

Undocumented Motorist Safety & Insurance Task Force

Thursday, June 19, 2014

10:00a.m. – 12:00p.m.

Tatnall Building, Room 112, Dover, DE

Meeting Attendance

Task Force Members:

Present:

Senator Bryan Townsend
James Collins
Chief William Topping
Javier Torrijos
Rosario Calvachi-Mateyko
Major Melissa Zebley
Ana Velasquez
Jose Somalo
Bryan Cochran
Darlene Battle
Pastor Jeremias Rojas
Director Jennifer Cohan
Claudia Peña Porretti
Karen Weldin Stewart
Raymond Holcomb

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Absent:

Senator Robert Marshall
Representative Andria Bennett
Senator Brian Pettyjohn
Representative Helene Keeley
Representative Joseph Miro
Deborah Gottschalk, Esq.
Matthew Heckels
Keyla Rivero-Rodriguez
Judy Diogo
Sean Lugg
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Andrew Meehan	CSDL	

INTRODUCTIONS

Senator Townsend, co-chair, brought the meeting to order at 10:18 a.m. The Senator then thanked members of the Task Force and the public for attending the meeting.

CONSIDERATION OF TASK FORCE MEETING MINUTES

Senator Townsend asked the Task Force members to consider the Meeting Minutes dated May 13, 2014. The Senator then directed members to a memo (see attachment) outlining proposed changes to the Spanish translation of the Meeting Minutes. He then asked if any Task Force members would like to propose changes. Seeing none, the Senator asked for a motion to approve the Meeting Minutes.

Commissioner Stewart, representing the Department of Insurance, motioned to approve the Meeting Minutes.

Javier Torrijos, representing the Delaware Hispanic Commission, seconded the motion.

The Meeting Minutes from May 13, 2014, were approved by a unanimous vote.

Senator Townsend stated the Spanish translation of the Meeting Minutes would be amended as proposed in the memo.

Rosario Calvachi-Mateyko, representing the Delaware Hispanic Commission, informed the Task Force that she proposed the changes to the Spanish version of the Minutes detailed in the memo, and that they were minor and unrelated to content. Ms. Calvachi-Mateyko praised the translator for her work on the Spanish translation.

Senator Townsend echoed Ms. Calvachi-Mateyko's sentiments, and asked Director Cohan, Task Force member, to convey his appreciation to the DMV employee who translated the Meeting Minutes.

PRESENTATION BY DELAWARE STATE POLICE & POLICE CHIEFS' COUNCIL

Senator Townsend introduced the presenters, Task Force members Chief William Topping and Major Melissa Zebley, who represent the Police Chiefs' Council and the Delaware State Police, respectively.

Major Melissa Zebley began the presentation by discussing the significance of recent enhanced language services for law enforcement, which are due to partnerships with some of the organizations represented on the Task Force. Patrol officers are trained to offer free language services to those with limited English proficiency, regardless of what their primary language is. The services can be provided for the purposes of interviewing by patrol officers and the courts. Law enforcement has found that these services, thanks to the partnerships mentioned above, have greatly aided communities with limited English proficiencies.

Following the last meeting Major Zebley and Chief William Topping researched how other states are dealing with the issue of driving privilege cards using literature provided by Andrew Meehan of the Coalition for a Safe Driver's License (CSDL). They specifically examined Texas, Oregon, Vermont, Illinois, and California. In addition to the recommendations presented by the DMV at the first Task Force meeting, the Major and Chief recommend requiring 10-point fingerprinting as part of the driving privilege card application, which is a requirement in Texas. Major Zebley acknowledged that this would entail a cost to the State Bureau of Identification. The benefit of fingerprinting is that it allows for greater verification of a person's identity than facial recognition alone.

Chief William Topping emphasized the importance of law enforcement officers being able to verify with whom they are interacting. He then recognized that he cannot obligate state agencies to do anything that requires a fiscal note. However, their research indicates that requiring fingerprinting for driving privilege cards is beneficial. For example, one benefit of fingerprinting is that it safeguards against fraud. If driving privilege cards are made available, they will have value not only to those who have them, but to those who do not have them.

If the DMV takes the time to verify documents and identities, Chief Topping believes law enforcement will not have strong objections to the process of issuing driving privilege cards. Currently, law enforcement bears the burden of verifying identities of undocumented individuals encountered on the job. This process can sometimes include contacting the Department of Homeland Security (DHS), or Immigration and Customs Enforcement (ICE) to verify identities and immigration status. If the DMV verifies identities upfront with driving privilege cards, law enforcement would have an easier time dealing with individual they encounter.

