**Transcript**

April 23, 2025, 5:03PM

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

 **InPersonMeeting** 0:03
My name is Tiffany Duvall and I am a federal program manager here with the Kentucky office of Hwy. Safety, and my focus is in here driving.
And what's going on?
Worry Weaver Hawkins and I'm representing the triple-A clubs in Kentucky and public affairs in government affairs.
My name's Troy dye.
I'm the law enforcement liaison for Northern Kentucky.
For Hwy. safety officers Bob Chris will Eastern La, Brittany Owens and the justice program administrator for the Highway safety program at Kentucky State Police Barbara Schulte, Terry, Officer Highway safety budget specialist Marlow Mars.

 **Cinquino, DeAnn L (KYTC)** 0:53
Mm hmm.

 **Harding, Ed H (KYTC)** 0:53
Hall Bill, executive director of the office of Hwy. Safety.
Hey, Darden, I try for our greedy coordinator for Kentucky outside of safety.
Nate Dean and Granch manager for the I was 18, Ashley Bush can take the injury Prevention Research Center.

 **Judith M. Price** 1:05
You too.

 **Harding, Ed H (KYTC)** 1:11
Sharon ringers passenger seat declarator.
Go ahead, Mr. Laura University, Kentucky Shsp president, board investigator.
Brad Franklin.
Erica Taylor, thank you very much.
Stacy Frederick.
Cpot instructor for Massachusetts.
Advocates for.
And then we're got our folks that are joining us virtually. Let's start with Deanne.

 **Cinquino, DeAnn L (KYTC)** 1:55
ID and cinquino.
I'm with the finance and grants management kohs.

 **Harding, Ed H (KYTC)** 2:02
And then Josh would meets out.

 **DeFisher, Joshua (NHTSA)** 2:05
Everyone good to see you all again.
Joshua Lee Fisher with Nitza Region 3 Hwy. Safety specialist.
So I really appreciate the opportunity to be able to remote in and hear about the great things Kentucky's doing.
Thank you.

