**Transcript**

January 15, 2025, 6:01PM

 **Harding, Ed H (KYTC)** started transcription

 **KYTC C118** 0:03
Starting I'm took me long with the officer.
How is safety and I have been occupant protection, program manager and chair for the task force.
I am pleased to announce that we have a new chair. Jordan Simonis has joined our office and he is going to take over as an OE program manager.
Tell us a little bit about.
The action section. Yeah, manager.
Now, I've been here about six months, so I've just recently kinda got the hang of things and how they go a little bit.
Too I'm excited for them.
Learn more about. Thank you.
And you're gonna hit the road running.
He's taking care of all the Op Greens now.
And really, getting his feet wet and everything.
CPS and occupant protection.
So he's gonna be for our grantees.
He's gonna be whether you are for all the non non mall variants related to op and CPS, he's gonna be your contact.
And then he's also working with the law enforcement agencies in Northern Kentucky and Troy diesen area.
And I guess we'll go on to join my in.
Tell us who he is.
Troy down, law enforcement liaison for Northern Kentucky.
Giffney's nemesis.
Yeah. Oh, I'm doing a lot with Cumberland Valley Area Development district.
Jenny Reed, Traffic Safety resource prosecutor.
I'm a retired pediatrician and I'm the Advisory Board director of County Health Department.
Phil Bell, executive director of the office of Hwy. Safety.
Karen Reagers Child Pascal safety coordinator.
Bob, Chris will allow for his liaison to release and Brittany Elliott's our keeping safe place, the justice program administrator over the highway safety program.
In Arlington, outside of safety, I'm the traffic regulator's coordinator.
18 I am the grants branch manager of the Office of Public Safety, Marla Marsh, CIO.
She's the office of Public Safety, Brandy craft, Kentucky's Kentucky office of Hwy. Safety, vulnerable Rd. user program manager. I'm Eric Walker.
I'm the major with East Troy, Kentucky State Police, and I will see the Kentucky State Police. I will see.
Kyle stork. I am the central region Granch program manager and also.
OK. And we're gonna switch to the folks that have joined us online.
Thank you all for getting to as well you can. We appreciate it.
Start with Jeff.

 **Liles, Jeff (KYTC)** 3:05
Peppa Pig House, Lal Western Park.
Thank you.

 **KYTC C118** 3:09
Thanks to Brad.

 **Franklin, Brad B (KYTC)** 3:13
Brad Franklin, KY, office of Hwy. safety.

 **KYTC C118** 3:19
And Stacy?

 **Frederick, Stacy R.** 3:27
You're talking about me?
I'm Stacey Frederick Madison County Health Department, public health educator.

 **KYTC C118** 3:37
And you do.

 **Judith M. Price** 3:41
Judy price.
Somerset Police Department and I take care of the grants.

 **KYTC C118** 3:49
Thank you.
I guess the 1st order of business is to approve the Minutes.
We sent those out with the meeting invite.
Keep in mind also that that is a technology and we have a video to go along with it and those are always kept together and sentenced together.
Do you have a motion to approve motion?
A motion to 2nd.

