



Committee on Budget, Appropriations and Finance (Copy) (Copy)

Legislature USVI

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- 0:00:00 Music Music Thank you.
- 0:01:00 Thank you. We'll be right back. [2 such phrases repeated 8 times · standby audio before the proceeding, transcribed by the recogniser as speech]
- 0:05:00 Thank you. Thank you. Thank you. Thank you. and we are out of recess and back and reckon and again we're considering uh and hearing testimony
- 0:07:28 on bill number 36.0221 at this time we'll go to the assistant commissioner of finance miss modest elliott for her testimony good afternoon finance committee chairman senator naviel e francis vice chairman senator Marvin A. Blyton, other committee and non-committee members present and the people of this territory listening and viewing today. I am Clarina Modest Elliott, Executive Assistant Commissioner, testifying on behalf of Kevin McCurdy, Commissioner of the Department of Finance.
- 0:08:10 Thank you for the opportunity to testify in support of Bill number 36-0221. At the outset, I would like to commend the sponsor and this committee for proactively addressing the persistent and serious issue of impaired driving which continues to pose significant risk to public safety and imposes substantial human operational and economic costs on the government of the Virgin Islands. Impaired driving affects not only the individuals involved but also strains public resources through increased emergency response costs, healthcare expenditures, roadway damage and long-term public health impacts. This legislation represents a thoughtful and necessary step toward mitigating those costs while improving roadway safety for residents and visitors alike. Bill No. 36-0221 establishes a comprehensive sobriety checkpoint program requiring the conduct of at least 12 sobriety checkpoints annually across the territory. The bill further creates the Impaired Driving and Highway Sobriety Checkpoint Program Safety Fund, a dedicated non-lapsing special fund within the territory the legislation directs fines collected under title 20 section 493 into this fund and establishes clear allocation percentages operational standards and reporting requirements collectively these provisions are designed to strengthen and

impaired driving enforcement support traffic control operations and advance highway safety initiatives in a transparent and accountable manner bill number 36-0221 establishes the safety fund as a dedicated non-lapsing special fund administered by the department of finance in collaboration with the virgin island office of highway safety and other relevant agencies the department of finance is fully prepared to fulfill its statutory responsibilities under this framework the creation of a dedicated fund strengthens fiscal transparency by directly linking fine revenues to impaired driving enforcement and highway safety expenditures

0:10:41 this structure promotes targeted investment in enforcement operations public awareness initiatives and evidence-based safety programs while reducing reliance on general fund appropriation for these specific purposes. To further enhance operational clarity and accountability, the Department of Finance recommend the use of formal interagency memoranda of understanding to clearly define roles, responsibilities, and data sharing protocols among participating agencies. While the establishment of a dedicated fund provides an important and reliable funding mechanism it is important to recognize that revenues derived from fine collections are inherently variable collections may fluctuate based on enforcement levels and adjudication timeline compliance rate and importantly improvements in driver behavior as impaired driving decline revenues may also decrease the Department of Finance fully supports the bills reporting requirements and commits to providing comprehensive, timely, and editable reports to the legislature. To ensure effective implementation and statutory compliance, the Department of Finance will establish appropriate accounting control, fund codes, and reconciliation procedures consistent with generally accepted accounting principle and audit requirement. Successful Implementation will require close coordination among the Department of Finance, the Virgin Islands Police Department, the Office of Highway Safety, the Bureau of Motor Vehicle, and the Judiciary. In closing, the Department of Finance wholeheartedly supports the intent and objective of Bill No. 36-0221. This legislation represents a balanced, data-driven, and fiscally responsible approach to reducing impaired driving and enhancing highway safety throughout the territory. With prudent revenue planning, robust internal controls, coordinated interagency implementation, and ongoing legislative oversight, the Impaired Driving and Highway Sobriety Checkpoint Program Safety Fund can serve as an effective and sustainable tool to save lives, reduce accidents and promote safer roadways for all. Thank you, Mr. Chairman and members of the committee

0:13:17 for the opportunity to present this testimony. I welcome any question and look forward to continuing collaboration on this critical public safety initiative. Thank you very much, Ms. Modest, Assistant Commissioner Modest Elliott for your testimony. Next, we will recognize Ms. Daphne O'Neill, Director of the Office of Highway Safety, for her testimony. Good afternoon to the Chair, the Honorable Novelli Francis, Jr., legislative body and staff, members of the VIPD team, and to the listening and viewing audience. My name is Daphne O'Neill, Director of the Office of Highway Safety for the United States Virgin Islands Police Department.

0:13:59 I come before you on behalf of Police Commissioner Mario M. Brooks to discuss and act amending Title 20, Virgin Islands Code, Part 2, Chapter 43, Subchapter 1, Section 43, relating to alcohol consumption and to establish the Impaired Driving and Highway Sobriety Checkpoint Program Safety Fund. Mr. Chairman, distinguished members of the Senate, thank you for the opportunity to testify today on this matter. On behalf of the VIPD, we respectfully submit this testimony in support of Bill 36-021 proposed by Senator Ray Fonseca. This bill aims to establish a sobriety checkpoint program to detect and deter violations of VI Code Section 493, Chapter 43. The program suggests that VIPD conduct no fewer than 12 sobriety checkpoints each calendar year with a specific number of checkpoints for each island and two data-driven checkpoint deployments. The VIPD would be required to follow standard operating procedures when the sobriety initiatives are planned. Following said initiatives, VIPD would be authorized to partner with local and or federal enforcement agencies or any other agency it deems necessary. There must also be coordination with the VIPD's Office of Highway Safety Unit. Further requirement for the VIPD would be an annual report regarding prior fiscal year's Sobriety Checkpoint Program Safety Fund initiatives, and it will be due on December 1st.