 **Harding, Ed H (KYTC)** 2:16
All right.
Thanks for joining us.
And Judy?
You're muted. There you go. That's OK.

 **Judith M. Price** 2:27
Yeah. Sorry, Judy price.
Oh, Somerset Police department.

 **Harding, Ed H (KYTC)** 2:40
Well, thank you all for joining us. When we send out the calendar invite, when I sent the update with the agenda yesterday, I attached the recorded minutes.
I hope everybody had a chance to look that over.
Can we get a motion to approve those minutes?
So second, second, thank you.
OK.
So the first thing that we really have on the agenda is talk about the click it or ticket campaign that's kicking off.
So the media portion of that is going to run from May 12th to June 1st, while the enforcement, I guess that should back up even further. The earned media is made through June 12th and then enforcement is made 19 through June 1st.
So our Lels have worked to schedule briefings.
Across the state, I think have any of them started already?
The one start Ducky's already done too.
Rob's done doing today, so yeah, they've kicked off.
So there's what at least three to four of these region to allow for convenience to allow our partners to come and get all the, click it or ticket information that they need.
Uh.
So the campaign, like I said, the enforcement campaign is gonna run May 19th through June 1st and then we will in July send out the notice for OP Award nominations.
And this year, the award ceremony is gonna be a Hyatt and Lexington.
On August 20th.
Right, that's August 20th. Sounds very.
So for.
All of our law enforcement partners, like I said, they will get a notice.
To send in their nominations. And then I guess again this year we will do our CPS nominations and award.
The CPS technicians, instructor and and team that.
Are they'll have a chance to nominate.
Those individuals or the team and then we will evaluate their efforts and what they've done over the past year to determine who will receive an award at the OP award lunch to on August 20th.
Chair do you have a CPS of a Doris?
Yeah, we have.
Had our first classes with our new curriculum, which was updated just this few months ago.
Which includes a lot of the new.
Federal motor regulations and also includes counterfeit seeds and fake seeds. So people know the difference between all that stuff.
So it's it was.
A little bit complicated. At first we managed to get through it.
I think we've all had one now, but we had it.
There's a class going on in Lexington right now.
Drema has another class coming up.
We have a class in Stanton, May 13th and Preston's for June 1st.
Our last quarter certification rates were 56%, which is I think that national average.
Which was 55. So we're pretty even like that in the last year, we've had a 36% renewal for people who were renewing their certifications after two years.
So we're about training the same amount of people who are leaving. So we're steady in that number, but don't have a lot that are, you know, building up the education.
You know, having a lifelong thing or whatever like that so.
But we're we're doing already, I guess.
So do you have?
What about registration for the special?
For the safety, yes.
For the safety assignment, we're doing a set of individual ctus like we had been doing 6.
Doing an entire class about special needs car seats for kids who have body casts, kids who have autism, kids who have, you know, any other newborns with some congenital issues, things like that.
So we're having that class for the Safety Summit summit, so that would be the whole series of all the lectures will be in that class, OK.
So don't be different subjects this time.
So do they register for that separately?
No, I've watched this.
Technicians who are registering for the summit and then telling them and then asking them, that's what they want to do is.
How I ended up thinking it was gonna be the easiest thing registering separately.
Wait.
So we have a few, OK.
So what about?
I know that in our last meeting we talked about posting out just technician training classes.
Do you have new ones or yes, I do these classes here.
Probably that would go on there.
May 13th as in stand room.
June 1st is Prestonsburg.
You don't have any other one after the next one day.
Certification that wasn't on the schedule.
I just had one movement here.
But I did see another problem for it. I'm the.
Law enforcement.
Grant application they have listed all the classes that there's available like a nod and whatever and whatever and whatever could CHA passenger safety beyond that too.
So you could kind of get an idea of who might be who's really interested in law enforcement.
So then I could follow up with them.
Again, if I can query what did, please I didn't say the actual question right now.
No, that's something.
What she's saying?
Could it be?
We we can add it on there.
No, no problem at all.
If if it is a category that's already in there right now, we can weigh those out.
See, so you cherry one year too, with the agencies only that that chaired so so for 27 we'd go through and and add them in there.
Are you talking about under this section D? That's already there, right? That says under expectations and activities.
Yeah, I believe so. OK.
Just add that in there.
And honestly, I mean, since I guess it's from the subject.
Like probably what would happen is they wouldn't if they checked that that they wanted to be CPS certified or they ran us in that class or whatever. It's just money to pay for. That would probably come out of another grant and not the grant.
That's required for it if all OK.
Those check boxes aren't queried though, are they in?
They are a group of check boxes right now.
That's yeah.
But I mean, there's no tracking of them, is there?
There's a few devs behind the scenes. OK so so I can go through and tell it to pull out.
So like when we're trying to go through and say who's interested in high 5, then we can we can go through and say who answered yes to high five, OK. And we can say who who clicked the check boxes for.
Particular classes.
So it's so whatever whatever check boxes are in there, we can go through and find those.
I think they're the most well by adding them that question, we can at least get an answer. You know who's interested.
Yeah, yeah.
And for the upcoming classes, if you could e-mail me, I'll make sure I add them to the end on the front.
Remember how we get it on so. So. OK, I'll go through and add those.
Yeah. So if if for CPS instructors, if you ever have in class that you would like for us to advertise, you know we can put that out on IGX and we can also help share social media posts to try to get that information out for the technician class.
Not anything I want to talk about is the Perry County Battle of the Belts, which is going on right now.
This is something that Bob has worked with heavily this year and in the past and we.
You know, we've gone to Perry County.
We've talked to you service center coordinators there.
We've talked to state police and the local law enforcement agencies to get out to the schools and spread the seat Belt safety awareness message and I know state police used our rollover simulator.
Bob, do you know how many or how many schools they made it to with that?
It was a roll over.
I think it's fine.
I was seven years.
So they got to five in the middle, schools there in Perry County to demonstrate the importance of seat belt safety and to encourage all the students.
Before they become drivers before they set their habits to wear their seat belt.
And then they also do.
With the battle about specifically.
They do a competition between the high schools where they go in and do a seat belt survey before the program start, before the education commences, and then at the end.
At the end they do another survey to see how the seat belt usage rate has improved, and then on May 19th we have a precedent there in Perry County to determine and award the high school.
Who has increased their seat belt usage rate the most?
Is there anything else on that? Well, of course. Also the 19th, 1st.
