

Passing Lane

Commentary on Life in Kentucky

Metro Louisville Hires Top Talent to Manage Merged Government



Mayor Jerry Abramson

MAYOR Jerry Abramson has an ongoing campaign to recruit top executive managers to operate Louisville's Metro Government. Staffing costs for top management positions have increased since Louisville now fills key vacancies using a national search: Higher salaries are often required to recruit experienced managers from other major cities. For example, the new Police Chief Robert White's salary is about \$65,000 less than the combined

compensation for the pre-merger police chiefs for the city and county. According to Abramson, the merger has allowed Louisville (now a top 20 U.S. city) to attract nationally recognized leaders in public safety.

The Louisville Metro Government has budgeted for 8,533 sworn, permanent full-time, permanent part-time and other employees and expends \$695 million annually for all operations. Since the city-county merger, Metro Louisville has decreased the number of employees by approximately 740. The chart to the right lists the salaries for Louisville's top managers at the commencement of the 2004-2005 fiscal year. Mayor Abramson's salary does not rank in the top 15 and is provided only as a benchmark.

Fiscal Year 2004-2005 Salaries

Jefferson County EMS CEO Neal Richmond:	\$150,000
Metro Police Chief Robert White:	\$145,550
Waterfront Development Corp. Director David Karem:	\$142,150
Library Director Joseph Buthod:	\$115,640
Zoo Director John Walczak:	\$107,100
Finance & Administration Deputy Mayor Larry Hayes:	\$105,000
Deputy Mayor Richard Johnstone:	\$105,000
Deputy Mayor Mary Riehm:	\$105,000
Deputy Mayor William Summers IV:	\$105,000
Waterfront Development Corp. Deputy Director Michael Kimmel:	\$104,710
Fire & Rescue Chief Gregory Frederick:	\$100,721
Public Protection Cabinet Sect. Kim Allen:	\$100,000
Public Works & Services Sect. Rudolph Davidson:	\$100,000
Health & Family Services Cabinet Sect. Mary Lou Wheeler:	\$100,000
Community Development Sect. Charles Traugher:	\$100,000
Mayor Jerry Abramson:	\$92,790

Source: Louisville Metro Government

Much Ado Over Donor Disclosure

AFTER much ado and a significant expenditure of legal fees, the U of L Foundation released its list of corporate donors soon after a Jefferson circuit judge ruled on an open records complaint filed by *The (Louisville) Courier-Journal*. The newspaper's effort was specifically targeted at donors to the McConnell Center for Political Leadership – a tuition program

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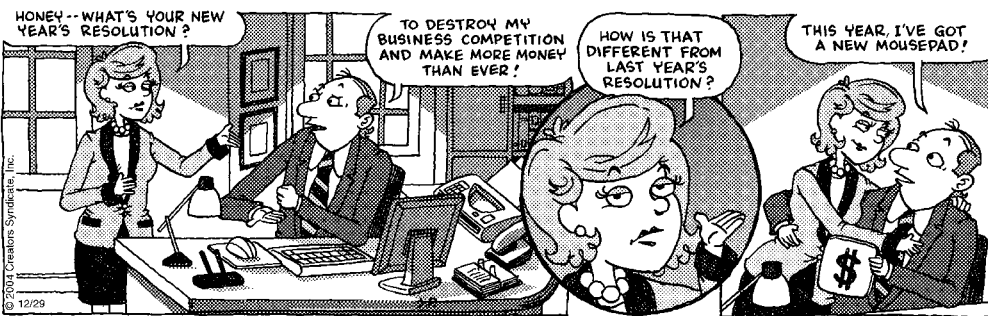
that annually provides four-year U of L scholarships to 10 of Kentucky's top scholars.

Yum!

Although it had been the position of the foundation since its inception to maintain the confidentiality of donors, the court's ruling for disclosure ends up being a positive. U of L can be proud of the caliber of its contributors. The general public, faculty and staff will likely consider the large gifts U of L has received from major corporations to be an endorsement. In addition, full disclosure will silence the critics who inferred there may have been improprieties in the donations to the McConnell Center.

Donors with Kentucky connections giving over \$100,000 include: Ashland Oil Foundation; Ashland, Inc.; Brown and Williamson Tobacco Corp.; Brown-Forman Corp.; David A. Jones; Ford Motor Co.; GE Appliances; Gheens Foundation; James Graham Brown Foundation; LG&E; Papa Johns; South Central Bell/Bell South; Humana Foundation; W.T. Young Family Foundation; Toyota Motor Manufacturing; Toyota Motor Sales USA; United Parcel Service; and YUM, Inc.

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Delta Air Lines Launches Fair Fares

THE most experienced air travelers, as well as weekend wanderers, will be happy to learn that Delta Air Lines – Kentucky's largest airline service provider – is planning to roll out a new national fare system. Less complicated and reducing the costs of air travel by up to 60 percent, the Delta plan is modeled after pricing tested for about 20 weeks at its hub at the Northern Kentucky/Greater Cincinnati Airport.

A fairer, less complicated and lower cost fare system is what the traveling public wants. We predict that Delta will attract more passengers, increase the demand for seats, and create more smiles from its new and loyal customers. Delta is



an exceptional airline and hopefully its new ticket pricing will help it return to profitability in 2005.