 **Judith M. Price** 4:16
2nd.

 **KYTC C118** 4:25
OK. The first item on here passed that is.
With Sharon to give a CPS updates, the new classes and instruct to be exact classes and instructor classes.
OK.
Well, our grant year started since with lasting. So I was just going to report on the last year we had 21 certification classes, 12 renewal classes and we had an average of 47% of technicians that were renewing.
When there are two years was up, which is a little less than the national average, but not too much terrible out of there.
So currently we have 673 technicians in 82 of the 120 counties.
We have 19 instructors and two in the process of being an instructor.
One of them is at UK children's and one of them is at Northern Children's.
We have 3100 plus technicians who have been trained as since lapsed over.
There's still some education being gained. I guess our most recent quarter that just came up was we had 43% renewal rate across the state, which is a little less than the national average too. Certifications classes scheduled now as one is at Georgetown and that's a closed.
Class for the Georgetown Fire department.
There's one at the Berea Health Department that Stacy is leading in Madison County.
Health department that will be in April and we have two renewal classes that three months doing one and we'll be doing one in Louisville in the next couple weeks.
The National curriculum has been updated and so all the instructors should get their new curriculum.
I think Thursday is when mine's coming anyway.
The safety summit that will be in May. Instead of having individual Ceus, I'm gonna have the.
Adjunct class for child passenger safety.
The Transportation for special needs because there's so many autism centers popping up everywhere and a lot of technicians are getting called about kids with special needs.
And so we're going to have that whole class, which will take the whole time of the summit.
So it'll just be one continuous Ceus to look at.
So special needs education please.
The special needs.
Technician is that a separate certification?
All the other is a is an adjunct to your certification.
So we'll just go through car seats for kids who are in body cast.
Car seats for premature babies who can't sit up yet without having some oxygen deprivation, or kids who have without getting on medical.
You know, lots of other medical conditions that would make them have a a car seat.
That's not a conventional 1.
So I know that we're able to search and look at all the technicians out there.
Is there a separate search for these specialized technicians? OK.
So anything that's how that's going to go.
So I don't know who has you have the registrations for the safety summit or is that just north of them?
OK.
So I need to make sure that who's registered know that's what it's gonna be.
But you would probably be a problem for the law enforcement technicians because they might wanna be going to other law enforcement things.
But my plan is to have to build another six CEUS.
After this that I can take across the state and do that for them. If they can't make the OR can't do the whole session of the summit, somebody asked the person to be CPR.
I think it's talking bleed is what they were gonna do.
Stop the bleed at the safety summit.
Yeah, I think cherry parades.
I mean, they are.
They are doing stuff to stop the bleak course now, whether or not CPR is part of that CPR is not part of that.
What are they doing?
It's part of that class, or that's just enough of that to be an is enough content for that.
We were at the meeting.
That was Rob was gonna contact the guy at DOCGT.
And I was CPR.
Yeah. Yeah. She was asking CPR.
Yeah.
Also, we did get married saying we should not do it for you.
Yeah. Hi, Sharon. Hi, Sharon.
'Cause I was I did yesterday because I was telling them about this the safety experiment, and then they needed to go either CUS or where we want to do a special needs. And they said they weren't interested.
It was a technician that said they weren't interested in special needs, but was there going to be anything else that?
I had the safety sum where they could get their six Cu's if they did not need to attend the special needs.
I'm gonna write up another set of six Ceus that we can use for technicians that don't come here are not interested in the special needs class.
So throughout the year, like you can come to my area and we'll put that on.
So I'm looking at the.
Summit registration page.
I don't see a place to identify. No like there is no. We have to get that from you.
OK. Did you all just say that?
'Cause I'm having a little trouble here. Sort of kind of.
Like so supposed to send this to us periodically. To my knowledge, we've not yet received one, OK.
Just because we're supposed to verify if somebody register grantee that they are in fact a highway safety grantee, right?
But if you have questions about registered, but I just would contact Miriam. Yeah, OK.
I just have one question that Friday's Friday of Memorial Day weekend.
And I keep going, of course.
Actually I'm just flags.
Well, the summit's over at noon, I believe 11.
30 something.
Next one.
Is works and they get hold of a second.
I'll, I'll let them say what they want to say about their own things, but there's been a lot of work with refugee families, you know, particularly in Little 1 Lexington for sure.
And so there's lots of needs and lots of work going with them and coordinating with them.
And I was talking to Eric earlier, some of the problems.
We have is in our law. It states that they have to have working. They have to have properly restrained seat belt since 1981.
But there's no law that says you can.
You have to have working seatbelts in your car when they sell it to you, and so a lot of the refugees.
Don't have you know they're eating through the shop through? You know they're not usable. Seatbots in their car.
So that's been a real issue and I don't know how you can.
Fix that, because obviously they can't afford a decent car if you know they got that.
So it's it's been kind of a mess and I don't know whether that you do with that, but I have a question for you because it's a valid thought or anything like that.
There's no reason to check all that they changed registration.
Again, Eric was saying it was improper. The only thing that could even close five is gonna be an improper equipment charge.
ARS16 charger.
It's violation, but it really comes down to the seatbelts.
It's not a, so it's like selling your car with burnt headlight.
You don't have.
Worn out wiper blades.
That's improper, but can you sell your car with one of my guess you can.
It's an owner, operator of the vehicle's responsibility.
Sure it's safe.
And they register it.
Yeah. So that's that's kind of where that's gonna kinda.
I'm not an attorney, but that's kind of where that's gonna fall.
But is there?
I mean, improper wiper blade is a lot different than I'm having to work.
So I don't know if that's something that would be something we wanna work on with legislation or.
Because I'm always hesitant to go back to work on anything PPS wise, because that could change the whole thing again.
So not far away.
But see, it's a proper building, right?
Then they would be cited for that.
It's it's a sign.
And then that that would be a court thing that at the back door.
But I guess the question that comes up 'cause we have this all the time is if you if I buy a car from you and you sell it to me in that condition, that's one of my. But is there any law on Kentucky that even says on a?
Used car lot.
You may not sell a car without 3 without forms, because that's a reasonable thing. If you go to a used car lot, you should expect that.
I, but I don't think we're gonna get that in this legislature right now.
Yeah, but I do think that in the long haul, I mean that's a reasonable expectation. If you're at this, I think is it reasonable expectation?
So I don't disagree with you. I have to feel like spot me if I'm wrong, but I feel like the way the laws are set up is really a barbell where situation like you know, assuming assuming everybody can afford the vehicle they're buying.
They would check all those things and be aware that they need to fix it like.
But these are all. No, no, no, I don't disagree.
I'm just saying I think that's where the laws are set up.
Yeah, right.
Some people are gonna know. That's correct. Even though there are seatbelts.
So maintenance and if you take it for a test drive.
Or not. I'm. I'm just saying. I think that's the way the laws are set up.
I'm not saying right or wrong, I'm saying.
That it.
Well, in 1981 is, you know.
Females were mandate so that that date was utilized because that's that's the start point.
That's the standard, sure.
And so it's your operating vehicle and you have a brakes were out, you have a responsibility to replace the brakes.
You need to know or not and own and operate a motor vehicle in the seat belt.
The standard you got a responsibility to repair that, but don't have.
I can't think of any statute other than improper equipment, and if they've got a car seat in that's unsecured because the seat belt.
Well, then I decided I'm free.
I'm tired for the car seat and I decided to bring proper equipment outside of the cord.
It's unfortunate, but that's the only way that you're going to get it addressed. And then the courts can direct it.
You've got to make this repair and or else they can dismiss the charge if the person comes back with the seat belt clutch.
We didn't want.
I don't know if there was any question about a little bit of insight on that.
Yeah. In my previous career in highway safety, I was a car salesman.
So you're more than welcome to stream me up afterwards, but the reason that there is no law that prevents you from selling a car that does not have a seat belt is because of classic car collectors and the grandfather law.
So any car made previous to the mandatory installation of seatbelts, it could not be sold in its classic condition without a seat belt. If that law existed and.
Car restorers will not put a seat belt in a classic car that was not made with one because it affects the value.
But I see no instruction that they don't have to and and that's why it's not there. And anytime you translate that through, I promise you they will fight you definitely because it's gonna devalue the car.
Yeah, it doesn't go back that far, but we're talking about people.
You know that don't fit into that reasonably would be expected to have, I I agree with you. And I think if you exempt, I mean it seems to me you could step on board if you accepted that from the beginning.
And perhaps if you had some sort of exception there, that said if if it was original appointment.
And you sell it.
It has to be in working order, but I mean that's what the wall says. Now if you have a car that's prior to 1978, then you do not have to have a seat belt in that car.
So and and that's that's why it's not illegal for a dealership to sell a car without a seat belt just because there are cars that were made without them.
And there's nothing that requires you to install them in the car that it was not a spiritual equipment. So you might be able to get a law through that says something like if it's not original equipment and it came with a seat belt, it must be in working.
Order.
And that might.
And you could probably get that up to apply to a dealership, but it's also gonna be really difficult to get it to go through to apply to a private seller.
Alright, let's talk later about how to get out of a dealer fee, but that's a separate issue.
It's bad.
Yeah, but anyway, that's the one that's worth. Just noting that in Ohio, if you are a driver of the Amish, you are required to have seatbelts that provide into drive your Amish farmer from Tobacco County to flex into the farmers market.
We were not required to, however, when I asked them, we can be willing to put his seatbelts back in his third seat. So those that have seatbelts, he was willing.
But the point that we could if Ohio could do that, then in the long haul, maybe some take.
No, no, that if if the Amish go places which they do, they work and they fixed or something and they work at the farmers markets, they get an English person to transport them.
So you're a driver for my Amish family on a regular basis.
In Ohio, you must have suit those under persons, but in the second second, you don't have to have any of that.
So you know they've been.
Right. But.
Yeah. So we could someday perfectly belong in the seatbelts.
We can think about that because other states have a president can do so.
I don't know if there's a person anywhere for for seatbelts being required in use cars, because that would obviously help us too. If we do. Other states have it.
Part of the checklist for like states that have annual vehicle inspections.
I know Texas just made the news that they went through and instead of it being genuinely required inspections, they did roll it back to where they got to those.
They no longer require an annual vehicle inspection in Texas. I think Virginia can.
Virginia, Virginia, Virginia. I'm pretty sure that the seatbelts as part of that 'cause.
Hey I was trying to remember.
I remember, OK.
Yeah, Virginia 'cause, my my sister is a sticker on her car, but I wasn't sure.
So seatbelts are on that inspection, I don't.
I believe so. OK.
Anyway, thank you Sarge for next session.
Yeah, yeah, I'm here.
No issue the law.
If we we were reading what was the meeting we had?
The EMS assessment we.
Had Senator Meredith on that meeting.
It's good to have someone from the legislature in these meetings.
Because you get more information from them and you potentially get an ally.
With them like.
Turn Bluetooth transmission really well. She's from KSB and so, but he's he's been breaking us. Any one of our priorities? But we we include him on this on certain meetings as well. So that's for future meetings. Let's identify a legislator we could bring.
At least have them confirmed for her.
So we've also gotten a lot of requests for baby showers around the state to give them extra material and stuff like that.
So the new technicians are going to help us good.
Did you all have something you wanted to share very much?
Right now I'm actually working with Harlan Post, London Post, and Richmond Post.
And we are in the process of scheduling a harslead class.
At each one of the post.
Maybe not like at the post, but it will read with them. I've already talked to Shane Jacobs.
He's in the process.
I know there's like four guys in Harland that's wanting to be certified and I think.
Justin Kearney told me at Richmond there was like 3 guys, new guys there that wanted to be certified. And then Scully Pennington and London was looking to see at the time how many people in London was wanting to be certified.
And there's some.
There's some there that's wanting to.
Get their renewal.
And so that's why I went ahead and set up a renewal class for them.
But I called Sharon last week. So Eric, I'm glad that you're here because.
OK, you already told him. I had three families that came to me and one lady had had her car seat checked from a new trooper.
He had only been a trooper a couple years ago, or has only been a trooper a couple years, and she stopped to have her car seat inspected. And it was.
And one of her friends had had her car seat inspected from a technician and she was like, I think that's wrong. You better go somewhere and have that looked at.
So she contacted me, and sure enough, and it was just simply because he wasn't certified.
But yeah, he was trying to help.
And you know, at the time he thought that, you know, he was doing the right thing.
So and I called Sharon and I was like, hey, we need like to reach out to these troopers that are.
You know, just got out of the Academy and they just don't know.
You know that there's a certification out there that they can get.
Over the car seats, so we are currently working on that right now.
We're in the process of that, so.
Other than that, I really don't.
I'm helping Stacey and Maria with that car seat class.
I'm going to renewal class set up in London.
So just right now with it at the first of the year, we've got a lot that we're working on in the process.
So so those be specified for law enforcement or would be open, it'll be open.
I'll always open it, but I've just reached out to those three post 'cause. That's the one that I share my calendar with.
And they were all on board wanting to have their car seat class, especially for the new troopers. It's not going to make sure the PA OS are in that class.
If they're not certified or certified, yeah, I want to make sure they're still correct. Yeah, they are.
So if you have everything set as far as today registration open, you can send us that.
If there's anything that doesn't already know about it, or make sure we get know about it, or if there are any other, OK we. We'd also put it on our web page just to so that that way we're covering all spaces.
Yeah. And then finally in Manchester, I'm so glad I finally got the hospital on board.
So I'm in the process of talking to a Lady, Judith Bayer, that we are scheduling a car seat class for some of the employees. With the Advent health in Manchester. So.
I've only worked on that for like 5 years and finally, yeah, well, congratulations.
And finally I have.
Yeah, I mean, I pushed and pushed and pushed to get inside that hospital. And so finally just the right person was at a meeting that I was at.
So we're in the process of also scheduling that meeting.
So if they have nursed there it and then in class they can get nursing CE US too. OK, doctor.