Yeah. So that's a kickoff for clicking and taking.
Yeah. And we do.
Acps event.
In in the Walmart parking lot share, Sharon helps us with that and we do.
A.
McDonald's promotional giveaway.
When I get home like a coupon for a sandwich or something, if you come through the door through.
Out you do.
That's where I want those kids to get their burger.
You're right, I agree.
Well, and then the local.
Health departments participate with that at the Walmart event with Sharon and set up booze to try to #1 communicate to people that are the customers that are in and out of Walmart, but also.
So direct them over to have their seats checked to make sure that they are installed properly and provide a little education for parents or grandparents or just care providers that may be traveling through Walmart on the day that we're there.
Mm hmm.
And how many years? I know it's been a minute since we've done the battle balance, but how long has that been going on?
Since 2000.
Well, 2019 minus about a year and a half from COVID patients.
How many sports do you do?
You all average annually.
There's, you know, pretty much most of our stuff's done in the middle of high school.
There's three hospitals in the county and there's seven middle schools.
So you know, depending on.
Portion roll over simulators is done outside.
Yeah. And when you're trying to do it in April, you can imagine what you run into.
And we just usually set aside a week and do as many as we can in that week.
It's time to do all.
Seven of them.
But it depends on how the weather plays.
Do you have something to add? And I don't know if maybe this is not the report place or not but.
I I think that they should get some kind of an award here locally. I mean all the program has been touted everywhere.
But we've never recognized them at the OP Awards, which seems to me the schools like the Battle of Alphons.
I mean like the Hazard team that are.
I mean, they've done really good stuff.
I mean, you keep saying they've dropped a lot of stuff and had they?
You all are counting their programs everywhere, including national lifesavers, but they've never been awarded here.
In our own little awards ceremony. Yeah, I think I'm. I would like to suggest that Perry County's their own deaths team or whatever their fault. 0 deaths towards zero death date, 0 deaths.
Acknowledged I.
I I think it would well make them feel good about what they've done and how they've been touted across this country.
And promote other people. Maybe gotten interested to do that too.
One of the E awards, senator DuMont.
Or something like that.
Yeah, something like that. Yeah. OK.
Well, we'll accept that as a nomination. How about that? Thanks.
Chairman.
Yeah, that is true.
Write that down bro.
I'm writing you down right now, Bob and Sherry.
Yeah, I was just a suggestion for me.
I don't want to.
Write a dear.
I'm so you know, around here. If you throw your hand up, you're involved.
You're in the middle of it.
So we will look at either an assignment or the Opie Awards one or the other.
I would say the safety suite, I think when it's paid for Bill, but that would be my nomination also. So yeah, I'm not gonna do it at safety.
So yeah, OK.
I think we'll go more smoothly.
A great suggestion, chair.
We might want to jump on that before the rim block disappears.
Because I had somebody from.
Yeah, I needed to get more last night, they turned.
Bang. That's true. It shouldn't be closed.
Close 22nd.
I wanted the same thing when you said that.
It was the other girls in the mixing and she said.
20 seconds.
So.
I do want to take a minute to talk to Josh the Fisher and see if there's anything he wants to throw in today and add to the conversation.
First of all, thanks for joining us, Josh.
It's good to see you.

 **DeFisher, Joshua (NHTSA)** 19:27
Yeah, absolutely.
Thank you, Tiffany.
It's always an honor to serve the folks at Kentucky from the regional office and try to bring any resources or technical assistance that we can.
We recently in our office conducted a review of Kentucky's 2024 annual report.
Definitely want to thank all the stakeholders in this room and across Kentucky for your dedication to Hwy. safety programs, the report noted, and highlighted the continued expansion of local heroes and role programs and also what we talked about today.
Is just the excellent work by the the LELS across the state to promote safety and increase collaboration.
Just a few updates on on things from the nitza side.
Just over at a high level, the federal workforce is going under some transition.

 **Harding, Ed H (KYTC)** 20:14
Hmm.

 **DeFisher, Joshua (NHTSA)** 20:14
So that's a little bit up in the air, but just know that Kentucky is in good hands and will be covered and be able to provide any technical assistance or needs that the state and the Highway Safety Office has.
We have nitza just released recently. The 2023 fires data file, so that is available for analysis, download and analysis along with all of the accompanying data and analytic guides of how to use the data.
You guys are very blessed with having Ed and other researchers in the state that do a lot of data analysis for you, so.
That's some additional data that's available.
With that come some publications where Nitza and I can send the links to these after, but Nitza also released.
Their traffic tech report that goes along with that, that brings down that takes some snippets out of that 2023 data and breaks it down into some different Traffic Safety program areas including occupant protection of course.
Some interesting insights also released the 2024 early estimates file as well.
For traffic fatalities in 2024, specific to this occupant protection group.
They also released a 2023 notice, the National accredit Protection You survey.
It's a controlled intersection study.
So that is one that is released for 2023. So it's important to know what's going on in Kentucky, but you can also draw insights from what's happening representative nationwide.
So that might be a publication of interest to the folks in the room.
I do want to.
Not to mention specific to Kentucky.
The next nopa's data collection for that nationwide sample survey is gonna be June of 2025.
It'll be the two weeks, essentially about two weeks following the end of the click it or ticket campaign.
It'll be they'll they'll be observed.
Collectors observing data for restraint usage.
Motorcycle helmet usage and also electronic device usage as well.
I do wanna give a heads up that the folks that are doing that data collection, they'll be from a company called Weststat and they and Kentucky is one of the states that will see that data collection take place.
So Bill and others I could pass along contact information and everything else or some more details, but what we're asking is that we inform local law enforcement or dots that this will be happening around that time.
Unfortunately, last year I think they ran into some.
Issues where law enforcement or dots were asking them to stop data collection 'cause they didn't know why they were out there. So, so that will be happening in Kentucky in June of 2025.
Other publications that are out with that is the an overall seat belt usage in 2024, so.
Not just 2023, so kind of the brief initial insights. 2024 did have a new survey designed for that survey as well.
And then I'll say the last one.
That is interesting. These folks, and that folks in this room, and I know there's been talk about doing like child passenger safety surveys potentially is the 2023.
It's called the N Subs, but it's national survey of the use of booster seats.
And it's the only probability based.
Nationwide, child restraint use survey in the United States.
So it used.
It uses observation, but also interviews with adult occupants to collect age, gender, height, weight, race, ethnicity and other data.
So it's very comprehensive when it comes to.
Booster seat use when it and child restraint use for the population.
So, especially those of you in the in the CPS Rd.