0:15:50 VIPD supports this bill as it correlates to the passage of Bill No. 36-0123, also sponsored by Senator Fonseca. The proposal to dedicate fees collected from impaired driving traffic infractions to the Sobriety Checkpoint Program Safety Fund to a separate and distinct non-lapsing special fund is favorable. When established, the fund will support traffic control operations, the dedicated Sobriety Checkpoint Program, and augment funding for the programs approved in the Office of Highway Safety Annual Traffic Safety Plans. The VIPD will support any additional funding source which will assist in addressing the impaired driving infractions throughout the Territory. The VIPD supports this bill because in fiscal year 2023, the Territory recorded two fatalities resulting from driving under the influence related crashes.

0:17:03 In fiscal year 2024, there was one DUI-related fatality, and in fiscal year 2025, there was one potentially recorded. The VIPD is still awaiting the lab results for this fatality. The Department was able to meet its established goals to reduce impaired driving crashes using a combination of education, outreach, and high visibility enforcement to reduce impaired

driving crashes 20 to 25 percent from the fiscal year 2023 high figure of 101 fiscal year 2024 decreased to 80 and fiscal year 2025 decreased to 73 unfortunately with one fatality in fiscal year 24 and 25 the work continues for the territory to decrease and maintain alcohol-impaired driving fatalities to zero. Adopting the recommended changes in Bill 36-0221 will provide funding dedicated to support and meet these objectives. Territory-level traffic data indicates modest improvements but also underline the need for continued action.

- 0:18:28 The National Highway Traffic Safety Administration data underscores the lethality of alcohol-impaired driving. NHTSA's analyst shows that thousands of deaths each year tied to alcohol-impaired crashes. Therefore, any action taken which reduces impairment on the road saves lives. Legislative action and funding are the strongest tools available to protect the citizens and visitors in the territory. In fiscal year 2025, the VIPD and Office of Highway Safety continued territory-wide impaired driving campaigns and high visibility enforcement, including sobriety checkpoints and public education, reinforcing the need for statutory alignment so enforcement, prosecution, and prevention efforts can operate with maximum effect. In fiscal 2023 to 2025, the DUIRS totals 189, with blood alcohol reported cases at 60. The report rate was 31.7 percent. However, blood alcohol not reported or refused were 129.
- 0:19:56 The results show that although one-third of DUIRS had blood alcohol results officially reported, the remaining 68.3 percent either had no blood alcohol data reported or involved individuals who refused testing. The Office of Highway Safety Plans from 2023 to 2025 described impaired driving project goals, reducing alcohol-impaired crashes and injuries, and listed enforcement initiatives implemented in partnership with VIPD, the law enforcement arm of the territory.
- 0:20:39 These are the local data points VIPD relies on when developing enforcement and prevention strategies. As mentioned previously, fiscal year 24 and 25 showed declining number of driving impaired crashes when compared to 23. This is the desired trend throughout the territory, a positive trend, but one that still leaves alcohol impaired driving an actionable risk identified in the planning documents. VIPD and the Office of Highway Safety continue to emphasize high visibility enforcement during holiday periods and campaign months. The Sobriety Checkpoint program funding will be a welcome source to realize these initiatives. To further address impaired driving, there should be targeted educational and outreach to the groups that are consistently violating the traffic safety rules. In the territory, the older age groups, 20 to 25 and older, are the core group of violators. Middle aged and older adults, 35 to 55 and older, were the most affected groups, making up 73 percent of all DUI cases.
- 0:22:05 These violators are overwhelmingly male, 81%, with Black and Hispanic drivers leading the category for race and ethnicity. Funding for more sobriety initiatives can only benefit the VIPD, Office of Highway Safety, the local populace, visitors, and encourage potential territorial investors with our improved traffic safety data. Increased initiatives also provide better protection of vulnerable road users. Increased enforcement to deter impaired driving will protect all road users. Alignment with highway safety programming.
- 0:22:53 The potential for an additional funding source would align with highway safety's enforcement goals and the Territory's Highway Safety Plan objectives to reduce alcohol-impaired crashes and fatalities. This legislative action would make education, checkpoint activity, and high visibility enforcement more likely to change behavior and reduce recidivism. Even small reductions in impairment at the population level reduces crash risk.
- 0:23:31 National research and highway safety local goals both indicate that combined strategies of strong laws, high visibility enforcement, and public education are necessary to reduce alcohol-impaired crashes and fatalities. Bill No. 36-0221 to provide additional funding strengthens the enforcement piece of that three-pronged approach. Conclusion and Recommendations. For the foregoing reasons, the VIPD strongly supports Bill No. 36-0221 with the proposed amendments which will strengthen the enforcement needed to reduce impaired driving by providing additional funding. It will enhance the prevention collaboration already active through VIPD and Highway Safety and community partnerships to fulfill the Territory's Highway Safety Plan to inform and educate. We recommend obtaining from the VI Courts and the Department of Finance the revenues collected from impaired driving citations for the past three years to be used as a frame of reference. We also recommend that the fund be seeded with the revenues collected from the prior calendar year of the date Bill 36-0221 becomes effective.
- 0:25:00 We respectfully urge the Committee to advance the amendments to Bill 36-0221 with a favorable vote and final enactment. The VIPD stands ready to adhere to the requirements to effectively establish, maintain, and grow the Sobriety Checkpoint Program Fund. My team and I are available for any questions. Thank you very much, Mrs. O'Neil, who is going to do the presentation for the Police Department? or no please recognize the mic of senator sergeant commander thank you for the position but um i i am here to answer any questions that the senators may have regarding the traffic fatalities and how it relates to this particular bill. Very well. Ms. Leibob, are you testifying? The Commissioner did send in a testimony. I'm not sure who presented it on his behalf. That was done by you, Ms. O'Neill.