For that, OK. Yeah, we need to know.
That's awesome because that we're nursing.
Yeah, I do know that.
There's two for sure that it because she's from.
Told me that she had two nurses from for sure on the OB department that she was going there so.
Susan had something to say.
The third largest language in Lexington is now Swanee Lake and.
Was that Louisville 2?
And.
Most of those families do not know about her.
She's and they're willing, and they don't know.
And if they go to the store violently, they still don't know so.
And the interesting thing is a lot of their kids are very tall, which has been a somewhat of a challenge because they really don't fit in our.
Progression of seats. So it was really helpful, like with the seat from last year, we had some that are specific that adjust in height cause some of those kids are just really, really long and there's a need for. So the need for materials and other languages.
I think one of my biggest obstacles is I speak French and but I don't speak like you know, the 50 other languages and the car seat stuff does exist in some states. So we've been borrowing RC basic information from other states.
But the fact that our our state has so many other languages now, there's more than 29 languages in the life sentence.
So, but, but specifically a large population.
So we're trying to submit that Mark was refugee ministries, yes, OK. And I work with the OR something called Mary Cookie Center, which is actually a Cultural Center because the when you think about the thing that's really hard is the translation services and people are paying for them.
I guess they don't want to share them.
But that's a little issue. Yeah. And we, I've actually worked with the hands programs that we make home visits to people's making multiple images.
And that's usually works pretty well.
But sometimes the translators have never seen a car seat, so that's obviously not in person is probably.
There's a lot.
There's a lot of room to improve, and then the other issue is just red light running, which is a huge issue in licensing. You know, we've had.
At least one child die this year hit by a vehicle, but probably not proper restraint to herself, but to buy a vehicle that ran a red light at first people.
There is AI know there's a building.
I think we'd like devices.
That served.
Him based.
So it's take a picture that would make it legal because right now it's only legal, right?
It is, yeah, but I think this will make it legal for.
Cities, so.
And when you build, I saw that same thing.
I think they were saying that it was to give the cities the local option to have the cameras correct. So 'cause we have the cameras, the lights been used successfully actually to find a number.
Solid number of murders, those are.
This is totally different from block this this is.
There's no difference on the cameras. They have to investigate. So so the the flock cameras are there. The ones that you're talking about. And those are kind of just license plate readers.
They go through entire vehicle to that specific location and go through and run those.
So we'll roll as they made some of those smaller cities inside Jefferson County.
Lexington has some of the hills. Got a bunch.
Well, Lowe's actually has them installed in all of their parking lots and they go through and record the whole license plates in those.
But that is different from the the one that we're talking about.
So yeah, you're talking about an enforcement camera to give somebody a ticket for running a red light.
Right. Is that what you're talking about?
No, no, no.
That's what we think.
You're talking about. Oh, no. OK.
I mean, I don't know what the solution to whatever the solution is. Changing the duration of the yellow light, but I'm just saying something needs to happen because OK, I understood you to say that Lexington already had cameras in place that were doing traffic enforcement. No, no, no.
No.
I didn't know if they could be used for capital.
Your expertise on that?
I got you.
That's the current building that's out there, OK.
Yeah, would allow them to use. It would be, it would be a civil fine and then.
No points to just be a civil fine state of the city as contracted Bill and Bill is talking about would be a totally separation set of cameras. So next so they cameras that exist right now in Lexington or not set up to even allow for them to be.
Able to do enforcement with them.
So the the bill, the legislation that we're talking about.
Would be for allowing for enforcement cameras to be installed in particular cities and those.
Violations. You learn more and so do you know, if you like those tests because the name of the manufacturer is so wok.
So she asked what the bill was.
Oh, I can't remember.
And are you?
Is are you all supporting that? So that's a legitimate.
Topic.
We're monitoring. We're tracking the bills, and we're gonna see where you're gonna go. I think that's KCP stance on that bill right now too.
Yeah. Either support, they're in favor of objection to or following, and I think they're following right now to see where direction we're following put in what else they'll be put in the bill.
Now the way it's gonna work. So what I do this is the way the work zone cameras would work for speed.
You hire a vendor, they supply the cameras, they send out the civil fines.
And then I believe they collect whatever excess they get that goes back to the city.
Or it works on the case that goes back to the state and so.
Typically, I mean the first couple years, it's gonna cost the city or the state.
You drunk all night to start that, and then you'll break even in future years.
The object is to make money. The object is to prevent crashes and fatalities.
And that is called the flock. Is that what you're saying?
I'm sorry, that's the flock.
No, no flock camera.
A flock camera is a camera system that is tied to a database of wanted vehicles.
Criminal deals?
So here's an example. In Etown there was a kidnapping.
They knew that the vehicle was license plate ABC123.
Our dispatchers can put that in ABC123 and it hit on a flock camera 3 miles away.
And our officers knew the direction the bad guy was going, and those cameras are set up.
There's about 15 in our community to where they're reading license plates as they go by.
So if you're looking for a red van, you can type in Red van and you can find it three hours ago. It was headed out to WK.
Way they're dealing flock cameras are dealing strictly with criminal intervention, so we have to have nothing to do with enforcement other than enforcement of the crime that they're being looked for.
And Lowe's has done it, like you said, Lowe's does it because all they do now is they follow the shoplifter to the car and then they get the license plate for the police.
It looks like they pre filed Bill.
An act relating to traffic control signal monitoring systems is Senate Bill 21.
Thank you. Is what's the prefiled for? For the red light force?
It won't until that one passes.
No, no enforcement camera will be illegal in Kentucky.
Correct, right.
So the 38 or any any type anywhere until that bill passes and it still doesn't address the very real issue of an issue of plain yellow lights, because it it is an issue like outbound and counting down to indigenous 18 waters can't stop if you don't make.
That.
Soon.
A lot of spectrum have done so, are they really short?
What is the, you know what the average time is?
They're they're old.
They're different at different places, but there are places where it's problematic, and if you gave everything a read I take. I mean, that's where you would get an objection. I guess you have that.
You've got the right. You know, years ago, people, years ago, I'd heard that it was for every it was 1 1/2 seconds.
Yellow light for every 10 mile an hour speed.
So it's a 40 mile an hour speed limit.
You'd have 4:00.
You'd have six second yellow light.
Jump right back second, second and a half for every 10 mile an hour. It's what it used to be.
Yeah, and I that's way above my pay grade as to who makes that decision, I don't know.
If that's even still correct, I was going to say in in District 7, Natalia McMillan would be the person you could ask on what they do for the standardized signal timings.
The traffic operations for what I'm saying. So she's the District 7 traffic person, yeah.
I'm trying to remember the guys name, Jeff.
Jeff Neal is the person at Lexington Fayette Urban County government. Who's over there?
Their traffic operations. So you so a number of years ago and I think the signal heads still have them in some cases, if you're on Nicholasville Rd. on the backs of the signal heads, there's actually a white indicator light and so that those were installed a number of.
Years ago.
To allow the officer to be downstream for enforcement items and at that time they had gone through and done some adjustments on what the yellow face would be on those roads.
But unfortunately drivers learn from that and when they realized the yellow will stay yellow longer for them, then unfortunately they keep pushing it.
And so it becomes kind of a a cat mouse game of, well, how long do you make that?
You go back and forth that MUTCD does have advisories for what it suggests for that yellow facing on those.
But in some cases, we don't necessarily follow what those timing recommendations are.
So like crosswalk, when you have a specific case for those we have some roads that are excessively wide that would mandate like a 75 second crosswalk phase just for that.
And so we do have a couple of exceptions where we don't follow that, but generally we try to follow what's in that metcd. But Natalia would know for sure what District 7 is doing and Jeff would.
Be able to say what what exactly? Lexington, Fayette doing.
I can't remember which one's the urban boundary in Louisville.
It's the waterson, basically.
So everything inside of the Waterson is controlled by local metro and everything outside of that is 55 Lexington.
I'm not sure if it's in a circle or man of war. Which one is the outer boundary that Jeff Neil's overseeing versus Natalia?
Thank you.
What happened was because.
I was fairly high profile, pedestrian, pedestrian.
Utility following on many others. There actually was a group of owners that she just finished giving a survey of red light running in Lexington.
And where they sent people to multiple intersections that vary and the numbers were pretty astonishing.
I saw that report. Yeah, yeah.
And you can go to a place like Washington, DC. People stop, like, so I don't how we change the culture.
But anyway, that's beyond probably.
That's probably where pedestrian here, but I have red light cameras here, so that's bottom line, yeah.
It's it just came out GHSH.
Press release out today talking about you know, where we were during COVID and where we are now.
We're approaching pre COVID numbers, words citations like and probably not as high as where you want it to, where the major wants is it.
But I mean, we're getting closer.
Actually, our enforcement had a our internal enforcement data is looking really good.
We, we'd like to thank.
I thought I would have argued with you two months ago that our enforcement staff.
But actually, our enforcement has been steadily increasing over the last five years.
The only caveat to that is EU is our down slightly.
And that's actually that's a that's the other issue for other meetings. But that's being addressed.
Yeah, the reason why I'm still here.
I'm I'm. I've got good people in here learning their job.
There's 300 new troopers.
We have connect Class 105 in place right now.
There's only about 45 or 46 of them left in the training right now.
80.
Eight. Yeah, we. But you know not to get on a Segway.
I was good at Class 71 where it could act Class 105.
I started in January, yeah.
We've worked together forever, I know, but the attrition has been been that historically for years.
You don't have to.
People have.
They used to be a little less than that, you know, figure out the law enforcement's not for them. And that's good because, you know, Kentucky State Police must.
But anyway, we do have and I appreciate your your efforts.
Those are my.
Those are my posts on these true so pickled to death to hear that Sharon and I were talking about the need for training and stuff.
But we have a lot of young troops and they want to be out there protecting serving.
He says the Commonwealth.
So we'll get them trained up.
Yeah, I think your prism is a little different though, than global Metro and some other local.
I mean, because I I think they were having tougher time getting staffed up and but I I think they're getting there.
They're not as far as long as as KSP, but that's why I think we still have a little ways to go overall, but.
But I think that's why you're seeing a big decrease. We have a 15% decrease overall.
Always so far.
I think that's a big part of it, yeah.
Yeah, I'll interesting you say DUI is down because I know Susan has the same thing, but we've had more child fatalities with impaired drivers in the last year.
It's not a huge down.
I mean, we're not.
We're not talking about 85%.
Yeah, I mean, but but it is slightly decreased our enforcement numbers, but a lot of that is also training new troopers.
Recognize, I mean, six months of training teaches them everything that they need to be prepared to get in the road and do a year's probationary training.
You know, so it's it's a training curve that we're we're getting ahead of. Where can you get ahead of it? The one thing too, I worked with PJ, you know, he was in Bell County.
For I've known PJ long time our boys played against each other in sports and everything.
But one thing I've always admired about PJ is he's root. Like he really cares about.
Even when he was at Bell County.
Like he really, he really cares about the child passenger safety side of it. And I was going to thank you for that too, because my experience in the past year and yours is like we recruit people, we work really hard. Their agencies need to be doing it, but.
When they see what it actually takes to run a program, they don't follow through some of the agencies.
I mean, they don't give the new text the support they need, which is a part of why we're losing people because their agencies aren't standing behind them like ASP and it's.
Really appreciated that you. Well, I appreciate hearing that from both of you.
Commissioner Burnett, I mean, we look, he's my boss, he tells me what to do.
Actually my boss is at the house, you know? But no, I mean, we have the same vision, you know, Commissioner Burnett is very community oriented.
He wants to do what's right.
He wants to ensure that our communities are safe and look, the fact of the matter is that my future troopers are riding around in car scenes, you know, and maybe some of my troopers, but.
So by spelling, our future trippers are riding around our car seats. We want to make sure that they're safe.
And so our troopers will get them.
We'll get them trained up and get them where they need to be and too. I mean, I have noticed a difference in my area. You know, my area is Belle Clay. James.
And I mean, these new troopers are out there and they're really enforcing.
I mean they.
I mean, I've I've noticed a big huge difference in it, so that's why I reached out to them.
I was like, hey, listen enough.
Think you just got some new troopers that maybe doesn't know that there's a certification out there?
And let's start by.
We'll get that information.
So it's pretty good overlap sidetrack the per SE bill is.
House Bill 34 is the number for that from our last meeting, I sent it to the meeting chair.
I don't meet everybody outside of it, so if anybody is talking to anybody whose house bills 34th, I will thank you.
I'll attach that we're going to send out a follow up communication summary.
Go ahead.
I have another meeting that I have to attend.
Question I wanted to say this before I leave and so I I got plenty of food. So don't worry. Yeah.
So.
I talked to major.
When was it?
A month ago or something like that. And so we were talking about education and I think it's gonna dovetail good with high five. And as we go to high 95, because we're gonna have.
Ed, what do you think 20 to 25?
Op contracts for for grants.
What, however many grants we have with old people, that's, that's where we need to focus.
So each region.
Each Leo region might have five or six of these grantees, so that's we need to coordinate KSP and say, OK.
You've got this county, this county in in your post.
Maybe it's post one?
We have 3 counties and post one. Maybe we have 5 counties and post two wherever and coordinate it that way.
Unless, unless you guys have a different, maybe you're trying to hit every county.
I don't know. Yeah.
No.
My feedback would be like Bill and I talk extensively about this.
I I very much. I very much appreciate the opportunity to be part of the team here to address these things.
Ksp has always been on board, with always saving, and our young troopers that are out there, I'll be honest with you there just as excited about the intervers as they were 31 years ago when I started my career.
I think I think moving from our high five in Perry County to our high five in our five count identified counties is going to be a really good snapshot.
What are?
What are expansion capabilities are?
And I'm I'm confident that that from my perspective I've got posts that can take on an account and we can expand account. We identify additional counties, we can do that.
The only thing.
And just like all of us, I'm no expert.