 **Harding, Ed H (KYTC)** 24:03
I'm.
I'm here at ask you guys.

 **DeFisher, Joshua (NHTSA)** 24:07
Oh yeah.

 **Harding, Ed H (KYTC)** 24:08
Sorry.

 **DeFisher, Joshua (NHTSA)** 24:10
Go ahead.

 **Harding, Ed H (KYTC)** 24:10
So we've been trying to figure out how to include.
CPS survey.

 **DeFisher, Joshua (NHTSA)** 24:17
Mm hmm.

 **Harding, Ed H (KYTC)** 24:18
In in our state. Period.

 **DeFisher, Joshua (NHTSA)** 24:20
Yes, yes.

 **Harding, Ed H (KYTC)** 24:22
And so the surveys that we do right now are roadside.
So where what are do they the example that you're talking about?

 **DeFisher, Joshua (NHTSA)** 24:26
Yes.

 **Harding, Ed H (KYTC)** 24:31
Are these done during child passenger safety check events?
Or like what's the best?

 **DeFisher, Joshua (NHTSA)** 24:37
Yeah, yeah, I'll, I'll send the link to it, but it's generally, I mean, they're generally roadside surveys, but they're intercept.
They can be like at a parking lot where, you know, let's say a target or something where people are entering and leaving and they're and they're collecting their.
They're asking them to take part in this survey because obviously there's an interview partian of it. So there is a whole methodology to it that's listed out in the document.
That's way more complicated than I can.
Assess here, but I think I sent some information before, but this this is a really good place to work.
I know when I sent it before, unfortunately it was pulled from online.
It was under federal review.
It is now online again.
I just checked it so it is available so they go through the whole methodology of how the survey is conducted.
Also, they go through obviously like what types of questions they ask and you may have different questions in Kentucky that you want to ask.
That's in the national survey, but it's a good model to take a look at if you're thinking of doing something like that.
I do know, like in North Carolina UNC, how a safety Research Center.
Is done child restraint usage surveys in the past, and there's a few other states that have as well so.
I can look at sending you some more resources as well, so you have as many examples. You can take a look at and decide what's right for Kentucky.

 **Harding, Ed H (KYTC)** 25:55
OK, that would be great. 'cause, I know you and I talked about this before that, but that was a recommendation from our last OP assessment and we've been trying to kind of come up the plan on how we can meet that need and meet it in a use.

 **DeFisher, Joshua (NHTSA)** 26:05
Yep.
Yep.

 **Harding, Ed H (KYTC)** 26:14
Way.

 **DeFisher, Joshua (NHTSA)** 26:15
Yep, absolutely. Absolutely. Yeah. 'cause you. You don't wanna just have a survey, 'cause. It was a recommendation.
It's gotta be useful.
It's gotta give insights.
That's important to Kentucky in your programs to to drive them forward.
So absolutely, yeah. Happy to help with that. Yeah.

 **Harding, Ed H (KYTC)** 26:27
Correct.
Joshua Joshua you.
Aware of long time ago, the national Save kids form when we did.
Collecting data for how old the kids were and what kind of seats they were in.
And also we didn't like it at McDonald's and Burger King and those kind of things. We'd have time to to talk to them.

 **DeFisher, Joshua (NHTSA)** 26:44
Mm hmm.

 **Harding, Ed H (KYTC)** 26:52
Is that similar to what you're talking about?

 **DeFisher, Joshua (NHTSA)** 26:53
Yes.
Yeah. Yep.

 **Harding, Ed H (KYTC)** 26:56
Just repeating that again.

 **DeFisher, Joshua (NHTSA)** 26:57
Yep, yeah, there's some different.
Yeah, like I said it it'd be it would be worth it to read through the methodology, especially in this one.
It's pretty detailed of how they conducted it and what they did to conduct the survey and and also what the results were.
So you can see kind of maybe expected outcomes of what you would get with those types of questions and observation.
So it's a good one to look at.
And like I said, some other state examples, there are some other state examples and everyone does.
You know, people obviously do it differently.
So I think you've got a good opportunity to look at a few different examples and kinda discuss within this group or smaller groups focused on CPS of what is right for you.
Yep, yeah would definitely be similar.
So excellent.
Well, I will.
I'll follow up on that and I'll send the links to some of the documents I talked about today, but definitely wish everyone all the best and continue to move forward in this and thank you for your work.

 **Harding, Ed H (KYTC)** 27:55
Thank you, Josh.
Aaron, I hate that you're so.
Timing I got. Are you OK?
Yeah, there was a crash on your.
Yeah, it's just hard to get around.
I don't know.
I saw it looks good. Cards. OK OK so.
If you hear about the north shuffling rush 6 feet, yes.
But I think it might have been the difference.
The 16 closed.
Going to set fever sounds not 60 coming from.
Across the rooms over in that area.
Umm.
Are you?
Are you good? OK.
I just haven't update on the SEAFAULT survey that we do this every summer and right now we are starting the third year of the inflection in this particular counties, the counties that we're gonna survey are bearing Christian Fayette, Floyd, Franklin, Greenup, Harlem, Jefferson.
Bessemond.
Councillor faru. Martial, Pendleton.
So we've been doing these particular counties since 2023. In 2023, our overall usage rate per seat belts is 89.4. And then last year it was 87.8.
So we did decrease.
Our goal is always 90%, but so far we've never reached that.
So I'm preparing for the 2025 summer of data collection right now.
I'm currently hiring the student data collectors.
We'll be training the last week of May and then start officially collecting data in second, which is right after the ticket.
And then I got a couple comments that I'm hoping starting discussion about our future work.
The first is that our statistician that we work with at UK is hoping to turn this into a manuscript that can be submitted to a wide statistics journal.
So I do want to make sure that that's OK.
Second one is that he and I, the statistician and I are going to start with redesign the survey for 2028 and they'll start that in 2026. So if there are any updates to be made, we should start thinking about those now.
I think right, right before you got here, Aaron, we we were having a discussion and talking about other States and what they had done for their CPS.
Yeah.
That's what that's actually what we're talking about. The second you logged in.
That's all we're going.
So Josh Fisher is on the call with Mintsa and he was talking about some examples of.
What other states have done?