- 0:26:30 That was the only one, sir. That was the only one from the police department? Correct. okay very well all right so that runs out the the testimony on that particular measure what I'll do is open up to my colleagues for a five minute round before I do that I wanted to ask highway safety and the police department are you not concerned about quotas I know that in the past the judges have always scuffed at quotas and you know requiring any specific numbers and believe that that helped to influence officers doing enforcement in particular areas what is the current position in regards to quotas asking me senator yes a sergeant Arthur Joseph commander St. Corey District Traffic Investigation Bureau I I agree with you sir we based on my experience in the traffic bureau we tend to stay away from quotas it is drives certain behaviors that is not in the best interest of public and enforcement efforts so we focus our energies on the areas where we have data to show high amount of crashes or areas where we can help educate individuals through our checkpoints about the behaviors that must change in reference to driving under the influence or operating unregistered uninsured vehicles or even operating vehicles with children not restrained or passengers in the rear not restrained and then passengers in the front and drivers unrestrained very well and miss director O'Neill in regards to again
- 0:28:22 quotas or the sobriety checkpoints this bill is requiring at least four within each of the islands what happens if it falls under the four what do you see as consequential if you don't make the four sobriety checkpoints sir I think that the number of sobriety checkpoints is well within what can be done operationally during the year however if we fall below those or if the police operations fall below those I'm sure that there could be serious justifiable reasons for that if for whatever reason the operational plans cannot go through both of the traffic commanders can address that And based on current initiatives as it pertains to sobriety and checkpoints, what is the current requirements on an annual basis for checkpoints or the initiative, not checkpoint necessarily, but traffic and sobriety checks initiatives, what's currently available?
- 0:29:37 We never put a limit. We go by national campaigns and what is happening locally with our carnivals and our festivals. But I can defer to Sergeant Libob, and she can provide more clarification. Sergeant Libob? As it pertains to initiative and enforcement, we have the campaign for DOI is Nationalism April, and we know April is carnival for us. So, we try our best to do some enforcement, but it's kind of limited, but we focus on 4th of July, we focus on St. Patrick's Day, we focus on Labor Day, and we also focus in December. in um december we do something for carnival but being that we are limited with manpower it's hard to do um sobriety checkpoint during that time and since my question um in terms of the requirements for uh a minimum of four per island because traditionally will happen is that based on um you know the events of the various and thanksgiving is another big time that you do um traffic initiatives as well you know so so based on that but i'll i'll open up the floor to my colleagues point of information point of information senator de graaf uh thank you mr chair uh could you have i i understand and know what quarters are but could you have uh the vipd uh sergeants or commanders uh to explain to the to the public in regards to what are quarters thank you
- 0:31:38 Sergeant Joycely Bob, St. Thomas St. John Traffic Investigation Bureau. We don't have quarters for our officers when, excuse me, a quarter is like you go out and tell the people I'm like oh my officers I need 20 tickets from each individual but we don't we as traffic officers don't do that we just go there and you enforce you can go and you could go do a directive patrol if you decide that you want to do a directive patrol you go to a specific area and you do a directive patrol there. You might get ten tickets, you might get two, it all depends. But we don't put a quarter on the officers. You have a perspective that you want to put on Sergeant Joseph? Senator, as you opened up and you spoke about quotas, it's not something that is, in my experience that is something in the best interest of law enforcement to carry out in any community because you may have when you start to do that you have officers or personnel that may choose to provide false information or take advantage of the authority that they may have and issue citations that are not correct in some cases just to meet the order that you have created so it is not something and I think in years that we've worked together we went away from it never even started in my career quotas is not something that is discussed it's not something that is done is we already knew it wasn't in the best interest of our community right when you start to mandate you know certain checkpoints or locations and those type of thing is something that the courts about was though and senator thank you for the time I said briefly in my discussions with some of you that the checkpoints are designed to bring awareness of to our community about sobriety it's not designed to be
- 0:34:04 punitive in any way but to bring awareness and to help deter individuals from the conduct of driving under the influence there there are bigger pictures here which is alcohol is considered a drug and sometimes people use it to suppress other illness and so we we have to be mindful that our DUI enforcement is not just about trying to arrest anyone and and in terms of the penalties that derive from DUI arrests the courts is the only entity that leverage leverage penalties and and rarely do this court fine individuals they actually in some cases when we have those people who are repeat offenders they provide them treatment and and and require that they um they attend some type of campaign or some type of um facility to help them change their behaviors over time so i i don't know of the a system where revenue is generated and and we got to be careful with that to give the impression that revenues can be generated from DUI arrest correct that's my

concern senator Vaila you recognize your point of information thank you Mr. Chair Mr. O'Neill how many sobriety checkpoints were conducted in fiscal year 2025 by island daphne o'neil director office of highway safety in 2023 we had um 16 days i'm sorry you can't hear me 2025 in 2025 we had Five? How many? I'm sorry. In St. Croix, we had 36. And in St. Thomas, St. John, we had 31.

0:36:16 Those on sobriety checkpoints, 36 on St. Croix and 31 on St. Thomas. That is what we have, sir. and high visibility enforcement and sobriety checkpoints. If that is the case, 36 and 31, why was such a low number utilising the bill of 4 and 4? It's a starting point. I guess the design of the bill can answer that, but I think it's a starting point.

0:36:59 I am asking you for your recommendation as being the director as to what do you believe that number should be if this bill was to pass? Because if you are 36 and 31, you are starting at 4, that is really nothing. So what is your recommendation? My recommendation, sir, is that we can start with the recommendation made in the bill, and And then we can improve each year. If we keep going over, that's fine, and we can see it as a path to grow. But I think because this is fairly new, and we wanted to get it on the books, I think this is a good starting point.