The Chief advised the DMV that the agency may encounter challenges in interpreting for immigrants who speak different dialects.

Major Zebley followed the Chief's comments by voicing the concern of whether there is an infrastructure at the DMV for providing free interpreting for individuals with limited English proficiency.

Major Zebley concluded the presentation by reiterating that she and Chief Topping recommend requiring fingerprinting as part of the process of issuing driving privilege cards. The Major and Chief then took questions.

Commissioner Stewart stated fingerprinting would be an obstacle to implementing driving privilege cards because undocumented individuals might fear what will be done with the information. The Commissioner stated she is in favor of driving privilege cards, which facilitate the purchase of insurance, which in turn benefits society through lower car insurance premiums. She then clarified that she does not think fingerprinting is a bad idea; rather, she views it as a potential roadblock to participation.

Major Zebley responded she appreciates the Commissioner's views. The Major then echoed a statement made in a previous Task Force meeting that the more difficult it is to obtain a card, the more secure the card is. Another point the Major restated from a previous meeting is that twice the amount of people applied for driving privilege cards in Utah than was expected based on the known undocumented population; this indicates widespread fraud. Major Zebley recognized the Delaware DMV is highly rated, and said she does not want to see its work compromised by fraudulent driving privilege cards.

Chief Topping added that many undocumented people with whom law enforcement has had contact have been fingerprinted already, either by ICE or the Immigration and Naturalization Service (INS). Fingerprinting allows law enforcement to verify if the identification provided is accurate. The Chief reminded Task Force members that when an individual is added to the State Board of Identification system, they are thereafter listed under the name provided at the initial contact with law enforcement, even if that identity is later found to be false.

The Chief stated he does not see a way around fingerprinting because of the need for officers to obtain reliable identification information.

Commissioner Stewart acknowledged the Chiefs' position, and said she does not know how great of an issue it will be. She suggested establishing a sunset provision to review the system once implemented. She then reiterated the possibility that fear will preclude people applying for driving privilege cards. The Commissioner related examples of trying to persuade undocumented individuals to seek medical treatment for injuries sustained in car accidents. The Commissioner does not want to see an obstacle to people receiving driving privilege cards and getting insurance.

Chief Topping responded the driving privilege card has to have value, which fingerprinting provides. He then compared having to produce a birth certificate to get a driver's license with fingerprinting. The Chief does not view these requirements as obstacles.

Senator Townsend summarized the main points of the presentation as follows:

- Law enforcement will appreciate the DMV's efforts to vet undocumented motorists' identities since officers currently have to do so.
- They recommend requiring fingerprinting as part of the process of obtaining a driving privilege card.

The Senator then invited other Task Force members to comment.

Javier Torrijos said the goal is to enhance public safety by encouraging people to learn the rules of the road, take the test, get a driving privilege card, and purchase insurance. Mr. Torrijos said he does not believe the states with successful driving privilege card programs have required fingerprinting. A balance must be achieved between encouraging driving privilege cards and preserving security.

PLAN FOR COMMUNITY ENGAGEMENT

Senator Townsend acknowledged the merit of Mr. Torrijos's statement. He said the center of the Task Force's discussion has been how to balance the needs for security and safety with the need of the community in such a way that the program is successful. The Senator then invited further comment.

Ms. Calvachi-Mateyko said the issue of trust needs to be discussed, particularly in terms of what will be done with the information collected. In April 2014 the Mayor of Philadelphia and the police signed an agreement with Latino and other groups vowing not to call ICE during interactions with suspected immigrants. Ms. Calvachi-Mateyko believes the same sort of agreement could be implemented in Delaware to establish trust with those wishing to apply for driving privilege cards.

Ms. Calvachi-Mateyko then stated that fingerprinting is common in Latin America, and therefore requiring it for driving privilege cards will not be an issue. The concern to address is whether the community can trust the government with their information.

Furthermore, Ms. Calvachi-Mateyko suggested working with the Mexican, Guatemalan, and other embassies to provide documents to those wishing to obtain driving privilege cards.

Senator Townsend agreed on the importance of building trust, and noted the community has a responsibility to help the Task Force understand what steps can be taken to build trust. This will facilitate a successful program.

The Senator then asked Ms. Calvachi-Mateyko to confirm that it is common to be fingerprinted in order to get a driver's license in Latin American.

Ms. Calvachi-Mateyko replied that fingerprinting is used for nearly all interactions with government. Identification cards separate from driver's licenses are issued, and part of the process to obtain them is fingerprinting.