 **DeFisher, Joshua (NHTSA)** 31:21
Yep.

 **Harding, Ed H (KYTC)** 31:22
Successfully. So he's gonna share that with us, right?

 **DeFisher, Joshua (NHTSA)** 31:25
Yes.

 **Harding, Ed H (KYTC)** 31:26
'Cause, I told him.

 **DeFisher, Joshua (NHTSA)** 31:26
And.

 **Harding, Ed H (KYTC)** 31:27
Sorry, Josh.
Go ahead.

 **DeFisher, Joshua (NHTSA)** 31:28
Oh, say yeah. Hey, yeah. Tiffany, I just forwarded you on one from Louisiana, Iowa and Washington.
Also, some safe kids and a guide.
It's from 2012, but it's a child safety seat observation survey guide, so I've sent you those five things just now.

 **Harding, Ed H (KYTC)** 31:51
OK.
And do other states incorporate this into their seat belt survey?
Do it as one entity.

 **DeFisher, Joshua (NHTSA)** 32:02
And and have and know specifically. I used to work for North Carolina Highway safety office.
We had two separate contractors, one that did our seat belt survey and another that did the chop Passenger Safety survey.
So really it's again, it's what works right for Kentucky and the partners that you have. But there's no right or wrong way to to do it whether you're using the same contractor or combining. I would say you can't necessarily.
It depends 'cause some of the surveys if you wanna.
Do interview surveys and not just observation.
It's obviously much different than your seat belt survey, which is just strictly observation based.
Also, when you're doing your seat belt surveys, there's no feasible way that they would be able to also check for child restraint.
They need to be focused on the seat belt survey at that time, so it just had we would just have to be a different time periods.

 **Harding, Ed H (KYTC)** 32:52
Yeah, that's what.
That's what I thought you were saying earlier, Joshua, when you were talking about the kind of the sort of kind of the methodology of how they do these CPS surveys is that it could be, in theory anyways, it could be over the overarching umbrella of the CPS surve.
But you're not gonna be surveying seat belt usage and CPS at the same time, you understand.

 **DeFisher, Joshua (NHTSA)** 33:14
Yeah, yeah, yeah.
And what you what you do get when you're doing the the more because the more detailed CPS survey is, you can start making those correlations between, OK, was the adult buckled?
And does that correlate to the child being buckled or not?
And then you start to run into those insights and those kind of related factors as well, so.

 **Harding, Ed H (KYTC)** 33:34
They that other survey that you were just talking about, Josh, it was interesting looking at at that.

 **DeFisher, Joshua (NHTSA)** 33:35
It's.
Mm hmm.

 **Harding, Ed H (KYTC)** 33:41
So here I'll I'll tell it to share my screen here and bring that up because 'cause it looked really interesting for going through and trying to say.

 **DeFisher, Joshua (NHTSA)** 33:43
Yep.

 **Harding, Ed H (KYTC)** 33:50
So when you're going through and saying, as part of that survey, they were going through and checking whether or not people were wearing their. So it does talk about that sample present, but where it goes through and says.
In these it talks about.
About whether or not the adults I'm just trying to get to to where it goes for and starts talking about whether the adults were actually wearing their seatbelts in the car with them or whether they were in boost receipt and and the the parent wasn't they cared about.

 **DeFisher, Joshua (NHTSA)** 34:14
Absolutely.

 **Harding, Ed H (KYTC)** 34:19
The kid and made sure the kid was good but lacked of the one on what their detection was.
Josh I was also wondering on the CPS surveys and the other states, were they done by technicians?

 **DeFisher, Joshua (NHTSA)** 34:35
You know, I'm not sure on that.
So the definitely would be something to look into if they were done by actual certified technicians, I would think that'd be a good idea, but I think as long as you have a good rigorous training for the folks collecting the data, I don't think it's a necess.
But.
But if you definitely have the resources and the people willing to do it, then then yes, I do know North Carolina when they did it, it was run it, the people were CPS certified.

 **Harding, Ed H (KYTC)** 35:04
Different dinners served on it's like 29 years ago. I didn't like what they did in the Walmart.
What in places?
But I don't know.
There was aver 20 plus years ago. I know it was 20 right windows.
And if a visual helps when Aaron was talking about the counties, there's there's the counties that were in the 2024 survey.
So so if you're, if you're wondering where they're where they're spread out across the state.
How do you think which counties?
How do you think that so?
We we forcibly select the legal and Lexington.
That's that's just.
I mean, there's so much data there and then after that, which is one counting for highly district and our status section we've got is the whole sampling random sampling.
So I'm not completely sure how it does that, but it is one per eyewitness, and then they're weighted according to the vehicle miles.
Joshua, did you hear Aaron's question regarding the statistician and the manuscript portion and is that allowable?

 **DeFisher, Joshua (NHTSA)** 36:24
Question, sorry.

 **Harding, Ed H (KYTC)** 36:26
Can you repeat the question?
Yeah. Our statistician who certifies the seat belt report each year he wants to expand this report and submit it to an applied statistics journal.
And the question is, I just want to make sure that's allowed that that's allowable.

 **DeFisher, Joshua (NHTSA)** 36:45
So just taking the report to get it published.
Is that the question?

 **Harding, Ed H (KYTC)** 36:49
Yes.

 **DeFisher, Joshua (NHTSA)** 36:49
Yeah. OK. I will find an official answer for you.
My my inkling and first thought is the the report is your state's report.
So you could forward it on, but I will.
I will follow up for an official word and confirmation and send that through the Highway Safety Office for you.

 **Harding, Ed H (KYTC)** 37:07
OK.
Thank you.

 **DeFisher, Joshua (NHTSA)** 37:08
Yep.
You're welcome.

 **Harding, Ed H (KYTC)** 37:10
I had a big. See you big publish it. Put it somewhere people can use it because you know in EPI journal, the epidemiologists will read it. If you put it like photos where I'm asleep and pediatricians and, you know, city planners and, you know, an original public health.
Or or the safety or something because it will get more.
I mean, maybe you can do both, but they don't wear other people's, like, OK, all I'll look into that.
It is published on the university's website now, so it's not a journal, but it is accessible to the public if you know where to find it.
And we also have those in the report series on on our our safety pages, right.
So we've got all, all the years that are available on there as well. And Josh, we did download the national surveys and put those on there as well.