0:37:48 10 percent of 36 is 3.6 so you started at 10 percent of what actually occurs yes and we can we can surpass that okay thank you you're welcome thank you i just like something about um having figures if the bill is supposed to pass that are reasonable and make sense in in terms of the work that is presently being conducted on a regular basis thank you so much thank you mr chair very well thank you point of information senator frederick please recognize the mic of senator frederick thank you very much mr chair director o'neill can you please state the number of DUI arrests we had in St. Croix and St. Thomas last year? For 2024, I'm sorry, for 2025, in St. Thomas, St. John, we had 30 arrests, and on St. Croix, we had 36, and that was for fiscal year.

0:39:16 So that's identical to the number of checkpoints you had? Coincidentally. Mathematically, that doesn't seem accurate, but Mr. Chair, thank you for the time. Thank you very much. Before we open up to questions, real quickly, Director Matthew, In regards to the delay in the implementation for to October 1 of 2026, is there any punitive actions, any consequential actions by not implementing January 1? One second, I'll get your mic on there.

0:40:03 Go ahead. Why we're recommending the October 1st date is that is a renewal period for the 2027 calendar year. So rather than have it effective January 1st for those new persons, we want it to be in effect October 1st, which will affect anyone who's new or renews after that period. My concern is whether or not this may affect the accreditation or anything in any way, shape or form. No, it will not. And that's okay very well, thank you. At this time, we'll open up the floor to a five-minute round, and we'll start off with Senator Marvin Blyton. You're recognized for your five minutes.

0:40:43 Thank you so much, Mr. Chair, and good afternoon to the testifiers. And thank you so much for your testimonies. Let me ask first, in respect to Bill Number 36.0221, first of all, when it comes to checkpoints, are they, are you supposed to have reasonable cause or suspicion when it comes to checkpoints and stopping individuals? Because I remember when I came back home in 95, and I had a checkpoint, I had just come from California. I tell them, not me and I, stopping me, me and I, what did I do wrong? They were picking and choosing who was stopping at the time. I could tell you for a fact. Back then, I tell you back then. What happened? Real talk, that's what happened with me. And I kept going, I said, well, follow me home because I know me and I do nothing wrong, I know my rights.

0:41:30 I got in home, I got things to do. Is it legal? First of all, is it legal? And because I know it could be challenging in court. Is it legal? Yes, it's legal. We can stop. And with the Sabari checkpoint, we stop every third vehicles. OK. So it's not that we're stopping you, so it's a pattern. We stop every third vehicle. Very well. And if we see something, if we see a vehicle before that third vehicle, or that person looked impaired, or a violation, then we stop that vehicle.

0:42:04 Of course, that's cause, that's cause, that's fine. I just wanted to clarify. OK, what happens to the money right now as we speak currently? Where does the fund go? Where are those funds going? General fund? Any set? Oh, you got it? Me no. Ms. Fran, please. Any funds collected for citations going to the general fund through the courts. And what's the average fine imposed? Sarge? The average fine, it varies. You have seat belt, taint, child restraint. So it varies.

0:42:47 OK, so you can't give my average. OK, no worries. OK, let me go to Attorney Matthews. Good day, Attorney Matthews. How are you doing today? good afternoon yes couple questions for you also in respect to but first of all I support both of the bills but I have some questions in terms of clarification I know right now the requirement for the VI code in terms of title 3 chapter 35 in terms of promulgating rules and regulations Do you have any rules and regulations right now as we speak promulgated? Lendina Mati, Division of Banking Insurance. That question is towards me. That's correct? Yes, it is for the bill. There is regulation relative to the Producer and Adjuster Licensing Act. Yes, there is.

0:43:51 So there is rule and regulation promulgated? Okay, I know you put out bulletins, correct? You put out bulletins? Yes, we do have bulletins. In fact, what we generally do before, once there's an implementation of any new sections in the Act, we do bulletins notifying the insurance producers um any current and changes made to the law when was the last time you

did put out um rules and when when when last when were the last time the rules were changed well we don't rule uh all the time because um for instance uh i know you um the legislature recently passed uh another act for our office and we did rules and regs for that that is presently going through the process okay because i know um at the bill it stays um 24 hour hours can you continuing education credits for each two years right um in terms of the compliance period so right now what a big bill seeks to do is um basically eliminate basically what the bill is doing is going to eliminate the requirement that's in the vi code right now what's your take what's your take on it that is correct that is correct in terms of the licensure the continuing education period will remain the same two years and there's a 24 hours required um for ce credits but the licensure period is one year for insurance producers individual insurance producers okay currently in the code

0:45:43 yeah okay thank you for that clarification um but basically um i do support both um bills and i will be 14 at the appropriate time thank you so much thank you mr chair Thank you very much. Senator Blyden, point of information, Senator VLA. Mr. Chair, I had to come back on because I asked what is the number of sobriety checks conducted during fiscal year 2025. And Ms. O'Neil, you told me 36 and 31, but I'm looking at the Office of Highway Safety report, and the 36 and 31 is the number for the number of arrests, not sobriety checkpoint.

0:46:35 So what is the number of sobriety checkpoints conducted? And the previous senator told you that something was wrong with the numbers being the same, you said no but according to your report or whoever did the report what is really the number just a second just a second sir you answered me with such confidence that i thought your numbers were right until i dug a little deeper thank you so thank you for uh pointing that out sir I stand corrected. The number of days in 2025 were 56 on St. Thomas St. John and 140 on St. Croix.