 **Judith M. Price** 46:36
Do you something?
Do you have a little bit of an escalation?

 **KYTC C118** 46:39
I would always caution.
I always take calculated steps and I wouldn't want to expand too big too fast because I wouldn't want to be able to monitor and make sure that we keep it controllable.

 **Judith M. Price** 46:47
Yeah, that's good. Let me see.

 **KYTC C118** 46:53
Measurable. And if that makes any sense.
Well, we yeah, it's not set in stone yet, and so we'll, we'll we'll keep that.
We'll keep working on it, make sure we have it right and we don't wanna.
It won't too thin rocker.
Well, it's like we said.
If I misspeak correctly, bill, you know what the big issues of he and I were talking about is?
We can only enforce our way in The CW so far.
We've got to.
We have got to educate our public now, seeing a trooper out there stopping people, you know, at these at these high 5 counties and seeing that in a controlled environment where it's not just all this overtime is expended in 30 days and it's over.
We're staging this out.
That's what Brittany's doing.
She did a great job of making sure that money is is managed to where we have consistent flow of enforcement.
So that we have a consistent repeated visual cues to the motor Rep public, whether they're being stopped or not.
Stop them again. You know, and they go.
I need a shirt, but if my seat belt 'cause.
When they stop them and when they stop their little county diner. If you're in Jackson, KY and you stop the country kitchen and you got a seat belt ticket, you're going to tell everybody there that you're that's education major. I want. I don't know if you know this.
Last year, Bourbon County was my high 5 county and.
They spent more of their funding on officers going to schools and stores on education than they did on overtime.
Is kspoi mean because you're talking about we can't enforce our way into this, and I understand that.
I agree with you, but KSP is using some of that funding for going to the stores and going to schools. And are they strictly using it all for education?
Because it is for, it is for money. That money is for education as well.
Right. Well, and that's where it was.
I wanna steal the conversation, but there's 16 state police post strategic bills for this ad nauseam.
He's like I've heard this.
Well, then, there's six things strategically located around the state.
So each each post has not only post Commander has operations, Lieutenant, investigate, Lieutenant.
The the other lower level supervision, but it has a public affairs officer assigned to that post and then that that post officer not only answers to the post commander.
But also reports to KSP Media relations, which is the KSB headquarters.
And that's where my office and Sherry Bray, Matt said.
And team run KSB media relations.
Under there, in a different division, but they are 60. Being down the hallway, I see Sherry Bray.
Well, I'm not in the office every day.
I'm mobile.
I work, but I see Sherry Bray probably or Matt Setteth once or twice a week.
So we have conversations constantly and we're working on.
We're actually working on drafting out.
We're probably gonna include it in our education grant proposal for this coming spring.
What we're gonna end up doing, but I've talked. I've had conversation about. I wanna wanna develop an education program out of our media relations, which is gonna go like that to 16 post public affairs officers.
And the troopers that they have as resources to be involved with schools, because to my point that I made with Bill, if we don't start addressing seat belt use with our high school students that are getting that are turning 16.
And get them wearing seatbelts now.
Then we're not going to get them when they're 20 only. We're going to get them when they're 20, is we're going to be riding them a tick.
So we need to change behavior by educating and so.
We talked about is that.
Yeah, yeah.
So part of that they might be the outreach portion that 'cause that you might have some collateral effect there, which will help us with nitza.
Outreach portion of the high five projects, no.
Well, like the the bill, the community collaboration thing or, you know, like the community outreach, right, right.
So that I think that's part of it.
That would be.
I don't count. So we were trying to do some good and also check the boxes for.
Yeah, I'm. I'm familiar.
Yeah, but maybe doing good things. I think that's gonna be excellent. But it will also help with some.
But I'm gonna let Ryan take over now. And sure. Thanks. Thanks guys.
Thanks, bill. So rob.