 **DeFisher, Joshua (NHTSA)** 38:04
Awesome. Thank you. Thank you.
You guys are very, very organized with making things accessible to your people.

 **Harding, Ed H (KYTC)** 38:12
We also built a dashboard much like the one that we're sharing right here.
That goes through and actually has all of the States and we we we actually talked about that Yester last week when Ryan and I went and talked with the Virginia Highway Safety Office and this actually is looking at what the changes were and see about usage specifically in.
Region 3.
So Virginia unfortunately went down.
But West Virginia had gone up.
And then we had gone up just a little bit at that point, but I changed report that I used wasn't available yet for 24.
So that's why I didn't have it doing that yet.
Yeah. So and if you, if you hover down here and just swap to the other page, then it goes through and shows all the the country there.

 **DeFisher, Joshua (NHTSA)** 38:56
That's that's great.

 **Harding, Ed H (KYTC)** 39:04
So if you're trying to figure out on those, but if you're trying to say, well, what's the lowest usage in the entire country, then part of why we were talking to Virginia is they get the lowest usage in the entire country.
For 2023, wow.

 **DeFisher, Joshua (NHTSA)** 39:19
I did.
You're right, you're correct, yeah.

 **Harding, Ed H (KYTC)** 39:21
So that that's that's. That's why they were very interested in.
And their rural high FI program there in Virginia.

 **DeFisher, Joshua (NHTSA)** 39:28
That's excellent.
Yeah, and thanks. And thankfully, they just signed an all C law for their seatbelts, so.

 **Harding, Ed H (KYTC)** 39:29
Commonwealth studios.

 **DeFisher, Joshua (NHTSA)** 39:37
Next step is to get them primary, but at least it's they have an all seat law now.

 **Harding, Ed H (KYTC)** 39:50
OK. Your Segway. Go ahead, Segway.
Yeah. So since high five was mentioned.
You know 11 ask we have for for Josh since he's on here is let's let's get an official report from Nitza out.
While we can.

 **DeFisher, Joshua (NHTSA)** 40:12
I agree.

 **Harding, Ed H (KYTC)** 40:13
Before the building's sold.
I'm. I'm kidding. I think I hope.
300.

 **DeFisher, Joshua (NHTSA)** 40:20
No, it's.

 **Harding, Ed H (KYTC)** 40:23
But anyway, it's last I heard it was sitting on somebody's desk and hopefully they can still find it under the pile of of papers.
But we we need to get that.
That official stamp from from Nitza because it it's a great program.

 **DeFisher, Joshua (NHTSA)** 40:36
Yeah.

 **Harding, Ed H (KYTC)** 40:43
We just trained Virginia last week, Ed and Ryan went down. So we're.
On board Georgia's on board and then Illinois, Mississippi and Arkansas are talking about it, so.
In the high five, if you don't know what the High 5 program is, it's it's rural Seattle safety program and so.
There's plenty of states.
That have rural counties that that can use this program.
All the states I mentioned have plenty of counties.
Where can I use this program?
So we're we're going from high five to high 95 starting next starting October 1st really.
And which the 95 will represent 95% seat belt usage as our goal so.
And so right in the middle of it now.
I think the engineering portion is is going.
And I I think.
You're all doing some videos with Lyon County that you showed to Virginia.
Which is great.
And so Lyon County is is right up there with Perry County as far as participation and.
And eager to be on board.
So I'm excited to be on board so.
So unofficially, which I've stated in several meetings.
The first version went, you know we.
Saw a 3% increase in overall CPAP usage, up to 8%.
This was the surveys were pre imposed, of course, done by somewhat independent.
Organization or I guess it was independent, but they were hired by the Presser group, which was originally hired by Nitza. So.
And so we didn't.
We didn't have anything out.
There was no state funds or none of our nitsa funds were used on the first version of the high 5.
Which then we very much appreciate that that funding from Nitza, that was direct to the pressure group so.
And we and Josh, we did use them.
We're using the pressure group in the second version because we wanted the we wanted the the program to be consistent from version one to two.
And so we're changing up a little bit.
And the high 95 version.
But we're also gonna do three or four times as many counties.
So that's where we are on I-5 and.

 **DeFisher, Joshua (NHTSA)** 43:26
That's excellent.

 **Harding, Ed H (KYTC)** 43:29
We did speak at national lifesavers and so there's several states there represented listening to that.
I think it went pretty good.
And that's that's when all these other states came to us and say, hey, we're we're interested in this.
And then also.
We've nominated the program for an award through GHSA, so we'll find out over the next couple months if we receive that.
Yeah, that would report because for that award that we applied for or nominated.

 **DeFisher, Joshua (NHTSA)** 44:07
Absolutely. Thanks for moving.

 **Harding, Ed H (KYTC)** 44:07
I'm just curious. Sorry, go ahead, Josh.

 **DeFisher, Joshua (NHTSA)** 44:10
Good, no.
Yeah, just.
I mean again, thanks for moving that program forward and I'm so glad other states are starting to listen to the great things we did in Kentucky. I have already forwarded on the question, so I will hopefully have answer for you as well.
I definitely want to apologize for the delay with.
The staffing issues that our office has been going through, I'm sure that has been part of the holdup as well.

 **Harding, Ed H (KYTC)** 44:31
Yeah.

 **DeFisher, Joshua (NHTSA)** 44:35
Well, so I apologize for that.

 **Harding, Ed H (KYTC)** 44:38
Yeah. And it's it has nothing.
Well, it's not really your. It's not the region 3 office.

 **DeFisher, Joshua (NHTSA)** 44:44
Yeah, yeah.

 **Harding, Ed H (KYTC)** 44:44
It's I think it's it's probably with.

 **DeFisher, Joshua (NHTSA)** 44:48
Yeah. Yeah, it's our our national program delivery office that from headquarters that focuses on occupan protection and rare driving and some other safety programs are the. Yeah, they're the ones that do those types of projects. Yep.

 **Harding, Ed H (KYTC)** 44:49
The.
Yeah.
OK.

 **DeFisher, Joshua (NHTSA)** 45:02
So yeah, I hope.
I will hopefully have an answer to you by the end of the day on where it's at.

 **Harding, Ed H (KYTC)** 45:07
Thank you.

 **DeFisher, Joshua (NHTSA)** 45:08
Awesome, yes.

 **Harding, Ed H (KYTC)** 45:08
I'm just curious.
We have. Do we have any?
Idea how many agencies selected during the FY 26 application process that they were interested in?
Last time I looked, I think there were 12. I need to double check.
We might be higher on that.
Similar type query to what you were talking about Sharon for saying CPS. So we can do the the same thing on ours.
So Josh, we put just so you know we put I say we not mean Edward to have.
A selection item on the FY 26 grant applications where they can identify.
Each agency that was eligible to identify if they were interested and also doing a high 5 project so.
Is separate from the.
Private safety grants.
But it was an opportunity to go ahead and fill that out and see who's interested.