0:47:27 Okay and that's what I'm seeing in the report. Now my last question and this is to to Officer Joseph and Officer St. Thomas, is your initiative ever limited just to sobriety or is it a traffic checkpoint and whatever falls under that, that encompasses under that, whether it's a weapon, drugs, whatever? see you have 140 it wasn't 140 you just going out to look for dui it was 140 traffic initiatives correct or explain to me okay um arthur joseph sergeant arthur joseph i'm senior in the commander traffic investigation bureau district we did 140 days of dui enforcement of the 140 days we also included the click it or ticket where you have doi specifically is set up for doi and then click it or ticket we also look for seat belt infractions but in both initiatives you have um you can see infractions that you address that would give cars for the stop in some cases and then you have an initiative where we set up in the same initiative where we say we stop in every fifth car so we write down the plate number and the name of the individual for that fifth stop who because when we have if we have a fifth stop and that happens to be a DOI arrest we have to show the courts that we were in quality with constitutional law that we didn't just pick this person out because they look suspicious but we picked them up because we got lucky basically that the fifth stop was someone who was in violation of maybe they weren't wearing their seat belt maybe they were the sticker was not

0:49:29 mounted on the glass or the license plate wasn't on the front of the car and so we stretch it out those days because that's the days of the grant grants that we are afforded have X amount of days that we can utilize time to do enforcement thank you so 140 is the days under the grant yes the days fall under the grant and so that's the length of time so you may actually utilize all 140 140 days yes okay thank you uh thank you very much senator dla uh next we'll come to every lois is not there center the graph you recognize uh for your five minutes senator dwayne de graf uh mr chair was uh uh senator fonseca you say he was ahead of me i'm the sponsor oh the sponsor okay okay thank you thank you for the time mr chair good afternoon colleagues good afternoon testifiers all of you listening i'm present uh you you know for me when it come to i i don't like a bill we're gonna say for sobriety tests because then you're you're keeping it to the traffic bureau only you know i i like if the traffic bureau is doing 140 days of federal mandated and and they got funding for that i like that because then each patrol unit also can do their own initiatives which we need to flood the territory with traffic initiatives i i am for that that's what i believe in that's how i do it but how much federal funding do we get for these programs the amount of federal funding depends on the project it is how it is a variety this up the sobriety

0:51:18 one how much for federal funding we get again it is how the traffic commanders write the operational plan and how they plan to carry it out for the for the year and how much manpower they're going to do okay so any of those plans for federal funds done for four days in a year they're done for more than four days right so that's my point so if we're getting federal funds that we can do hey we want to 140 days of this uh federally funded program then i and you know the the the sponsor is trying something i i i agree with what he's saying but we have federal funds that can do this of 140 days as the sergeant just mentioned so um fines when collected the sergeant mentioned before the court imposes the fines um the tickets everything go to the fort to the the court right now do you know what the court does with that money does the court use that funding or is it's sent uh department of finance i don't know if you would know better where the court uses that funding or does the court transmit that money to the general fund okay with the mic you can have a assistant

commissioner on the mic yeah clarina mudas elliott executive assistant commissioner department of finance the court do use their money it doesn't go into the general okay so so the court uses the monies from the fines and stuff generated by the traffic initiatives yes okay so so then that would be taking whatever money they get and putting it into a fund to be used now by the pd so that in itself might become a conflict of interest or an issue i i don't know because we

0:53:11 have to have what the court uses it for i'm not sure not sure okay okay um now in regards to attorney matthews in regards to to your bill where you're changing the date to october when i think in the bill they have where some of the issuance of the producing licenses remain uh effective december 31st would december 31st be a better date for you than october 1st no um why we use the october first date is because generally in preparation for the renewal period it opens up to persons to renew in october so october 1st is the first date that someone would be able to renew for the next calendar year which would be 2027 okay so then doesn't it have an effect on your budgeting type cycles because october begins a new budget one minute well it will not in fact it should increase our cycle because now we're because we're going into the two-year um uh the 2027 year we should see an increase actually because then they instead of paying for example um uh license he would normally pay 200 for a uh new 30 seconds um resident license so they would be paying 400 for the two-year license um beginning uh the next calendar years right so so for your next budgeting cycle so that's what says if you put it in december 31st you would have it in that budgeting cycle you prefer to go to the next budgeting cycle yeah it's gonna start the effect is that um january 1st anyone renewing their um license for january 1st would receive a two-year license and they would be for two years oh okay and in closing mr chair in regards to the cleanup bill in the bill has uh under section two number four we're striking uh humane society saying thomas real cats

0:55:54 spade-neuter programs, rough-start spade-neuter programs, St. Croix Animal Welfare, St. John Animal Welfare Center, St. John Animal Care Center, St. Croix Animal Welfare Center, Dorcas, St. Thomas, Dorcas, St. Croix, and the junior dragsters is what I'm seeing here that we we clean up the bill to add the in section one the fix but then we are actually eliminating or some of them in it so i have that as a concern and i guess we could get any answers uh my colleague could uh have a chance to address that thank you for the time mr chair uh thank you very much senator de graf i think the the issue or the contention was that the um originally the funding that was earmarked which was the epstein fund for the um the non-profit organization that you know the governor had determined that the animal shelter didn't fall within that realm all of the other areas were funded um except for those those particular areas that's now being replaced into the general funding rather than under the epstein fund that was used for the non-profit organization they are not and uh assistant commissioner you spoke about the the funding for citations in the general fund but but there is a disbursement that not the funding from the general citation that goes into the general fund is not just to the courts this also goes to the virgin house police department as well as highway safety and others Correct. I just had a conversation with Director Neal and she did confirm. Yes, you're correct.

0:57:41 So I just wanted the record to reflect if you could just correct what you had indicated that it's not all going towards the court. Correct. Not all the citation goes directly to the court. some goes to vipd very well thank you um next the chair recognized under here but frederick you recognize you all five minutes isn't good afternoon testifiers again uh listening and viewing audience my office central staff excited to be here asking question of the director of banking and insurance Director Matthew, for the last couple of months, I've seen finally the division is coming to us quite a bit. Thank you. We're upgrading our laws, our insurance laws, and that's a good thing.