Senator Townsend highlighted the importance of dispelling fear of contact with law enforcement, particularly in cases of spousal abuse in which a victim refrains from calling the police to avoid possible deportation. Senator Townsend then invited more comment.

Mr. Torrijos passed around a Colombian identification card, which includes a picture of the cardholder's fingerprint. These identification cards are sanctioned by the Colombian government and entail a thorough vetting process.

Senator Townsend asked if Chief Topping and Major Zebley had been aware that fingerprints are required for certain foreign identification cards.

Chief Topping said he was aware due to his length of service in Georgetown. He then stated it is rare for his officers to call ICE when interacting with undocumented individuals. For example, if an undocumented individual is stopped and does not have a license, in most cases the person will be issued a ticket, and the car will be towed, unless there is a licensed driver in the vehicle who can legally operate it. He estimated that 99% of interactions with undocumented individuals do not involve ICE.

Ms. Calvachi-Mateyko said that is not enough.

Chief Topping replied he does not think there will be support for a statewide agreement not to contact ICE due to the number of jurisdictions in the state. ICE is contacted in criminal cases.

Ms. Calvachi-Mateyko said that is the case in Philadelphia as well. Criminal offenses are not protected by the agreement with the Mayor.

Chief Topping reiterated fingerprinting is already done on some undocumented immigrants. He stated that in light of the information that fingerprinting is commonly required to obtain identification cards in Latin America, he does not view fingerprinting as an obstacle to success.

Mr. Torrijos agreed with Chief Topping that fingerprinting is not an obstacle. Rather, the concern is how identifying information will be used by government agencies, and whether deportation will occur. At the same time, Mr. Torrijos acknowledged that the primary goal should be getting people to pass the written and road tests and to purchase insurance. He suggested that the Task Force consider other ways to achieve that.

Major Zebley added that another goal is to reduce the potential for fraud, which fingerprinting can do. The Major also pointed out that it would be difficult to implement safeguards such as fingerprinting after driving privilege cards have already been issued.

Chief Topping responded driving privilege cards will not have value to insurance agencies if they are too easy to obtain. Additionally, he cautioned that the federal government could compel the State to share its database containing undocumented individuals who obtain driving privilege cards.

Senator Townsend stated the issue of the federal government asking for information was discussed in the first meeting. The State hopes it will not be put in that position by the federal government. The Senator asked Director Cohan, Delaware DMV, to elaborate.

Director Cohan, representing the Delaware DMV, clarified that Utah, which currently has one of the best programs in the country, initially did not require fingerprinting. However, a tremendous amount of fraud occurred in the issuing of driving privilege cards, so a year later fingerprinting was added to the list of requirements.

The director proceeded to say that the DMV is by default a part of the business of identity management, therefore the agency has to be skeptical of everyone. Furthermore, her contact at ICE, Keith Fowler, has indicated that ICE does not have the time or resources to pursue states for their databases of driving privilege cardholders. As such, the Director believes the risk of ICE asking for information is low.

Commissioner Stewart suggested the comparison with Utah is not entirely appropriate since Utah is closer to the border and experiences a greater influx of immigrants. Most of the immigrants who settle in Delaware choose to do so because they have ties to the area.

Major Zebley stated that people who wish to commit fraud will be drawn to Delaware once driving privilege cards are implemented. There were similar problems when gaming was established in Delaware.

Commissioner Stewart repeated her suggestion to sunset whatever program is initially implemented to allow for review, modification, etc., as necessary.

Chief Topping spoke to the importance of preventing problems before they require intervention, which costs less money.

Ms. Calvachi-Mateyko asked Director Cohan about working with the Mexican embassy and other embassies.

Director Cohan explained the DMV will work with embassies to ensure that applicants have secure documents. She then urged Task Force members not to underestimate the potential for fraud. The Director relayed a recent incident in which a DMV employee provided invalid driver's licenses to criminals for \$3,000.00 each. Fraud happens all the time, so preventative efforts should be taken.

Jose Somalo, representing the Mid-Atlantic Hispanic Chamber of Commerce, said he does not view fingerprinting as an obstacle to the community. In fact, fingerprinting is part of the process of naturalization, so people view fingerprinting positively. However, Mr. Somalo said he is aware of a rumor that some of the people being deported by ICE in Maryland have applied for driving privilege cards. This rumor could be contributing to the fear.

