeting myself, I attempted to basically extend an olive branch to him to try to come up with a common sense solution to where they could move forward with building the home. And at that meeting we had to agree to disagree and he basically said he was going to build what he was going to build and there was basically nothing we could do about it. And I said we need to address the hole that's there and his exact words were I'm suing you all I'm not doing anything until the lawsuit is over. Larry Hatfield: Can we declare it unsafe Joe and push that in? City Attorney Wantland: No. Not without a court order. Larry Hatfield: We have to get a court order? City Attorney Wantland: Get our Code Enforcement Office involved and cite them. I want everybody to understand we were contacted initially as a City and we took a back step because we were told the County was involved. Larry Hatfield: They asked me to do it under my Ordinance but my Ordinance strictly states that I'm not allowed in any incorporated area. So I cannot go in to a City as far as Solid Waste Director. But I thought by it being a health hazard to where if a child falls in there that there might be some State Statute to where we could ... City Attorney Wantland: We could file suit under a general nuisance and ask Judge Burress for an order for them to fill it in. Bernie Brown: I think that should be done immediately. Larry Hatfield: Do we need a motion for that? I make a motion we do this. Bernie Brown 2nd. City Attorney Wantland: Ms. Pearce call me tomorrow and make an appointment; we need who, what, when, where and how. Motion carried 6-0.

Department Reports:

Major Mike O'Donnell: Just to follow up on what they were talking about; Officer Minton has been involved with that; actually last week we sent a registered letter to the owner of that property to deal with grass and brush that is there.

Public Utilities Director Scott Fleming: We are going to start paving in two weeks. Joe B. Hall will be closed while we're doing it so we'll get in touch with all the proper authorities to coordinate.

Council Reports:

Dana Bischoff James: I have a couple things and I don't know if they would actually fall on the City or not. Preston Highway where there was an immense amount of construction, they have a speed limit of 35 miles per hour. It is four lanes wide and when it was two lanes it was 55 miles per hour. So do we have any idea when that will change? There has not been any construction there for a while. Mayor Ellis: I was told they still have to put a final coat of asphalt on it. Dana Bischoff James: Who would we go to? Mayor Ellis: We can contact District 5 on it but I don't know what they'll tell us. Another traffic issue that is Adam Shepherd that turns on to 44 just past Kroger as you're coming out of Kroger getting on to 65. The traffic signal light to make a turn; sometimes even going both ways if you were pulling a truck a trailer you cannot make it through that traffic signal before it is red. Mayor Ellis: District 5 for a light reset. Dana Bischoff James: My last item is I challenge everyone please the Primary Election is coming up and the people that you place in office it does impact you greatly especially at the local level. I encourage everyone to go vote.

Bernie Brown: I think we need to be thinking about the sidewalk issue here on Conestoga Parkway. I've been asked; there are no sidewalks; I talked to you and I understand as those empty lots get developed

they are to put in the sidewalks. I talked to Rob Campbell briefly about it and he said the plan is only to have sidewalks on one side; I think sidewalks are needed on both sides and he indicated to me it was going to be up to the Council to make some decision as to what we want. Anyway I think we need to be thinking about that and see what needs to be done in that regard. Also a crosswalk at the light. There ought to be a pedestrian crosswalk. Scott Fleming: I met with Reynolds today and they are getting pricing together to restripe and add crosswalks. Bernie Brown: There continues to be a real traffic problem coming out there by Wendy's and White Castle. People trying to make left turns; I tell you there are going to be some serious accidents there. It is a very dangerous spot. Mayor Ellis: I've asked Rob to get with their road guys to come up with some kind of solution on what we need to do up there. It has been a bad situation forever and the more we grow back here the worse it's going to be up there. Bernie Brown: I was told when that was first constructed there that it was right turn only and people complained about that so they changed it. I don't know if that's true.

Gloria Taft: Continuing on Bernie's comment, even if we could just get Reynolds to put white stripes to get the traffic back off that intersection so it's not blocked; that would be a help at some point. If you have this big white line people realize oh I need to stop back here so I'm not blocking the road. That would help. I've been asked what we could do about getting the basketball goals out of the roads throughout the City. This comes from the Post Office. As we get closer to summer with kids out all the time the basketball goals are increasingly getting further into the road and staying on the road longer. Do we need an Ordinance unfortunately stating that if you leave your basketball goal in the road we're going to confiscate it and you can come bail it out of basketball jail or something? Just in my neighborhood I drove through and out of 366 homes we've probably got 15 or 20 basketball goals sitting in the gutter of the road. Mayor Ellis: I think we would have to end up writing something up or adding it to one of the Ordinances in order to be able to do that. Gloria Taft: Think about it for a month or so; keep it on your radar and think about it as you're driving around. The Center for Women and Children Bullitt County Domestic Awareness Board had four classes with the Sheriff's Department and our Police Department, Hillview, Mt. Washington, about property handling domestic violence calls. I don't want to say properly but having some more care involved in domestic violence. A month ago there was a police officer shot by the female he was trying to rescue in, I believe, Tennessee, and she shot the police officer because he was arresting the guy that was beating her up. So we've got a really bad situation when our police officers go in but the officers at the meeting says the training which was done for free really helped open their eyes about why a victim stays with their abuser or goes back to their abuser and I just wanted to say thanks to them and thanks to all of our police officers who did go to that training.

Randy Hammond: I just want to say thanks to John Snider and Linda for all their hard work. I know I didn't vote for the project because I wanted a few weeks to think about it but I do support it and hope it succeeds.

Dana Bischoff James made motion to adjourn. Ashley Bratcher 2nd. Motion carried 6-0. Meeting adjourned at 8:35 p.m.

R. Scott Ellis III, Mayor

Attest: _____
Tammy Richmond, City Clerk