0:58:38 In respect to this, I cannot vote on this measure because I'm a licensed insurance broker, but I think this was well-timed. It standardizes the process. Please tell us how many other jurisdictions currently falls within this provision of this law, this bill. So, currently, all the states and territories have producer and adjusters licensing act. However, 45 states currently have two-year requirement, and one of the discussions when we initially did the adjuster and produce an adjuster licensing act is we knew we were going to get there where we would eventually go to the two years. But because we were transitioning into certain systems, we utilized the one-year that we used before we adopted that act.

0:59:44 So now that we have done the CE courses, we wanted to make sure the continuing education courses two-year requirement is in line with the licensure of the insurance producer. So we wanted those two to be aligned with the two-year requirement. Ultimately, there's some reciprocity issues that comes in. Will this make us more in compliance with those states? Yes. One of the things with this act, as well as the continuing education, is that it allows for reciprocity with other states and jurisdictions. So now that we have even the two-year, that would be even more in line with other licenses that are being held by these individuals in other jurisdictions. Okay, well, I strongly hope my colleagues will support this measure. Let me get back to the sobriety bill, because I'm still confused.

1:00:42 Currently, if someone is pulled over and issue a ticket at one of these sobriety checkpoints, you get a ticket and then you go to court and you pay the fine. Is that the process? Yes, Dr. Joseph, the Commander of Traffic Investigation Bureau of St. Croix District. When you receive a citation and you choose to pay the fine, you go to the courts, the Superior Court,

and you go to the traffic division, or you go just to the counter, the cashier, and they will look it up. And you can also do it online with the court system right now. And when you pay the fine, based on my years of experience, the money is distributed between the Justice Department, the Virgin Islands Police Department, and the Superior Court.

1:01:37 Now, bear in mind that the court, if you don't pay the fine, you have a court fee that will be attached to that fine if you're found guilty of the offense. So that court fee is separate from the other fees of the citation. So those are two different potential fines. The first one you spoke about being shared between the judicial branch, the police department, and who else? And the superior court. Okay, back to, okay. So the amount of money that's coming in, the fine portion, that's the police department's portion, is that what we're talking about being placed, redirected into this fund? I wouldn't know that, sir. I don't know what portion, what fines, because you're talking about arrests.

1:02:29 I'm trying to figure out where the extra, where the monies that this fund is setting up, where is it coming from and where is that money going? Because it seems right now if you get a citation, you pay the court. And then the courts split the money between the police department. But there's a difference between a citation and an arrest. And so with the arrests, you'll have to find out from the sponsor of the bill where the money is being generated when an arrest occurs. And I know when a citation is issued, there's monies that is generated because the legislature has just upped the fines on citations. So those citations are, the monies for those citations are split between Justice Department, DOJ, Virgin Islands Police Department, and the courts. Now, when it comes to an arrest, I am not aware of how, because most arrests go through a process, and that is really where you get adjudicated and I don't know of the fines that is levied against individual if there is any that would be done with whether the attorneys are involved in whatever circumstances amount from the arrest okay thanks miss director O'Neill Kate can you shed some light on this since in your testimony you said you support the bill so where would the funds be coming from Daphne O'Neill director office of highway safety as I read in the testimony I would recommend that we obtained information from the courts and the Department of Finance for the past three years and get that figure as a reference a frame of reference of what they'll be working with, and then if the bill is approved, the first year could be seeded with the proceeds from the prior year. We would have to get the information through the courts and the Department of Finance.

1:04:42 It is not something that I have at my fingertips right now, sir. Okay. Okay, I'm going to need more clarification. I'm not really understanding that. So, well, Mr. Chair, thank you very much for the time. I appreciate it. Thank you very much. I think the Senator had made a good point in regards to what is the financial implication during a DUI arrest. I think the commander alluded to the fact that a lot of times the penalty or the punitive action is for treatment. you know where there may be some culpability is in terms of the court cost once you go through the the the process the court process but our court cost goes to the court that's correct you know so the issue is how will this non-lapson fund that is being generated here or determined to be associated with this measure what will be the funding source what is what is the funding mechanism that's that's to be realized from this I'm not sure if finance or Office of Highway Safety have been able to glean what that number would look like or what that fund they will come from in terms of the funding penalty that would result from from such cases involving DUI if there are any records in terms of what is collected either to the court for court costs or to the general fund consequential to someone that had been arrested for driving under the influence of alcohol and that question is due to either highway safety or the Department of Finance hi Clarina Modessa Elliott executive assistant commissioner and Department of Finance we haven't really done a deep dive and so I'm unable to answer that question at this time

1:06:35 And Daphne O'Neill. What about Office of Highway Safety? Are you able to glean what that amount would look like? Daphne O'Neill, Director, Office of Highway Safety. The only course available to us is to go back to the courts and by citation type, get what is collected on a yearly basis and get information. We don't have it right now. This is not about citation. This is about the DUI arrest. This is not about the citation. And we would still have to get that information from the courts. Okay.

1:07:21 All right. Senator Vialli, do you recognize your point of information? Thank you, Mr. Chair. upon a record in the bill in section 2 or subsection b it says not to stand on title 33 virgin annals code section 3087 all fines imposed and collected for violations of title 20 virgin annals code section 493 shall be deposited into the imperial driving and sobriety checkpoint so it's literally saying that any fine that is imposed will go um directly to this particular fund it doesn't speak to court costs where they just speak to fine us so where those fines are presently going once they they're imposed would be the big question because then you would believe in um you don't know what the impact is in the court how much they're actually retaining of that particular final or where it goes but all of it now will go into this one particular fund so the key would be to get those numbers what is the 193 though What is 493?

1:08:32 493C speaks directly to the DUI chemical testing, the arrests from a DUI and what an officer is required to do during a DUI arrest. It's not the citation that's involved in it. Even with a DUI arrest, you may have operating a vehicle under a

negligent drive-in or recklessly or whatever that's a separate fine uh you know but the 493 really speaks to the the urs um unless commander you could you could enlighten us if you know differently no i don't i don't but just because water you have more i mean we have the pharma commissioner and a big shot police from sabanas and thomas that we should be having a lot of clarity on these issues our fines usually for the DUI arrest, it comes with a fine imposed by the court?