 **DeFisher, Joshua (NHTSA)** 46:18
That's excellent.

 **Harding, Ed H (KYTC)** 46:21
So we have some exciting stuff this week with our team driver awards.
Do you either of you ladies want to give a brief on that real quick?
Well, sure. We need you first.
Are you OK?
So we had a challenge for teams called the Kentucky State Team Driving Challenge.
The contest ran from January 25th.
To March 30th.
The teens were monitored through an app where it was up their breaking habits, their speed, their distraction.
Acceleration.
Long story short, we had about 1200 teams sign up.
We had 830 contest.
Out of that 8:30.
500 of them had a score of 80% rebellor, so I thought that was pretty awesome that we had admin team drivers speaking safe on the road.
Monday we had a press conference to announce the winners.
Four teams were selected based on their score and they received cash prizes.
That was kindly sponsored by both of the triple-A clubs.
Thank you.
But yeah, first place is $2000, second Liz one 5th, 1500.
Third was 1000 and the last place was $500.00. So we did a press conference with the governor Monday and we had, like, 10 reporters show up and it was was pretty awesome.
Yeah, that's cool.
And 80%, I mean you may think well, 80% barely AB, right.
It's hard to be on those apps.
It's those apps are very fine-tuned and the technology behind those apps is unbelievable.
So for somebody to be at 99.8% as the winner, that's mind really. And it really is.
I mean, that's almost a perfect driver in programming to be young and inexperienced of that too, right? Exactly.
And she's only she's 17, right?
It was interesting to hear her talk about how all the people she shared the road with.
Were angry at her been trying?
Speed limit and she said I'm in the right lane too and they still get they do.
Could you guys see the governor's face?
And she said all of that he was disappointed in Kentucky for sure.
Some other stats that we got from the app.
Ocm fee at provider, they said.
One in three drivers cut their distraction, parce acceleration and heartbreaking by 18%.
And nearly 3.5 users spend 45% less time driving distracted per driving hour. They also spent 61% less time speeding and had 43% fewer heart racing events per 100 miles driven.
They will be getting a full report from Cambridge on mobile telemedicine.
I'm sure we'll be more than happy to share that with anyone who's interested.
Yeah, I think we need to make that a press release.
Yeah, yeah, that'd be really helpful.
Here are here are the results from.
The project like what?
Their turn around time is for that.
That should be soon.
I haven't heard of the date, but I can poke them and see what's up.
Alright, that sounds good.
Could be I mean.
Yeah, it was again in like any day any day.
OK.
Yeah, we were.
Triple-A clubs were pleased to be able to participate.
Partner with the cabinet on the contest and certainly was great listening to the winner.
Give a few remarks and kind of relate her experience and how she seemed very dedicated.
To.
Good driving behaviors and.
I think that this will give some.
Some powder as it be for media release, not only media outreach, not only on when we get those results, but you know it's something that I'm going to fall back on when I'm doing, you know, 100 deadliest days or other kind of.
Sort of media outreach focusing on.
So it's certainly something that.
I'm going to be bringing up throughout the year, I guess till the next contest anyway, but it was great.
Great to be a part of of the contest and cabinet.
Great partners.
You guys did a great job on that, so I really appreciate it. Is there a way to?
I'm all about rewarding today, I guess.
Oh, to hook that into like their insurance, like they get 30% less on the insurance for that year.
When they do something like that, that's pretty impressive for the winner. A lot of experience companies will have like.
You know their parents can get that.
You know their Cambridge mobile telematics actually partners with large majority of all, they do 80%, yeah so they so they actually have a further product that that they're marketing now to go through and conglomerate.
All of the driving behavior data to go through and perform provide like a an analytics platform that you could pay for and it would show hot spots of particular types of activities.
And on Monday, they said they had loaded Kentucky data in there.
It wasn't working that day, but what I understand will show us like some intersections in Nebraska where they could pinpoint that there had been severe stopping actions at stop signs.
Along a particular Rd. that had bus routes on it, but it was not at the stop sign, but like right before the stop sign.
So for some reason, people were suddenly stopping on that bus route.
So it became OK is.
There is there something that that could be done there to improve site distance?
So it is.
Are these?
Related to somebody coming around, going around the bus, or is it somebody trying to pass the bus and then lo and behold, there's a car and they slam on their brakes.
Right before those happen, he also said that they would be going through and trying to add the collision data into that same portal, one of one of the caveats right now is they do not accept insider threat portal right now, but if if an insurance company is not.
Utilizing an app that's, in my opinion, they're missing out.
And they really should.
I mean, they should all, and that the other thing I was gonna add in I had I think mentioned it to Ed earlier is that.
Triple-A foundation for Traffic Safety had just done completed some research about when drivers participate, whether it's in a contest or using the app or insurance.
And if they are no longer using the app or the contest has ended, do those good driving behaviors continue? And so that's another.
I've kind of held out on promoting that with the media because I want to kind of tie in the contest too.
That gives another.
We can promote that.
So a lot of interesting uses of technology in health.
So we actually, so we have a state highway Engineer office meeting every Tuesday.
And so when I talked about this, they said, well, we should probably have one with this group.
And I was like, no, OK.
Yeah, we could do that.
And so the contest would be who can beat.
Jason sawala.
Is it possible to beat Jason Zawal in the striving contest and who?
So we're like looking and I was like, well, she has a chance.
She has a chance and.
Maybe, maybe. Maybe you.
And you know, whatever that was this professor, George Beck, who was a helmet he saw was following him. But inside his car, in case he got the Raggedy Styrofoam sort of. Wow.
Now he probably Jason, Jason will be.
Maybe I can sit.
Dunno if you don't speak, Jason's pretty.
I mean, he's he's 99 percentile material.
I've seen him driving down.
He wasn't wearing the helmet.
No, he wasn't.
I've been in the car with him anyway and I don't know.
I mean, depending on what kind of helmet it is, if it's a new age helmet, you might have a shot.
But the old the old 1970s helmets, I don't think it matters.
You're still gonna get hurt.
And in case you're already curious, they had shared this slide going through and talking about different companies that they had gone through and worked with as part of that Conglomerating together. All of that information, so.
As you can see, so USAA and progressive are both listed down here on the bottom as well as State Farm and and other ones as well.
Question for you.
Just give them that. You're kind of.
Team driving.
Season at the same time as we have a brand new law that is for some reason people live in Seattle, that 15 year olds drive.
I didn't know.
What if you're?
Wait. Yeah, we touched on it in what we can do to help support what you're doing.
Yeah. I mean, if you were a legislator and you had a 15 year old you, they would make an you would make an emergency too.
Yeah, I think that's worth paying for. I'm kidding. I'm kidding.
It's just felt like I think people still don't get it.
We're just trying to bring your kids home alive.
Well, when he told me that 27 states had a their age of 15 and all the surrounding states were at 15, I didn't know I was kind of shocked.
And he was like, look at me like you didn't know.
It's like no 'cause. I don't wanna fix. What's what's not broke. So that's I'm not interested in what other states were doing.
We were talking about that our statement and this was when it was introduced, before it got amended, was yes. But those other states still have either an extra step in the middle or they have aid requirements, whereas our law had just our program was.
Going by after you're you've done this so many months, you can move to the next phase and they'll surround these states actually had age requirements, which thank goodness for the amendment, because I think that that really helped us kind of.
Basically, they're coming out of the program at the age that they would have before the permit got lower and so.
It kind of took away, I think, with the original attempt.
It was, but that's a good thing.
You have to be 70.
Yeah, you still have to be 17 to be driving to get your full license without the the adult with you.
So that's the good thing.
I gotta mend it along the way and send it.
So we were so happy to see that. And you know the people that were in front of appreciate.
It and others who are really making that known that that was so important.
So that helped a lot.
And now we're kind of looking at it, OK, if they're gonna get that permit.
I've already done interviews on, you know, doesn't mean that they have to get their permit at 15. You know, if you're 15 year old isn't responsible and other things, you know, if they can't get their schoolwork done. If they can't come home when they're supposed to, probably not.
Ready for?
Getting their permit and then the other thing I've been talking to is on the parents side.
I mean, before you try it starts the permitting process. You have to be dedicated committing those hours behind the wheel with them.
And that's another thing that, you know, parents I think, don't think about, but you need to be able to commit to teaching your child and and putting those hours behind the wheel of everyone's busy.
Make sure that you're ready to do that.
But I've been focusing now on.
You know, just because it says they can doesn't mean they're ready to and.
Should be around give if they do start, that's more hours of practice. They should get in.
They're holding that for a minute longer.
Let's get them some more. You know, that doesn't mean that you have to go to the minimum requirements and then, OK.
We're good till you turn. You know the age to move on.
But yeah, that's been.
That's been the whole thing trying to educate parents and teens, which there's a better way to verify.
The hours.
Yeah, absolutely.
I know I talked about that like I could kinda.
Blinds in the interview or you know, just don't be signing it. Saying that they did unless you.
That was important, right? Right.
And that's the minimum. You know, that's the other thing too.
They should have more time behind the wheel than that, but that's the thing that's so hard, you know, here in service, like. And then on top of it, I feel like they graduated license course itself for four hours.
It's become so watered down.
I wish there was a way to strengthen the education experience in between.
In between beginning and unrestricted phase because they're out there with us at that point.
I mean, I love everybody's kids and I hope everybody loves their own kids, but they're there with us and that supporting my children. I'm like the only parent out there who's making them actually do all the hours.
Oh, you can verify to them you will not be the only parent.
Sam, although I had to say I was pretty proud of my kid.
Because I was talking to her about it during legislation like, you know, they, I told her.
I said there's proposal to change to where you can get your permit in 15.
She looked at me and she said, you know, I don't know that I'm gonna be in charge of. I was like, OK.
Smart, yes.
It would be nice to get more education on stuff like that.
Yeah, no problem, because umm, just connected population in general.
Parents aren't as active.
They're not as involved in their teaching. The majority of the classrooms are in.
Their kids are in foster care, kinship care grandparents. We just heard of staff.
The other day, that one in nine kids, when the parent or their 18.
So one in nine.
So I mean, take a classroom of some of these big schools.
I can reach the central which would have close to 30 and some 50.
That's gonna be nice for kids without their.
I wonder if I was a safety rifle sometimes.
Special outreach coaches weren't recent powerful people, and enlightened ones factors driving.
Capital 2000.
Hey, Marla, can we share with us?
Yeah, I don't know off the top of my head the one is from Bowling Green. One is from.
Weston. OK. Awesome. So the the winner was from Hamilton.
It's. Yeah, Northern Kentucky.
And then there was a Bowling Green.
There was one from Alexander's, from Lexington.
Oh, he was from rock cancel.
OK, 'cause James took a picture. OK, let me double check that. I'll get back to you.
I'll make you went to school, not Castle.
But yeah, I don't think we had anyone really showing us how the.
Controls.
There was an interesting report that came out nationally this past week.
Going through and talking about when those student drivers are going through whether or not.
They get correlate whether or not those parents.
Put them through different types of scenarios, whether or not they did better. Once they were on their own, so that that report that I sent out to, to the OR to quite a few of us in office.
But but if you'll go look, hey, it was interesting that they were able to actually establish a correlation between those.
So it is.
Not nchrp patch, instead it is.
Right. So their behavioral Traffic Safety cooperative research program.
Oh, that's the one you were talking about earlier, right? OK.
I don't know why it's so pixelated there.