Director Cohan repeated the assurances that her contact at ICE provided regarding the agency not having the time or resources to pursue undocumented immigrants who apply for driving privilege cards.

Darlene Battle, representing the Delaware Alliance for Community Advancement (DACA), reminded Task Force members of a suggestion she made at the first meeting to implement the Trust Act to prohibit law enforcement from turning over to ICE those with driving privilege cards during a traffic stop. This act was suggested but not passed in Maryland.

Ms. Calvachi-Mateyko spoke to the reality of the fear that undocumented families experience, and the need to protect children.

Senator Townsend encouraged the community to educate the Task Force on how to dispel fear among the community. The Senator believes it is incumbent upon himself and the community to reduce fear, as he is not certain that more can be done from law enforcement.

Claudia Peña Porretti, representing La Esperanza, said she appreciates everything law enforcement is saying, and noted that Chief Topping is well liked in Georgetown. Ms. Porretti then said she agrees with Mr. Torrijos and Commissioner Stewart regarding the trust issue. The goal of the privilege cards is to enhance safety on the roads. The Task Force must now consider what the goal of fingerprinting is.

Ms. Porretti then suggested it is paradoxical to say that privilege cards have value, and to require fingerprinting, because requiring fingerprinting conveys a message that driving privilege cards are otherwise not valuable. She further suggested that the level of trust towards the government when submitting to fingerprinting is greater in one's country of origin than here in the United States.

Finally, Ms. Porretti said she believes Chief Topping would agree that most of the people who would apply for privilege cards in Georgetown are not committing crimes. As such, it is unlikely that these folks would need to be identified via fingerprints by law enforcement. Fingerprinting could act as a barrier to prospective applicants.

Chief Topping shared evidence that the Hispanic population is victimized most often by Hispanic people. That is why Chief Topping stresses the potential for and the need to prevent fraud.

The Chief then highlighted the speed and efficacy of word of mouth communication among the Latino community in Georgetown. This form of communication necessitates a well thought message at the outset that driving privilege cards have value and that ICE will not be contacted. Chief Topping went on to say that his officers do not call ICE anyway because they almost never show up when called. The Chief would prefer not to involve ICE in traffic stops. He cautioned, however, that he cannot resist federal agents who ask for information about undocumented immigrants.

Ms. Calvachi-Mateyko noted that those within the undocumented community also desire protection from criminals.

Chief Topping said that his officers do not contact ICE. Having privilege cards with fingerprints that can be swiped at traffic stops makes it easier for law enforcement officers to send people on their way.

Major Zebley reiterated that states that have issued driving privilege cards without fingerprinting eventually revise the requirements to include fingerprinting. Including fingerprinting from the beginning will ensure that costs are accounted for and minimized.

Senator Townsend invited Ray Holcomb to comment.

Ray Holcomb, representing the Department of Homeland Security, said he is not sure that the Mayor of Philadelphia has the authority to prohibit ICE from detaining people. Furthermore, he noted a statement previously made by Chief Topping, which is that administrations change. Even though the current administration does not pursue action through ICE, the next administration could. Mr. Holcomb then stated that the first bombing of the World Trade Center was committed by an overstayed alien who had a legitimate New York driver's license. Mr. Holcomb concluded this is why it is important to safeguard cards, and make clear that driving privilege cards are not for identification purposes.

Mr. Torrijos stated he wanted to look for a solution to the fear within the community. He said the outreach the DMV has engaged in has transformed the community's perception of the agency. Part of the outreach going forward should be to continue to put a face to the DMV and to communicate that the fingerprinting is for security reasons. Leaders in the community should echo that message.

Commissioner Stewart responded to Mr. Holcomb's comments by pointing out that terrorism cannot always be prevented.

Mr. Holcomb replied that his job is to try to prevent deaths from terrorism.

Senator Townsend encouraged Task Force members to focus on community engagement strategies to build trust, and stated that the recommendation to fingerprint does not seem to be an issue. However, the Senator noted his concern about requiring undocumented individuals to be fingerprinted in order to obtain driving privilege cards, when documented residents do not have to be fingerprinted in order to obtain a driver's license.

The Senator repeated his call for concrete ideas surrounding community outreach and what can be done to make a driving privilege card program successful. He also stated that the Task Force would have to leave time for a presentation on what other states are doing.

Ana Velasquez, representing the Latin American Community Center (LACC), responded to Mr. Torrijos's comment regarding trust by suggesting implementing a Trust Act. Ms. Velasquez stated that although the federal government could ultimately request information from the state, it would be reassuring to have an agreement from law enforcement that they will not contact ICE

unless the case involves serious crimes. Ms. Velasquez asked law enforcement to respond to her suggestion.