1:09:22 The process, when someone is arrested, there's an attorney involved. So justice is involved in the discussion as to whether fines are even levied. The individual has a right to plea. They have a right to accept whether they're going to go for therapy, treatment, and then you have the civil side of the matter. And when a DOI occurs and it's a crash, there's a civil liability that comes with that. But all those issues regarding what happens to that individual who's arrested, it depends on the discussion between the attorneys in the courts that represent the individual and the Justice Department and their attorneys and what they finally come up with.

1:10:11 So it could have a fine, but the police department, we would not know until they send us back a report on what the case completed was about. Thank you. At this time, the chair will recognize. Oh, before we go on to Senator Carla Joseph, who will be the next senator, I wanted to ask Assistant Commissioner Modest Elliott, can you speak to what is non-lapsing fund, um you know just just for the benefit of the the public and the listening audience hi clarina modest elliot executive assistant commissioner department of finance and so non-lapsing means that at the end of the fiscal year the fund continues to you could you could put budget and pay against the fund once it's lapsing at the end of the the fiscal year, that's it, you can't do anything with it.

1:11:10 Thank you, I just wanted for the public to understand what's not lapsing in this discussion. This time, Senator Carla Joseph, you're recognized for your five minutes. Thank you, Mr. Chairman. Mr. Chairman, the sergeant on this end was trying to get your attention to speak on the questions that was raised by the previous senator, and so I wanted to just allow her to do that, but not on my time. Very well, she could do it on my time and then we'll start your time. Sergeant Libob, you're free to speak. Sergeant Joyson Libob, traffic commander, St. Thomas St. John, Water Island District.

1:11:54 In reference to DUI and arrest, once you have a DUI arrest, you post bail. Once you post, once you post bail, you know, you're released. You have that option where you have to go to court and you go through the process. You have your probable cause hearing, you have your arraignment and whatnot. The court is the one to decide if they're going to fine you or if they're going to dismiss the case if they have probable cause to go ahead with it. We as officers don't dismiss cases, we fight our cases.

1:12:36 So as this pertains to DUI arrest, the court is the one that gave us the final decision on the DUI arrest as it comes to a fine or whatever. Majority of the time the person, well in the St. Thomas St. John District, majority of the time they plea and they decide if they're gonna get fined in reference to that DOIRS.

1:13:06 Thank you. Thank you, thank you for that. I think the point that you're trying to make is that the court will make the final disposition on all of the matters involved in the DOIRS. Yes. Thank you. At this time, Senator Carla-Joseph, you're recognized for your five minutes. Thank you so much, Mr. Chairman, and a pleasant good day to everyone. Now, I just want to pick up and ask this question. I know it was asked before, so I could gain clarity, because I know the judicial branch have indicated that they do collect certain fines, and those fines are transferred to the government, and they are placed in the general fund.

1:13:50 Is it your representation here, Assistant Commissioner, Modest Elliott, that this particular fine, this particular fine for DUI, the court now keeps some of that money or keeps all of it? They don't transfer or transmit any of this source of fund to the general fund? Clarina Modest Elliott, Department of Finance. To my understanding that it was being distributed directly to the court's VIPDA, and I forgot justice as well, but I need to confirm because I know accountant was trying to reach the CFO to find out if there was any additional going towards any other agency, but we weren't able to make direct contacts.

1:14:40 I was trying to reach the administrator of courts myself because I believe that is a very critical information that we need to have here and to discuss. I really like this bill in particular, bill number 360221, and I really want to commend the sponsor of the bill because it puts in a line item and it helps with transparency. My concern is with finance, with your reconciliations of these funds. How are we doing with that? because now you are getting another fund, which I like when they have different funds because then we as a senate, and when we are appropriating monies, we can see that particular fund, how it's being used, at least we're supposed to. So how many, is this going to be added work for you to have and manage this fund? I know the answer is yes.

1:15:45 Yes, it definitely will be added work. We are currently working on the fund balance reconciliation, but just wanted to put on the record not because the funds have availability means that there is available cash, because we operate under pool cash, and so there may be available money in a fund but you know the fund balance and the bank balance is two different

things so just kind of wanted to put that on great and I because you are here and with the Department of Finance I don't want to lose the opportunity to ask you where are we with the fiscal year audits that's one of my major issues and this body I believe the chairman had moved a measure to appropriate i think it was two million dollars uh to complete these fiscal year audits and he can come he can correct me if my recollection is incorrect but where are we we just issued the 2023 audits it was last week monday so it's up on your website it is okay 2023 audit is completed So you're working on the 2024? Yes. Okay. Very good.

1:17:07 Thank you, Mr. Chairman. I didn't hear my time call, so I guess I have more time. One minute. Thank you. Now, I want to go and ask a question relative to the other bill from Ms. Matthews. Ms. Matthews, you always come here with yourself prepared with the Lieutenant Governor's office. So I wanted to ask, why are we differentiating between a non-resident insurance producer license and a resident producer license? What's the reasoning behind that?