 **DeFisher, Joshua (NHTSA)** 1:04:46
I will say this Joshua, I will say related to driver education, there is a webinar upcoming on May 22nd from 1:00 to 3:00 Eastern so.
Absent the kind of the organization that leads traffic records and data initiatives across the nation for folks like Ed and others, they partnered with the Association of National Stakeholders and Traffic Safety Education.
They're going to be conducting a webinar on how state drive education administrators.
Can work with their state traffic records, coordinating committees to better inform driver education initiatives in each state.
And so it'll be a reformative webinar about how those two entities can start linking and working together and what the benefits are to impact driver safety programs.

 **Harding, Ed H (KYTC)** 1:05:35
And the question came up just before we go too far past it.
These are the grantees that went through and were interested this time around or filled out their applications.
So they plumbing county was not, but all the other ones.
So the other 11 expressed some interest on their applications.
So. So I guess we'll we'll figure out how many of those 11 and potentially will be.
This coming year.
All 11.
I'm trying to Sid drag just just trying to make sure he brought those up before we.
Thank you.
OK.
So do we have any of our partners?
Do we have any announcements?
We'd like to make or update to provide.
I have a few things so from well, Major Walker asked me to do like the citations that we've gotten from the beginning of the grant to nail. OK, so from the beginning of the grant, from the our troopers have 15,912 seatbelt citations and then.
828 ended in arrest and then once you talk about the clicker ticket, our trip was gearing up for three enforcement campaigns coming up. So in May, receipt bill usage.
And operation care.
There's a six state trigger project and then the Flicker ticket and then the last thing was me and Major Walker.
We sat down with our media relations team and they shared a social media proposal with us.
There's a design plan that is in the works to record a couple of videos for the Royal High 5.
Have some great ideas for social posts and graphics to reintroduce the program and get the public affairs officers more involved in doing their part.
So we're excited about that.
It was a pretty cool proposal so.
They were asking about a logo for the role.
High five that we could use.
OK.
How far will go here?
We have a high 5 logo.
Yeah, that's what she was asking me for. I know.
So that high five there and then if you Scroll down at the very bottom of the page, then we've got the logo set different resolutions. OK. So if you need something different, if you need that.
Yeah, I think a thing like that, that'd be awesome.
For the installation, no, it's not a list, OK.
Well, yeah, we'll we'll OK. We can reconnect after the meeting, OK.
Yeah. And thank you for the dot. Owens superior. So. So I think I think Bill's wondering about whether.
Whether we're going with this one for a high 95. Oh, yeah, right. Yeah.
And that's what.
Yeah, they talked about that too.
So that's good.
I don't like that one though.
You said that I've heard nearly all the measures.
We'll we'll do when I'm agreeing, we will discuss.
The parliament.
Well, let me fix it.
She can be very exacting.
Maybe we'll have a signature who can designate 9595.
Yeah, that's a good idea.
The winner will get.
Oh, I don't know.
Maybe a couple pens or something in there calendar. It can't be done either, I guess right exactly.
So we talked in our last session about our education section within the office.
There are several things on the calendar for the rest of the remainder of this school year.
We've got at least one ghost out Bath County and I think there are several more roll over events.
I mean, I'm gonna go out on a limb and say that, especially with this 15 to 18.
The permit eligibility age change. I hope that that encourages schools to reach out to us or local partners, Community partners to reach out, even if it's to get in touch with one of our grantees. As far as the programs that they offer as well.
So if our partners, if you all are out in your community and it comes up in conversation.
I'm gonna.
I'm gonna go ahead and throw it out there to reach out and see if we can help either provide a program or connect them with seeing somebody who can provide it. We need to get these kiddos ready as much as we can before.
Their turn loose, please.
And thankfully, we will have a longer period.
Before they have an unrestricted, it doesn't change when they can, but based on getting started earlier, we have a longer period.
Hopefully that they're getting some experience and that our conversations may connect with them differently, with them being behind the wheel and having touched the steering wheel versus it all being hypothetical.
See that?
So hopefully just just knowing.
The coming on the horizon is faster.
That will help reach them in a different way.
Do we have anything else?
We go ahead. I had a couple things.
May 1st is natural news Stroke prevention day.
I know that's not exactly OP, but if we're remembering to bump them up, we should also remember to take them all the cars.
Yes. Click on your ticket is May 12th or June 1st and then motorcycle safety.
You know when bike awareness? Nothing's coming up as well for me.
Just with respect to that May 1st, you know the hot part, you know we have it's estimated that we have 1000 homeless families in the Bay County Schools now.
It's also.
One people are living in their cars because they're trying to be able.
So the issue of hot fires is really worrying and be criminalizing homelessness and certainly help the hot hire situation.
But in the wake of knockout update.
Yeah, I I don't know.
It's it's gonna be a really difficult summer and I know we've done everybody you know, can try to was in the top 10%.
Believe not in the rate of a car deaths up to around 2001 and we have now gone several years ago at Ferdis and I know it's not in our gram anymore, but it's still all of our goal that we have no hotels again this year and.
We're already like looking today.
You know it's it's 40 in the morning, but it's 80 in the afternoon.
And so it's not too early to start talking if we know about bring your child in.
Just leaving in my car.
Perfect.
Your Walmart.
So I'll put up a big sign saying that there's lots of men seeing a lot of places, but I've seen that stuff just.
Trying to keep it in silly.
Yeah, that was a it's it's not a small accomplishment that we've been able to do that, but let's try again.
Yeah, yeah. We've been doing some media outreach already because people don't realize it's not.
90° out you know in different 60s.
And it can be defined so starting at I think earlier in the message out of people think of fun.
You know, if you go in and also in some of the very disaster areas is where people are trying to do clean up, trying to keep something else, put them in their power to play because it's safer than.
Our nails and your taps.
You've been able to now reach out to the CFTC.
But something happened to that right after 2.
So we are looking at, you know, our goal is to have these meetings quarterly.
So we are looking at having the next set of task force meetings on August 6th.
We're setting that as a tentative date at the moment. Of course, it'll depend on availability and and.
We're trying.
We try to pick a date that.
Is in between all the other activities.
Going on and there's GHSA, there's.
There's several things right around there.
So we tried to pick a date that didn't have a national conference or or any other like huge event that is on our calendar.
So that did we mention when the Opie Awards were the opio? Yeah, I did.
But we'll hit it again. Sorry I didn't.
No, you're good.
So as a reminder, the OP Awards are set for all this 20th, and that is at Hyatt.
In Lexington. So that's where we've had them in the past.
Not the most recent, but at previous awards we've had them at the Hyatt downtown.
So we're going back there and that'll be set up for August 20th.
And again, we're going to have both law enforcement.
Opie awards.
But then also we're going to do our CPS awards for the technician, instructor and team.
The scenery kentavy.
Against if that's everything. Thank you all for coming.
We just need a motion to adjourn.
Wait, I'm sorry.
I'll can you let the lighting mode because last time we talked, he was discussing Major Walker that he wanted to get more certified in the post.
So since our last meeting, we've got four more that have been certified.
Our Richmond Post, we have 5 that's coming next week.
From the window post and actually one of those is from park.
I had.
Yeah, so I'm interested.
And it's also last week I was in a meeting, kind of like a Community resource meeting and there was a lot of Humana.
Medicaid with Humana and Sharon.
Did you know that Humana will help them get information?
Bought them and they're buying sweet.
So they ask, ask me to partner up with them in the in, in my area, and actually if they are given a Farsi through Humana that they're going to ask that it be a requirement that they come and they make sure the first seat is installed.
If they pass on that then you can pass.
That would be awesome because we'll be sending people.
There's three in ones, yes. And we've had a few house for those. If that wasn't the seat for a newborn.
Yeah. And so, you know, we're also gonna have to educate the hospitals that zoom their own KCR into.
That was brought up because there's one thing that was brought up was that they're giving these States and then they're just giving them to them.
They're not educating and they don't know what to do, so that's so they asked me if I would be interested in seeing other them.
So that's my process on that.
And another one more out just to I forgot.
But you jogged my memory.
Buckle up for life, which is sponsored by Toyota, Toyota.
They have partnered with us and and they will also give prom sheets to people in the state.
So I think the deadline, the deadline was April 15th like they're not doing an additional 1 review, are they?
What? What now? The what?
The application deadline for next year was April 15th. Wow, and I didn't know, it says a separate plus. They're gonna do something for life just from Toyota. 'cause usually goes to Cincinnati children's.
Yeah. Yeah, it does. OK.
Same 1OK.
Yeah. So Marla's gonna be sharing their messages, and we're gonna do the same for us.
Mm hmm. And then, but they they said they'll work directly with the health departments.
So.
Alright, go once more twice.
Motion to adjourn.
Sounds good second.
All right.
2nd, 3rd, 4th, 4th, 5th.
Thank you all very much.
I hope everybody has a wonderful afternoon.

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