 **Fisher, Ryan R (KYTC)** 51:56
Yes, so y'all.
You all kinda hit on a on a lot of it, but as far as the high five, we're we're off to a very successful start this year.
Since the last meeting, we've done our kickoff events.
And just so you're aware, the the counties we're in this year is Perry County with the Sheriff, Joe Engel, Pike County, with Sheriff Rodney Scott, Grant County with Sheriff Brian Maines, Taylor County with sheriff.
Dickey Miningfield and then Lyon County was Sheriff Brent White along with.
A KSP representative from each of the post in those areas, and when we did these kick off events, the flow of these bill and I basically kind of split up and just kind of introduced the event.
Basically, the sheriff bill and I, KSP spoke at each event, along with the county judge executives, and they were very successful.
There was a lot of.
Of media that was in attendance, it was very positive. And then the, you know, they did.
They did some post interviews as well prior to to actually kicking off the event. So these these went really well and then just kind of moving forward with high five. I got, I got to give kudos to to Ed. Nate.
They've they've worked hard to try to to revamp our system to where agencies can actually apply.
For this type of grant.
And and Nate and I talked yesterday and and you all talked about not trying to get too big too quick, but if these are working in these areas, it it would be nice if they could continue you know the next year and the next year, but Nate and.
I kind of talked and we looked at our budget and we thought it was is realistic to to put $30,000 in each region, which would be.
$10,000 for three sheriff's offices in these areas.
Along with the 10,000 match for each agency that participates with Kentucky State Police.
And so, yes, Sir. Go ahead.

 **KYTC C118** 54:07
Can I interrupt for a second?
There, there could be some people in the room who don't necessarily know what high five is, I'm guessing.
So what this was was.
Kentucky was one of the pilot states that did this.
There's a new program that was kind of sort of going through nitsa, but not really officially through Nitsa and what it is is occupant protection based program that really.
Focus is more on education.
Less and more so than like the enforcement, we're going to give you a ticket type of thing.
So like a lot of in the past, most of Nitza's experience highway safety grants have been all to law enforcement agencies.
Anyways, they have been all about citations and arrests for DUI and so on.
Or this is. It's not that it's not a part of it, but it's not the major focus.
Really, the major focus is the community.
Vacation portion and teaching people what to do through education means versus teaching them what to do through a citation.
Not that they're not still doing that because they are.
But that's not necessarily the focus of of these projects, so that seems.

 **Fisher, Ryan R (KYTC)** 55:26
Drew Drew actually went through a go ahead.

 **KYTC C118** 55:29
Often.
I was the $10,000. If it's for education, wouldn't that be a good use of money to have those people certified in CPS to be educated?
Has enforcement. Each agency is required to do 2 joint enforcement.
Things it has education which you know takes many forms. You know, as we know.
And have to do one thing. Education Park you have to do 2 social media posts.
Month and then the.
Engineering, which we're getting ready to go do counting Rd. surveys right now and look at problem crash areas.
The other, the newest thing that has to all of our other partners don't, is evaluation.
Yeah. And that's what makes it different.
Somebody's actually looking at. Did what we do make a difference.
And but yeah, go ahead with your question there.
I just wanted to.
I just to know if that was going to be part of the plan for those counties.
That I would be.
Not necessarily required or whatever. Would that be part of the education or just?

 **Fisher, Ryan R (KYTC)** 56:39
I think it's AI think it's a really good idea for the the CPS side of it, but as far as the program itself, it's basically mainly focused on seatbelts and you know for those of you who've been at the last few meetings.

 **KYTC C118** 56:52
Did you sleep well?

 **Fisher, Ryan R (KYTC)** 56:58
Or the few OPS task force meetings. Drew actually did a presentation on on the the program and we've we've talked a lot about it.
So is there anybody that has not heard about it?
Before we continue on with this or.

 **KYTC C118** 57:15
I just wondered if there were good.

 **Fisher, Ryan R (KYTC)** 57:16
There.
Yeah, I think.
I think everybody should be pretty pretty well versed on on on the program from the last few.
Meetings that we've had but.

 **KYTC C118** 57:30
It's helpful to hear the compounds.

 **Fisher, Ryan R (KYTC)** 57:31
The.
We actually did a had.
We hosted ALEL Summit a few months back and did a high five session there and.
The we've also been asked to present the the High 5 program at National Lifesavers.
So Ed and Bill and I will be going there to, to take care of that and then also major Walker's gonna be speaking on behalf of Kentucky State Police.
So we're excited to to be doing that here in the in the near future.
And and Bob just mentioned, we're, we have all the the road safety assessment scheduled.
They'll be coming up in the next month and 1/2 or so.
Major, I'm sorry for all the the flood of meetings that I've sent you.
I've I've got some more.
For the the monitoring visits as well, but.
They're they're coming up and it's it's really a, it's a, it's just a good opportunity for us to part of the High 5 program is is for is it incorporates to all the ES and the engineering side of it always is overlooked on traditional nitsa grants and so.
We're going to be going through these counties and with the engineers and, you know, looking at different road conditions, hot crash areas.
Just low cost, no cost improvements.
Can be made to where we can prevent crashes and and fatalities. And so that's really the whole idea.
And then I think Bill also mentioned we'll be transitioning to what we're calling the high 95 and and that's not to have 95 grants, but that's to try to get our seat belt usage rate up to that percentage.
So that's kind of a kind of where we are right now with the high 5.
Does anybody have any questions?

 **KYTC C118** 59:23
Replay.
But I'm glad you brought that up because I when Bill said five or six for Al District, I think I think we talked yesterday and we said sorry, it's that you have that.

 **Fisher, Ryan R (KYTC)** 59:41
Yeah, yeah, we don't we wanna.
We wanna try to to maybe, you know, start at that three I think and I think that's a good number and that's kinda what our budget supports. And you know it's a it's a, it's a new program and and it's it's a there's a learning curve to it.

 **KYTC C118** 59:48
Yeah.

 **Fisher, Ryan R (KYTC)** 59:58
And we're gonna have to make some changes.
I I mean there's I don't.
I don't see us doing 12 kick off events. We may have to do 1 main event at the at the Capitol or you know at the state police.
Or somewhere.
But there's just, you know, there's moving forward.
It's exciting because I know it works.
The results have been really well.
We don't.
Nitza still has not approved the final numbers, but I do know in these counties where we've done this.
It is really improved the seat belt usage rate a lot.
But and you know a lot of, I mean, just to be honest with everybody, you know, sheriff's offices.

 **KYTC C118** 1:00:38
I don't.

 **Fisher, Ryan R (KYTC)** 1:00:43
Their elected officials.
And so they're they're not out to try to see how many tickets they can write. A lot of times, especially election year and and we actually started this pilot program during an election year and it gave them an opportunity to go talk to the public and speak to.

 **KYTC C118** 1:00:57
Yes.

 **Fisher, Ryan R (KYTC)** 1:00:58
The public and get paid to educate them on seat belt usage and so.
Moving forward, I think it's gonna be a very, you know, very successful. And I really look forward to seeing kind of where where it all goes.

 **KYTC C118** 1:01:16
I just wanted to put in a a supportive plug for what Sharon said.
That, you know, we're trying to to marry it with child passenger safety. Since we know that people properly buckled up, buckle their children better too.
But just as a way to, well, I think take, you know, I could be misunderstanding Senator's question or or.
I guess a question.
Yeah. So like when I when we say that it's education based, it's not so much in educating like police like say like paying for people in the Police Department to get CPS certified.
It's like the community community and teach them right.
Which would require that.
I mean, I don't, but I have even.
There's a basic law enforcement CPS class too, right? That would be perfect because, I mean, obviously not all law enforcement, it's gonna be certified technicians.
Yeah. Yeah, got it.
But at least they can have the basic education to then go to whatever group they're going.
So when they talk about the adult seat belt, then they can also talk about.
Strip because if they bumble up their kids, they're more likely to buckle up themselves.
I agree with you 100%.
But here's one of the things that maybe we didn't cover is that these are in rural areas, which is basically all of Kentucky, right?
Yes. Yeah. And a lot.
And you know that this is as well as anybody else.
It's not.
It's difficult to get police agencies to sign up to get their officers to be CPS certified, right?
Very much and I would guess that it's even more so in these rural areas.
You know what I'm saying? Yeah.
But that's why I'm offering you a one hour Class 1A half hour class instead of three days, right? Right, right.
But it would be so nice if they knew the information when they're at the community and somebody said, hey, how about this?
And they said, Oh no. But I do think it's worth talking about more later about maybe if you can incorporate some CPS in these high five projects, yeah.

 **Fisher, Ryan R (KYTC)** 1:03:17
You know, I think something else too is is another part of the High 5 project is the.
There's they do a lot of.
Road checks. And so I think that, you know, having somebody at those that that an officer that that is certified is a great idea as as vehicles are coming through, they can always check those. And so that's one way that we can definitely incorporate that into the program.

 **KYTC C118** 1:03:45
Yeah.
There you go, Ryan. I'll take that, Ryan. I agree.
100%, you know, out of 73 out of 73 hours.
And road checks incorporated and we cleared the DUI.
There was 15 total arrests.
You have speeding.
Citations were 11 during our enforcement efforts, 57 per seat belt.
Two were child restraint.
And other citations.
Other traffic citations totaled 105.
And then you had courtesy warnings were a total of 2.
So that's just KSP numbers out of our out of our current high 5 initiative for basically the first reporting that we have numbers.
So it's kind of across the board.
It's really touching everywhere that we're that we're need to touch the like you said earlier.

