

LOUISVILLE METRO GOVERNMENT 2022 LEGISLATIVE AGENDA

SUPPORT AND PRIORITIZE LEGISLATION IN THE 2022 GENERAL ASSEMBLY TO:

- ✓ Enhance public safety through organizational change & development, enforcement, & intervention:
 - Promoting gun violence prevention and enforcement:
 - Amend relevant statutes, including those under KRS 500 and KRS 237, to allow for firearms seized by law enforcement to be destroyed and/or removed from public circulation.
 - Create new statutory provisions that require firearm owners to responsibly and safely store their firearms and impose liability on them for the damages sustained by others as a result of their failure to safely store their weapons.
 - Create a new section of KRS 237 to require firearm owners to report when their firearms become lost or stolen.
 - Strengthening the success of Metro’s Group Violence Intervention (GVI) initiative:
 - Amend KRS 605.030 and KRS 610.030 to clarify court-designated workers’ duties and how their assessments contribute to judicial recommendations and decisions for juveniles convicted of violent crimes.
 - Amend KRS 610.030 to make risk and needs assessments mandatory for those accused of violent offenses.
 - Amending KRS 67C, the Louisville Metro Government statutes:
 - Support the Louisville Metro Council’s ordinance creating a Civilian Review Board by granting the Inspector General subpoena power.
 - Repeal the ‘gag order’ in KRS 67C.326(1)(f) and allow police departments and public officials to discuss pending internal disciplinary cases, creating increased accountability and transparency in law enforcement.
 - For disciplinary hearings and actions that require the police chief to participate, allow the Chief to assign a “designee” to attend on his/her behalf (amend KRS 67C.301, *et seq.*).
- ✓ Allow for comprehensive local tax reform:
 - Kentucky’s revenue-limited cities seek modernization of the state’s antiquated funding options, equalization of revenue tools that are currently only available to some cities based on prior classification, and protection of the few methods available to cities to pay for services and community enhancements. This includes expanding to all cities the ability to collect consumption-based restaurant revenue, amending the state constitution to permit the option of a local sales tax, protecting the crediting of occupational license taxes paid to a city against any county tax owed, and opposing centralized collection. (*Language from KLC agendas*)
- ✓ Boost economic and land development by refining tools to grow and revitalize our downtown:
 - Redesign the Kentucky Business Incentive (KBI) and Kentucky Enterprise Initiative Act (KEIA) incentives to be more attractive for business services and less capital-intensive projects.
 - Add a 15-year, by-right property tax abatement for new residential units, or units that have been substantially improved, within the Central Business District of Downtown Louisville.

- Modify the Kentucky Historic Preservation Tax Credit Program to reflect federal support by increasing the project cap, expanding eligible taxes HTC's can offset, and extending the phasing of development projects.
- ✓ Strengthen sustainability efforts:
 - Allow flexibility in the state building code to allow for higher standards for energy efficiency in new construction, allowances for "solar ready" buildings, and inclusion of electric vehicle charging infrastructure in commercial and multi-family developments.
 - Incentivize electric vehicles by providing rebates in addition to federal incentives, building out EV charging infrastructure focused on major transportation routes and urban areas, and supporting electrification of fleets including local municipalities and state government.

OTHER POLICY AGENDA ITEMS

1. Reform the Bail System: Kentucky's Bail Law should be brought into line with Constitutional case decisions and national trends recognizing that a primarily "money bail" system is not working: Persons who are presumed innocent and who could be safely released into the community pretrial are being detained, while persons who are too dangerous to release into the public or are a flight risk are being released all because of the amount of bail set by courts. True reform should (1) eliminate financial bail in most circumstances, and (2) implement a clear and convincing evidence standard for detention. Those detained without bail would be given a meaningful fast and speedy trial right. *(Language from Louisville Metro Criminal Justice Commission Legislative Committee Proposals)*
2. Work with partners on the continued effort of the West End Opportunity Partnership and TIF statutes to incorporate explicit protections for renters, remedy administrative hurdles for the Metro Revenue Commission, and address concerns regarding existing state incentives and economic development, such as ensuring accessibility to existing state incentive programs for businesses within the established area.
3. Add amendment language to KRS 72.450 and KRS 367.93117 to give the Jefferson County coroner the discretion to cremate the remains of any unclaimed person whose death occurs in the county after following proper procedure, in order to provide another necessary tool to the county's growing problem with overpopulated grave and burial sites.

BUDGET REQUESTS:

- ✓ **Alignment of capital priorities available from the Infrastructure Investment and Jobs Act, aka Bipartisan Infrastructure Law, between the City of Louisville and the Commonwealth of Kentucky, including but not limited to roads, bridges, and broadband**
- ✓ **Youth Detention Center expansion**
- ✓ **Channel federal Bipartisan Infrastructure Law funding for brownfields infrastructure investment, allowing Louisville to access funds for community brownfields needs**

ROAD PLAN REQUESTS:

These items are broader-scope projects in addition to individual legislative member requests for their districts

1. **US 60 Widening/realignment of Gilliland Rd and Eastwood Cutoff (Project ID 5-8952.00)**
This project will improve intersection safety and accommodate a JCPS middle school under construction expected to open in August 2023. This project was boosted through the SHIFT process.
Cost: \$2,830,000

2. One-way to Two-way Conversions

Conversion of multiple one-way streets to two-way in the urban core, increasing pedestrian safety and commercial activity.

Cost: \$5,000,000

3. Oxmoor Farms*

A top transportation project for Louisville and our *Move Louisville* plan, this extension is the realization of the Oxmoor Farms Bridge project. The new connection over Interstate 64 that it creates will provide another connection between the Shelbyville Road and Taylorsville Road corridors and help relieve congestion on Hurstbourne Lane, as well as create a large new development tax base.

**Support contingent upon executive and legislative branch proposals including detailed community benefits*

Cost: \$30,000,000

4. Story Ave/Main St Intersection

Improvements to this intersection will remove the current free-flow auto movement and restore it to a traditional urban intersection, increasing safety and connectivity.

Cost: \$4,000,000

5. Urton Lane/Plantside Drive

This extension project will create a new 3-lane route, including bicycle and pedestrian accommodations, and enhance a large new development tax base.

Cost: \$32,500,000

6. I-65 SB Ramp to Brook Street

One of the county's highest crash intersections will be realigned to improve safety for motorists and pedestrians, easing access for visitors, improving access to the hospitals, and facilitating future conversion to two-way traffic.

Cost: \$12,000,000

7. Reimagine 9th Street

This transformative project will complete the avenue between Main Street and Kentucky Street to promote safety and connectivity between downtown and the west end of Louisville.

Cost: \$21,060,000

8. Broadway All the Way

A complete street retrofit for the entire Broadway corridor will create a safe, vibrant, multimodal corridor that meets the needs of all citizens and will serve as a robust catalyst for economic development. Metro and TARC are working together to prepare for federal grant opportunities, but further assistance from the state is needed.

Cost: Design \$20M; Right of Way \$2M; Construction \$250M