Chief Topping repeated his belief that a Trust Act would not gain enough support to pass. He noted that trust goes both ways; specifically, law enforcement officers have to be able to trust individuals when they give their name.

The Chief noted that initially he did not think driving privilege cards would work. After attending Task Force meetings, however, the Chief is in favor of them and has reported on the advantages to his colleagues.

Director Cohan said she is in favor of implementing a Trust Act for the purpose of launching the driving privilege card program. She noted she does not know if such an Act could be implemented at the State level, but it could be applied at the DMV level. The Director wants to reassure residents that the agency will not contact ICE with their information.

Senator Townsend asked the community what else it needs to do to make the program successful.

Mr. Torrijos replied the community needs to communicate the message and involve leaders.

Senator Townsend asked Mr. Torrijos what message he was referring to. The Senator also stated he is in favor of penalizing individuals who do not utilize the driving privilege card system, once implemented.

Chief Topping said there are already penalties in place, such as being charged with driving without a license.

Mr. Torrijos said the message is that the program is in place to enhance public safety, and that the security measures are taken to prevent fraud. He then highlighted the importance of having law enforcement's support, and suggested creating a Trust Act at least between agencies.

Ms. Calvachi-Mateyko commented on the success of recent community engagement efforts, which facilitate conversations. She said that the community responds best to information presented by people they trust, rather than information that is just printed in brochures. Ms. Calvachi-Mateyko recognized that brochures should continue to be made, but that they should be delivered by trusted figures.

Ms. Velasquez said the LACC has an advocacy task force that can conduct an educational campaign. However, Ms. Velasquez said she will not be comfortable engaging in those efforts unless agencies in Delaware assure the community that they will not contact ICE.

Ms. Velasquez then shared results of a recent, non-driving privilege card related focus group. It was found that the community will pursue any means to legitimacy and participation in society, such as purchasing car insurance.

Ms. Battle reminded the Task Force that she represents Asian and African undocumented individuals. She spoke to the need of finding a universal language with which to communicate the driving privilege program.

Mr. Somalo indicated support for a Trust Act at the DMV level.

PRESENTATION BY AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS

Senator Townsend introduced the next presenter, Ian Grossman. Please refer to the attached PowerPoint. A summary of the presentation follows.

Ian Grossman made the following points:

- The American Association of Motor Vehicle Administrators (AAMVA) is an international association representing the interests of Canadian and American agencies related to motor vehicles and highway law enforcement.
- The issues being considered in Delaware are also being discussed in other states.
- Driver's licenses are commonly used as forms of identification for non-driving related purposes.
- Every year the AAMVA updates design standards for DMVs, which helps combat fraud.
- There is a long list of State benefits associated with having a driver's license.
- The DMV recognized it was in the business of identity management long before 9/11 occurred.
- The driving privilege card program in Oregon is up for a referendum vote. If it passes, the DMV must implement the program within 30 days.
- Numerous states introduced legislation in 2014 to provide some sort of driver's license to undocumented individuals.
- There is public safety benefit to implementing driving privilege cards, especially since many individuals are already driving.
- Even though law enforcement will understand that driving privilege cards are not for identification purposes, the private sector may treat the cards differently.
- Other countries have different levels of document security.
- Law enforcement agencies across the country have taken different positions on whether to contact ICE if they encounter an individual with a driving privilege card.
- There is reciprocity across state lines for driving credentials, but not necessarily for identification.
- The road test has a high passage rate, but the written test has a low passage rate. Literacy and translation issues factor into the low passage rate.
- There is question regarding what to do when an individual admits to breaking the law by having driven without a license.

- States need to decide what to do with facial recognition information once collected.
- There is a possibility that people will flock from other states, yet the proposed requirement to produce two years of Delaware tax returns addresses that concern.
- Driving privilege cards have to be visibly different from driver's licenses, per the Real ID Act.

Mr. Grossman then fielded questions.

Gene Reed, on behalf of the Department of Insurance, asked for clarification that the law passed in Oregon but still needs to be approved by voter referendum.

Mr. Grossman confirmed that the law passed the legislature but still needs voter approval.

Ms. Velasquez asked if there are statistics for the driving program in D.C., which applies to a broader population than just undocumented immigrants.

Mr. Grossman replied there are no statistics yet because the program just started. The only established data is from Utah, which does not necessarily compare well to other states.