 **Fisher, Ryan R (KYTC)** 1:04:47
Good to hear, Major.

 **KYTC C118** 1:04:48
Teacher people need to be riding in car seats now so they'll transition to seatbelts, poster seats and seatbelts.
So I see a connection, but yeah, I think it's really important to to give them the education that the officers that makes them comfortable, because if you want people to educate their community that there's something they're not comfortable about and we're putting them in a difficult spot and.
So they really would like to be comfortable with at least basic stuff, because then.
Or they're just lawn more than they the public thinks they know at all.
Right, right.
Just like the answer, right?
There's not even a lot of history to give, but like the first year, whatever it was three years ago, I guess whatever it was pilot year and it was in full accounts and it was somebody else's program basically to run.
We were just helping them pick the counties.
That was kind of sort of nits to fund it.
So we wanted to continue with it.
So we did it this current year that we're now.
That's awesome.
And so we had a meeting last fall sometime with Nitza to say, hey, can we use NIT funds to continue doing this project because in the past like I said before, it's about the enforcement. And as Bob said, it is a portion of this project, it's not.
As traditional as the other projects work.
And Mitzi was like, yeah, you can't.
So we're in the position now where we're kind of making this our own.
So that's why I was saying we can have discussions about.
Just kind of developing this as we go right now.
So when we get the grant view later and we're deciding what we're gonna do with these projects, we certainly can look at putting some of this stuff into. Well, I mean, if it's one hour, you could do that like roll call training, which is a very.
Useful thing and it's all police work to do it pretty much.
I'm just a one hour class different this year I and I wondered how it would work and it was amazing.
But Scottie Pennington out of London Post did shop with the truth and invited.
And I gave out information after the families checked out. I gave out information to every single one of those families about child passenger safety.
And then I was kinda over to the side also. So like if they wanted to stop and ask more questions about child passenger safety, it was great.
We touched 100 and some families.
There that day and I wondered how it worked out because, you know, it's kind of hectic and you're in Walmart. And but the way Walmart had it set up, there was like one whole section that was just for them.
And it was great.
So I mean talking about education and reaching out to these families, I have to say, don't go back until I was bragging on them, you know?
Scotty's had got even.
Shane, Scotty, and Justin. They are really good about going out.
To the communities and educating, I mean they they really are.
And then like, they'll contact me and said, hey, we're doing this. Do you want to come and, you know, give a little bit more information out about child passenger safety and and they're really good.
And then this year, you know, I'd help to stop with the trooper before just kind of helping. And then this year, he said, hey, why don't you bring some information and get out to these families about child passenger safety?
When?
I find, yeah.
And it and it went like it was. It was really good.
So.
Also.

 **Fisher, Ryan R (KYTC)** 1:08:31
Sharon, you were talking about the about the hour training class and you know one of the things that just kind of came to my mind is.
In in doing these, initiating these high five projects, part of the training is.
Is Drew and I go in and and do a training session for and and drew won't be involved next year. It'll just be us, but we go in and we do a training session on how to do an actual seat belt survey.
And it's not, you know, you count 100 cars.
It's you.
You take an hour and you and you. Whether there's fifty cars or 500, that's what you're measuring. But that at that training that might be a really good time to incorporate that class as part of it and and get, get them trained then.

 **KYTC C118** 1:09:12
Play.
Sounds good.
Brian, there is that social media component as well.
In future years, maybe we could put in a requirement that of the 24 social media posts that you have to post at least five of them could be CPS related or something like we could do something like that where it has to specifically be CPS cool and.

 **Fisher, Ryan R (KYTC)** 1:09:45
I think it's a great idea.

 **KYTC C118** 1:09:49
Also, like you said, we were talking about, it doesn't have to be an original bug.
Right. So we could even push forward a year's of post freeze all put out.
So I kind of control that conversation a little. Passenger Safety Board is always got stuff that's not going to get really good.
So you just have to take your stuff and we can send it, or even something that dream of posts or something like that.
Just be like, hey, here's one for this font. You can't.
Yeah, yeah, yeah, I like that.

 **Fisher, Ryan R (KYTC)** 1:10:27
That's good idea.

 **KYTC C118** 1:10:35
I know you're at ski lodge somewhere.

 **Fisher, Ryan R (KYTC)** 1:10:39
What's that?

 **KYTC C118** 1:10:41
Are you at Ski lodge somewhere?

 **Fisher, Ryan R (KYTC)** 1:10:43
I wish I've kind of been a little under the weather and I wish I wish I was there in person with you all, but I didn't want to spread my germs so.

 **KYTC C118** 1:10:44
I will put you down.
Please.
I appreciate that. Thank you.
Have a big roaring fire in the background.

 **Fisher, Ryan R (KYTC)** 1:10:58
It's warm.
It's warm in here.

 **KYTC C118** 1:11:06
So that everything we got for.
Is there anything else you wanted to add, Maria?

 **Fisher, Ryan R (KYTC)** 1:11:13
No, that's all I had. If if anybody have any other questions or comments or or suggestions on as we move forward, I'd be, I'd be glad to take any anything in.

 **KYTC C118** 1:11:30
Go on.

 **Fisher, Ryan R (KYTC)** 1:11:30
Alright, thank you all.

 **KYTC C118** 1:11:30
Go on.
Thank you, Roy.
Sharon, did you have any updates to add?
I I kind of lost track because we got into back and forth conversation bringing on your updates, OK.
You're kind of bouncing back and piggybacking off that.
Is there anybody in our online audience that wants to give an update on their activities coming up or technician or instructor training?

 **Fisher, Ryan R (KYTC)** 1:12:09
One more thing I'll I'll add is just just so everybody knows Nate and I talked a lot about this yesterday and Ed, maybe you can chime in and and kind of give us an update as to where we are. But we we traditionally always opened up the the.
Application process.
The month of December and it still is not open yet.
Ed has made some changes to it and they're working on that and so.
We're gonna have plenty of time to get everything done, but it it will be open and it will be open for an entire month as soon as as we're able to.
And Ed, do you know where we are on that?

 **KYTC C118** 1:12:51
I need to test whether or not what they put in their works on the application and then I have to test the claims. So when we're talking about adding that the high 5 component in there, it meant that we had to go through and collect all the social.
Media posts collect the community outreach events, collect all these additional pieces.
So I have to validate that those are working so they have theoretically gone through.
You had made the last set of updates that I had sent, so if I wasn't here right now, I probably would be reviewing that right now. So I have to be here, but I hope is that that this coming week.
So whether that's a call out on Friday or whether that's a roll it out on Monday, yeah. And we talked about this, I guess.

 **Fisher, Ryan R (KYTC)** 1:13:32
Sounds good.

 **KYTC C118** 1:13:42
Sometimes yesterday.
Nothing on the grant tee and is gonna change in terms of how long you have to complete the application.
So if it goes live next week, it should may or may not soon anyways.
What we will the bare minimum you'd have a month to complete the application and it's not out of the realm of possibility that we might say, OK, we'll give it to you.
End of February.
So if it goes to live next week, you've got a month plus.
I can't say that for certain, but look, and I can't say for certain is you have at least a month to complete it, and then we'll push our time frame back.
Everything will we got plenty of time. We're not running short on time and we will make sure we give you at least a month to complete the application.
Last year we started in January last year, so it it started January last year, not doesn't matter, so.
So we're probably a week behind what we were last year, maybe 10 days behind.
Wait, wait, where's that right?
But it's is there a link on there for like I know 'cause now.
How you do your grades is a little different, but I had Nicholas. The reason why I'm asking this Monday I had Nicholasville fire department to contact me and I asked if there if you all had opened the grant yet because they wanted to.
Nicholasville Fire Department wants to apply for a grant.
For their CPS program, so will there. Will there be a link on there that will get them to the?
So on our highway safety, when I go web page there's a link over there on the right to go through and say to go there and then we should have a link on the WordPress site as well, right? OK.
For the grand cycle, and when it goes live, we I will have a link on the highway safety.iky.gov so the the top banner on it will say the application cycle is open now.
Keep in mind they can go ahead and pre register now.
If they're planning to do that, they can go ahead and say, hey, I want to register to become a user by getting account set.
So it's it's pretty.
So the URL is kohs.intelligrants.com.
And then like click on new U at the bottom right there.
That new user.
And so I I go through Nate and I operate those backups of each other, but I go through and review people.
Down in Butler County.
4th District Fire Department in my 3 and registered the other day, so I assume they're planning to the announcement. What he's talking about. Application name as well this year.
So, right.
Just looking for a good segue to mention that so but but we have had several other smaller agencies that have been on Monday and I ask if that.
Had come open yet and I said no, I said. I'll find out more of our neighbors.
I, like you, say the the big difference is for going through and allowing for the high five type we go through and we're asking OK, are you interested in being a high five type in the application and then we're going through and saying in all the claims we.
Going to go through and provide where people can go through employed social media posts where they can buy community collaboration events and so forth.
We added a whole bunch more pieces that I have to validate.
Is this working as we go through but they can't.
They're not eligible to be part of the 551 if they're not in those five counties, right?
So that only applies to people applying for those five counties.
I was.
I was trying to explain why it is that we don't have it already rolled out right now.
OK.
So the application instead of just being copy 25, make it look like 26.
That won't appear on the rest of ours or anything as of right now, we don't have any big changes to it, so there aren't any additional questions versus what you saw last. And if law enforcement was interested in from a new place.
But they weren't.
By counties that wouldn't appear on their standing orders.
Or they wouldn't be eligible, or as of this year, we're opening it it originally it was 5 counties and we just selected the five counties.
As of this, it's still, it's still the program is still operating under the same name, but as of this year, we're going to be up to anybody. Wanna know if there?
'LL be part of the review process. If they're not a rural area, they probably wouldn't need to right 'cause if they were, they could. Yeah. But they. But you know, it's just like anybody. Like when we have law enforcement applaud.
They're no longer.
Yeah, it's all part of the process.
Thank you 'cause. It just ask us.
It's not just with any law enforcement agency that selects that applies for a grant.
Well, basically it is correct.
There's a little thing that says, hey, do you want to participate in this program or at least be confident?
If you say yes, it'll kick you over to that application instead.
Yeah. And we're just used to calling a high five because that's how it always has been.
We probably should get in the habit of probably calling a high 95 moving forward.
As long as we're not referring to 95 people have enabled.
Yeah, but yeah, our our test application here.
So if I come down and go not to one of the normal ones, but just one of the law enforcement ones, then we're going through and asking and test is not the fastest in the world.
So I'm just gonna apologize for it right now.
But when we're going through and asking those agencies.
For their application information.
They're going through and filling those sand. And so we're going through and saying, are you a sheriff, office are and you're applying for an occupant protection focus grant.
Are you interested in doing a high 5 style work?
So we're just going through and adding that additional question, but if they become that type of grant, then the expectations would be that they would have other activities.
So on the claims associated with this, it'll be capturing a whole bunch more blank. So I have to.
You have to program all those.
This will be a dumb question, but do they know what the high 5 stall grant is?
First, all of my Sheriff's Office, except bourbon and grant are gonna call me and go. What is that?
Because the LED never told them that this was gonna be an option.
This is the first. Bob and I are just hearing about this in here so.
I said.
Now you know they're gonna call you.
Everybody's gonna when I see this.
When they see this when the sheriff's offices see this, they're gonna call us and go. What is this?
I'll. I'll get something very similar to the region map that's up there.
I'll get a link like a hyperlink and then it says what is high 5.
Yeah. And I'll tell it to go to.
They won't click on it.
They'll just call Bob or me.
I'm just curious because that's the first we've heard that it was going to be in the grant like that, that they could apply for it because I have already talked to some counties.
So they know what's coming.
We would be limited in how many of these grants we could have because of our budget. This will be $30,000. That's three.
Well, we're going to give you more money for them.
Obviously now it gets worse.
We're finding out what we also just talked about that yesterday.
Jeff, you keeping up, brother?
Now is the time to pay attention.
OK.
Maybe before applications go live, we should.

 **Liles, Jeff (KYTC)** 1:21:28
I I like the sound of more money.

 **KYTC C118** 1:21:32
Wait.
I like your sound more than three and send them the link to the High five page so that they know what it is.
Before they get there.
I mean they can.
They're still gonna.
They're still gonna be.
I know they're still gonna be an issue because the sheriff's never see this and the sheriff's don't have access to that.
You can.
We can send it, at least we can get it.
Would never have a slot. We wouldn't have this, so we would have to go to the sheriff and the project director. And then when they call you, you could say, well, I did send you the information.
But if you want to go find that e-mail, I'll resend it, since since this meeting is gonna copy 3.
Three of the LELS out of the four, so will law enforcement activities. Then we're going through saying, are you willing to post to social media?
Are you willing to conduct community collaboration activities?
So we went ahead and added that on the application. That way they know to expect.
So and they'll click yes to those.
Well, just saying so we added that inside of the application so that they know that we're expecting them to do those and the other activities is down there below that.
And so on. The other major we say, hey, are you going to participate in each of the different types of mobilization and so forth? We just added that below that.
And you're wizard? No, I just.
I have to painstakingly describe how I want this to appear.
But.
The client will capture all the activity types on this. So just like if you had a checkpoint, they goes here and said did you have a community collaboration event and then it's going to go through and ask them to provide the details about them.
If they had social media post, it's going to do just like a checkpoint and turn on those sections when they've got. If they don't have them on, they don't have to worry about it. But if they have them then it turns them on and it will be turned.
On for all the law enforcement agencies, not just the grants that are the High 5 Titan.
So that means they may be a little bit too proactive.
We'll be able to get the cool details.
You don't have that memorable counts.
And the ones that are ruined are really real now, which can be a lot going to be a lot of calls better than what you get.
The efforts.
The link is going to be great that all that be great, but they're going to go.
What the hell is that? Troy? What's this?
Do you want it all good?
We'll make it happen.
I can put the icon on there, just put my phone number.
You like talking over your code?
Bring it on.
We'll just put.
We'll put a hyperlink that says call Troy and I'll just click that.
OK.
We'll make it happen.
We'll make it happen.
Does that look OK, Ryan?

 **Fisher, Ryan R (KYTC)** 1:24:29
Set.

 **KYTC C118** 1:24:31
That that look OK? I I haven't shown you what the actual lock up look like, so I'll I'll have a law enforcement claim in there with stucco, man. Probably this afternoon or tomorrow morning. One of the two.

 **Fisher, Ryan R (KYTC)** 1:24:33
Yeah.

 **KYTC C118** 1:24:46
I needed to goofy.
OK.
So if anybody online wants to provide an update about glasses and such, just raise your hand and then.
I don't know if there's anybody that wants has anything to provide. We do.
Let us know raising your virtual hand.
Real quick, we had invited the Kentucky Transportation Center and staff specifically.
Unfortunately, she's under the weather. She's been in.
She's kind of been Ryan's position.
She's been battling something and still recovering.
So I'm gonna give a real quick update.
They do. Our seat belt survey annually, so they have that grant.
To perform that task and work that project and see your long project.
And they pre select.
They send us a plan and send us their counties and where they wanna do their site surveys and check through the road surveys.
And they recently well back at the end of the summer.
In a minute, send us the seat Belt survey results for 2024 and the overall rate for 20/24 was 87.8% usage rate. This is a 1.6% decrease from last year, which was 89.4%.
Compared to 2023, this was a greater decrease in seat belt use among drivers.
Than amongst passenger.
So there was a greater decrease in the number of drivers wearing their seatbelts versus passengers.
They also witnessed a greater range in usage rates across the state or individual sites throughout the state that we typically have in the past. So the usage rates were below 80% and three of the 15 Counties Survey and that was Floyd, Harlan and Wolf.
It would be great if we could get 5 participation in those areas too future.
She said one more thing worth mentioning.
They noticed a large percentage of vehicles with tented windshields and front windows tinted, making data collection a bit more challenging.
And that's something we've talked about from our perspective.
Learning how to do roadside surveys.
These are little little things that make it more difficult, you know.
And they have more experience in where those struggles are, and that's part of the reason that we grant that out and let them do it.
They know what to look for and how many years. Ryan, do you know how many years they've been doing the site or the seat belt survey?
You pay.
Yeah, I mean forever. OK forever.

 **Fisher, Ryan R (KYTC)** 1:27:55
Yeah, as long as I've been there.

 **KYTC C118** 1:27:58
Well, the official state, you are correct.
Add districts used to do their own.
But the official seat belt survey that the state submitted.
Our official thing, my knowledge has always been done by you 'cause how it's used to be a migrant. I always had to do one at the beginning of my grant and then at the end of my grant I had to do another one and they made us Doc.
Like where we were at. So both times we had to go back to the very same location, the very exact same time and everything.
And then I was sent back up to you guys.
OK. And at one point like this was 15 years ago?
This may or may not be what you're talking about.
Yeah, ads all did a seat belt survey, and that was the only time we've ever had a seat belt usage rate for for all 120 counties.
So we expanded to.
We had 609 inventory sites, so we covered all 120 counties and every functional class in all of those.
So now our our statewide surveys go through and do 200.
215 sites are just roughly around that.
And so that those go across the state, I know I'll I'll probably haven't done a seat belt survey like they probably took out on my grant six or seven years ago.
Right, correct. Because I've not had to go out there 06 forward if if we're trying to go through in spy where the the statewide surveys are.
So we've got 06 add on our website right now.
It used to be illegal.
It used to be illegal to have tinting beyond a certain level.
But there's a do not can't.
It's. Yeah, I'd, I'd have to.
I'd have to have that statue.
There was a statutory change several years ago.
It's it's only.
It's only for what they're talking about. It's OK.
Yeah, there's a depth a distance from the top to the bottom down.
I do think there is like a law that says it's so much light, has to be able to pass through or where 'cause there are tent meeters out there and this is forever ago we had long way too long discussions with MITS.
I think it was like 10 PD.
Wanted to buy tent meters with their grant funds and it was like no, not gonna happen.
They weren't against them. They were just paying for them.
So.