Ms. Porretti asked if there have been any constitutional challenges in the states that require fingerprinting.

Mr. Grossman said he is not aware of any. He further stated that fingerprinting the undocumented population can be justified since they use a different set of documentation than the general population. Some states even conduct background checks.

Gene Reed asked if the numbers Mr. Grossman reported regarding states that have implemented driving privilege programs are the most current available.

Mr. Grossman responded they are. Nine states have implemented programs, and another 10 states introduced legislation in 2014 to create programs.

Senator Townsend thanked Mr. Grossman for his comments.

PUBLIC COMMENT

Senator Townsend asked if there was public comment. Seeing none, the Senator announced that the names of Ms. West and Mr. Reed were inadvertently left off the last Meeting Minutes. Senator Townsend asked for a motion to amend the minutes to include those names on the attendance list.

James Collins, representing the Office of the Governor, motioned to approve.

Mr. Torrijos seconded the motion.

All Task Force members voted to amend the Minutes as proposed.

Minutes prepared by Michelle Zdeb, Legislative Assistant & Caitlin Del Collo, Legislative Fellow

TIMELINE FOR FINAL REPORT

Senator Townsend said he would prefer not to meet in July or August. He suggested that a draft final report be circulated prior to meeting in September, so that Task Force members can discuss edits. The final report will be submitted in October.

Commissioner Stewart offered the conference room in the Department of Insurance in Dover for the next meeting. The room is set up for video conferencing.

Ms. Calvachi-Mateyko reported that some people in the community purchase insurance through American Independence and Dairyland, which are based in Georgetown. The rates are affordable (approximately \$86 a month), and the policies do cover accidents.

Bryan Cochran, representing the private insurance industry, stated those are legitimate insurance companies.

Mr. Collins reminded Task Force members that there was discussion of using the term “driver authorization card” instead of “driving privilege card.”

Ms. Calvachi-Mateyko suggested using “safety driving card.”

Director Cohan explained that the word “privilege” has been proposed because Title 21 of the Delaware Code characterizes driving as a “privilege.”

Mr. Collins said he believes there is consensus that the Task Force should pursue a driving privilege card program. Furthermore, there is insurance available. The remaining concern is verifying peoples’ identities at the DMV. Mr. Collins asked if his summary accurately captures the Task Force’s current discussion.

Senator Townsend said that he would add there is still question about what can be done at the community, State, DMV, and law enforcement levels to make the program work. That is why there will be a drafting process of the final report.

Commission Stewart asked if it is correct to say that the goal of the Task Force is not to have draft legislation.

Senator Townsend said that if there is consensus on proposing legislation, he will be happy to do that. The Senator would like to gauge members’ feelings ahead of the next meeting.

Mr. Collins said information breeds trust. He said that law enforcement already has policies for how to contact traffic stops. It would be helpful to communicate those policies and rights to people in order to dispel fears.

Chief Topping said law enforcement does not have time to target undocumented immigrants or any other community. He then said he will present the Trust Act to the Police Chiefs’ Council.

The Chief anticipates that some people will support it, while others will not. The Chief then noted that funding needs to be secured for any resulting program.

Mr. Collins repeated his suggestion to disseminate information about law enforcement policies. Perception is reality, so it is important to provide accurate information to people about what to expect from law enforcement.

Chief Topping emphasized the fact that law enforcement answers to federal bodies as well state bodies. If Delaware addresses all the issues related to driving privilege cards upfront, the program will be more successful.

Ms. Velasquez asked why law enforcement cannot sign off that they will not call ICE if that is already being practiced.

Chief Topping, referencing interactions with the federal government, responded it is easier to ask for forgiveness than to ask for permission. He further stated that putting such policies in writing diminishes law enforcement discretion.

Mr. Collins agreed, but noted that there have to be basic guidelines that can help the community understand what triggers certain responses.

Ms. Battle spoke to the need for consistency among law enforcement officers who interact with undocumented immigrants.

Mr. Reed suggested creating a document to inform the community that the State does not have to report their information to the federal government except under certain criminal circumstances. Outlining those circumstances will help the community understand what to expect.

Senator Townsend proposed including the issue in the draft report and discussing it at the next meeting. The Senator then indicated he will seek Chief Topping's thoughts while drafting the draft report, since the Chief has been widely praised for his work in Georgetown.

The Senator thanked Task Force members for their work and encouraged everyone to contact him with questions. He also thanked Michelle Zdeb and Caitlin Del Collo for their work to organize the meeting.

The meeting was adjourned at 12:18 p.m.