 **Fisher, Ryan R (KYTC)** 1:30:22
That was Alvin Cook.

 **KYTC C118** 1:30:24
Yeah, yeah, you're right.
It's hard to see kids in that, too.
Yeah. I mean, it's hard to see if something isn't there that needs help.
And we do also have out there if you were curious where the counties are that we did for the survey.
So we do have a a dashboard so.
Let me check.
And it does have multiple years loaded into it.
So if you're trying to go through and see year to year, so on these counties, the counties that are included change on a set schedule, OK.
So, so we we go through it and change those every so often.
So they kinda go.
Won't necessarily be there for all the years that are available, but they'll be there for for quite a few of them.
I was gonna say I can blow it up if if it's not.
Big enough and in here if you click on rate, you can actually tell it to sort, vibrate.
So if you're trying to look for what the lowest rate was so Floyd County was the lowest rate where 2024 of the counties where we had surgeons, we've had very preliminary discussions about potentially doing different things with our seat belt survey in the future and 1:00.
Of the ideas that has come up is.
Potentially somehow getting a seat belt usage rate for every one of the 120 counties.
But that's so you tell me your card can stick that back.
No, no, no, it would.
It would.
It would still be a part of our official survey.
I'm just kidding, but it's just that there's a very preliminary talks right now.
It's hard to see.
Well, that's why I was telling Troy.
I mean, I I did kind of. It made me see in my county, like at the beginning of my grant. After I went out to like the counties and did.
Educational programs. And then whenever I went back toward the end of the grant to see if I actually got to see that one-on-one. If it really did change anything or.
Is that all you got on that, Ed, or do you think you got another?
I.
I just thought the visual might help with.
Yeah, I just wanted this trying to explain where we're at.
I wanna make sure you had all your tools up there.
OK so.
Stacy, do you have something that you want to add on?

 **Frederick, Stacy R.** 1:32:59
Not necessarily.
Add it's kind of just an update and a follow up question for you and Sharon because the last time we we spoke we Sharon, you brought up the fact that the grant says something about car seats being available in this area to be checked even when the health.
Department is closed and so I did reach out to Corey from the RFD and he did.
He did.
He did verify with me.
That his certification is lapse and that all the ones there are pretty much lapsed too. So there's nobody there that has their certification, but they I still some of my seats there and we talked about me getting them back but he messaged me and said that he would.
Get back to me about scheduling a class for recertification for him and some of the guys over there.
So I was just wondering, can I leave them there if he schedules a certification class with me?

 **KYTC C118** 1:33:53
He's just storing them.
That's fine.
I don't want him to be using them though.

 **Frederick, Stacy R.** 1:33:58
Yeah, I think he would.
He has been.
So do you want me to tell him? Hey, you can't give any of these out.
Until your certification is back in date.

 **KYTC C118** 1:34:11
Yes, their certifications expired.
Those boys are still checking them because I've got two my my boys.
Les just told me last week he had two people that showed up at the fire department and he went ahead and checked them.
I mean, he was a, you know, at one time.
I didn't pay for their certifications so they lost it even though everything was in the system.
But I mean, he's still checked and he didn't turn it away. So.
I would not encourage.

 **Frederick, Stacy R.** 1:34:37
Yeah, the bad thing is, is that a lot of places refer to them.
So like you've got White House clinic that still refers to them after hours and you know all the health department programs still refer to them after hours and pretty much everywhere in Bereaver first to them because Bree doesn't have anything really.
So, OK, that's what I'll tell them and hopefully we get it scheduled then.

 **KYTC C118** 1:34:55
I know is there is.
There's a lot of lapsed technicians that are installing car seats incorrectly.
That's all I can say.
So until they are current, I wouldn't encourage that. It's wouldn't be any different than going to the Cape Ksp post. And one of those guys putting it in.
They're not certified either, so if we're not going to follow our guidelines, then.
Why bother?
So I have a question for you.

 **Frederick, Stacy R.** 1:35:25
OK, good.

 **KYTC C118** 1:35:27
We've I get requests and I'm sure you do too occasionally for to share seats with other people who are typically.
And like like, there's just an 8, you have to have certified tech or I can't just give you seeds. But but also that you have to give me back the paperwork for you. And is that, are we still going with that or is that OK that insist that.
If they want to share seeds, they have to provide this paperwork back for you is Bridget Likinson, Northern Kentucky.
Is definitely.
She's an instructor and she's definitely still running classes for her community, and she asked me again for seat I had given her seats a few months ago, and I just want to make sure that I'm OK to say yes. But you mustn't share in the.
You must give me the papers to get Sharon, OK?
Because everybody, they're all the techs in the state actually using the nude form.
Even if they're doing it on paper or no, you'll take whatever forms you can get.
Yes, most law enforcement probably don't use a form at all.
Just just.
I know we've got three in the room and then.
Stacy Stacy is CPS certified.
Yes, Stacy is in it.
OK.
Yeah, yeah, yeah.
OK, so I've had discussions about having to see and I haven't talked to you about this.
So you're finding out about this now also?
Having a meeting with all the CPS grantees to kinda go over some stuff in part about seats.
So we'll talk about getting that set up so.

 **Frederick, Stacy R.** 1:36:56
OK, great.
But thanks for answering my question.
I will try to get that scheduled as soon as possible.
Now Tiffany, he's when he did give him out. 'cause. I'm not exactly sure when his license expired, he still emailed me every single one of those distribution forms and I send them to you and. And Jordan, when I get him.
So he signed off on it.
He's done his little thing, even when he's been lapsed in his certification, so I don't know if you're supposed to be doing that or not, but he still did.

 **KYTC C118** 1:37:29
If you have any from West, his just his just which I jumped on to him and I said heck, your mom would have paid for it out of her pocket, but he just expired in June.
So if you had.

 **Frederick, Stacy R.** 1:37:40
Ones that get her with just Corey's tech, he doesn't get me anybody else's, so I think 'cause I only keep him at the one station.
And that's just where Corey's at. So I haven't done it for any of the other guys, but if you will get with me to give me some of the dates, you're free 'cause. I was hoping you'd do that class with me.

 **KYTC C118** 1:38:00
Fine.
Sounds good.
I just wanted to hear them.
They're applying the Nicholasville Fire Department has a bunch of really well trained guys and I've about sharing stuff with them long ago, but they weren't useful in the forms at that point.
But some discussion today there, there is also a need which you wouldn't necessarily.
Have been coming when I ran the program at the nest. We did a lot of families from nicholsville, so it would actually be helpful.
I mean that and you may not know that because they come to Fayette County actually, but there was quite there were quite a bit of people that actually they have, they have several refugee population populations there.
Fair. And then we're the one that asked me about the.
The CEU, because they bought 16 and then that's gonna be recurring I just.
Oh yeah, necessarily know about those numbers coming from them and they may not even know, but they're enhanced program and their health department is also.
They're good about referring that they'll a lot of their families were coming into this.
We're coming to Lexington, so there probably is enough need there to.
Yeah, they were the one that asked if we were having like an additional training because they're right there Nicholasville so.
I, I said.
We're we're having 16, but we've got a bunch that needs to use so.
So the next thing we have on here is setting a date for our next dashboard meeting and you know we always run these in conjunction with the impaired driving task force.
So we're looking at probably scheduling this sometime in the middle of April like the.
Third, maybe third or even 4th week of April.
So it's looking like.
Sorry, Ron, it's looking like it might be April 16th or 23rd.
We have a internal meeting scheduled for the 16th, so we'll talk about that and we'll send the date out on that.
I think that really covers. It, covers everything on our agenda and if you have something that comes to mind afterwards, you can feel free to reach out to the task force.
And then also.
Just a reminder for all of our instructors.
If you have classes scheduled and you have them ready to go, and especially if they're open for more people to join and attend, send that information to us and we'll put it out like they said on our website or social media, we're happy to help spread the word.
On that.
So that everybody knows the classes are available and I guess in the meantime do we have a motion to adjourn?
Second, Yep.
Can't do that. Sure. Thank you.
Wrong. Thank you all so much for joining us online and in person. And Ryan.

 **Fisher, Ryan R (KYTC)** 1:41:11
Thank you.

 **KYTC C118** 1:41:12
The school batter, Ryan.
Do you have a good suggestion on how to let these people know about it?
That was what I was going to tell you.
Well, Steve is essentially your grand teacher, right?
He moved at the shared position.

 **Harding, Ed H (KYTC)** stopped transcription