1:17:46 There's two reasoning, one being the fee and in terms of how they become licensed. Non-resident licensure, usually their resident licensure is in another state. 30 seconds and they become licensed in the virgin island so that's that's the distinction as well as the fee that they pay for licensure so one fee is higher than the other i know you said non-resident is higher how much how much is that fee um the resident um new example uh non-resident new for resident new is four hundred dollars renewal is two hundred dollars non-resident time is seven hundred dollars new uh renewal is four hundred dollars so with the two-year licensure instead of uh four hundred dollars they would be paying eight hundred dollars for two-year licensure if they're a resident if they're a non-resident they would be paying 1400 for a two-year new license understood thank you so much uh for placing that on the record and i am standing in support of both measures although i am not a member of this committee and cannot vote thank you so kindly mr chairman thank you very much senator college joseph next the chair will recognize senator craig vla you recognize for your five minutes point information thank you mr chair i i definitely will be supporting the bill sent down by the lieutenant governor office we've done a lot of work to this body to make sure that that entity becomes accredited and we will continue to have these type of bills that the legislature need to pass so that we can maintain uniformity with a number of the other states and territories so this is a good bill and I'm encouraging everyone to definitely support the bill and it's nothing out of the ordinary in reference to the bill that establishes this special fund I think we need some some clarification on some numbers from the court in terms of how much is actually being collected

1:20:07 and what would be deposited into the particular fund. The fund goes on to say that the 100% of fines collected will go into the fund, and then it breaks it down into 50%, 25%, 25%, with some of the money is going to the Office of Highway Safety, I think. 25% of the balance of the fund, yeah, about 25% will go to the Office of Highway Safety. Now, Highway Safety, you have been not able to spend all your funds every fiscal year. I think I saw a report in which you carried forward monies from fiscal year 23 to 24, or from 24 to 25.

1:20:49 Was there also a carryover from fiscal year 25 to fiscal year 26? Yes, Daphne O'Neill, Office of Highway Safety. Yes, we carried over some NHTSA funds at the end of fiscal year 2025 because sometimes our allotments come in very late and it's very hard to put a project that will be fully executed by September 30th by the time we get our final allotment, so those funds are usually carried forward. When did you receive your FY25 allotment from the federal government? Because of all that was happening, I do believe that we received the last allotment in August of 2025.

1:21:48 you receive the first allotment the first allotment came at um september 2024 for fiscal year 2025 and what was the amount can you tell me how many allotments did you receive four or twelve the allotments from nitsa usually comes in just two allotments and um i can get that information for you because I don't want to give you an incorrect number how much was carried over the fiscal year 26 approximately 300,000 okay and that has been the average carryover I'm seeing 200 or something thousand a year before and the same among the year before that and it was or something thousand? Approximately, yes sir. I asked a question because I'm looking at the Virgin Islands Office of Highway Safety, NEL Highway Safety Plan, the fiscal year 26, 2026 update and in it you're saying that for fiscal year 2025 HSP had three million three hundred eighty nine thousand seven hundred and seventy five dollars worth of projects would only receive funding in the amount of one million two hundred and seventy one thousand four hundred and twenty four dollars for FY 24 to use together with the two hundred and thirty nine thousand \$873 that was carried over in 2024. So you're saying you had, in your estimation, \$3.3 million in projects, but you only received \$1.2 million and then \$239 that was carried over. So I would imagine that with all those programs you had planned in the month of \$3 million plus, that

1:23:49 those monies will be exhausted shortly when we're writing the plan it is a plan there are things that we want to do and we have projects in mind and we are always encouraged to over apply and that's what we do and okay so the point I'm trying to make if you are over applying on a regular basis why are you still carried over 250 000 average every single year even if those monies came in in august if you already have a plan that is established can you not exhaust those monies before the end of the fiscal year we have to have projects that must be assessed and then they must be fully executed before the

end of the fiscal year that is a very very short turnaround and the funding that we received during that time he's good for a two-year period sir hold up your report says that hsp highway safety planning i would imagine had three million three hundred and eighty nine dollars worth of projects you came up with a specific amount for projects that you wanted to implement you only received 1.2 and you had 200,000 carryover so let's say about 1.5 you only receive 50% of what you wanted to carry out projects I'm asking you why are you not able to exhaust every single dime that you receive for a fiscal year when you have double the amount in plan projects this is the report that you submitted sir 30 seconds with the Office of Highway Safety we are federally funded most of the positions they are federally funded it is best for us to carry

1:25:48 forward some funds so that the staff can continue to get paid while we develop the new projects for the fiscal year so and again I cannot control when NHTSA is going to release the allotments. When I get allotments, I have to plan, okay here it is, here's what I have so that my staff can continue to get paid and we do not place a burden on the general fund. Were you given a directive to utilize as much of the federal funds as possible for overtime that's affiliated with the traffic initiatives only if it's an approved project do you have projects that are approved for sobriety for any type of safety checkpoints that we're able to pay the overtime from federal funds we can we have federal funds allocated for such projects in fiscal year 2025 we had federal funds available. Did you utilize any federal funds in fiscal year 2025 for overtime for projects that were approved by the federal government? Yes we did sir. How much? I can get you that information. I can have someone text it to me sir. Okay please do and then you can put it on the Thank you, Mr. Chair. Thank you very much, Senator Vilelli. Point of information, Senator Carla J. Joseph.

1:27:31 Thank you. Thank you. Thank you so much, Mr. Chairman. I did receive a text from the administrator of the courts to clarify whether any of the DOI fines are kept and used by the court. court, and the text indicated that they do not. The court costs are paid, even the court costs are paid into the general fund. They went on, the administrator went on to say the courts get \$2 for rising stars and \$1 for the court. esteemed vice president made an amendment to with fees and now they get one dollar for court with the increases for the traffic fines so these some of these costs they don't have they don't receive it's also a part getting some additional information that they submitted about I'm hoping I don't want to say this because I don't want to quote it incorrectly, but I'm always reminded that the courts always say they don't have either sword or purse. And that's how I know that they don't, that's how that was a red flag for me, that they don't keep these monies for these DOIs. It is going into the general fund. Thank you so much, Mr. Chairman, for the point of information to clarify.

1:29:14 Thank you very much, Senator College Joseph. Before we go to the next senator, which will be Senator Clifford Joseph, I wanted to ask you real quickly, outside of this bill, Ms. O'Neill, what prevents the Office of Highway Safety, along with the Virgin Islands Police Department, from conducting sobriety checkpoints? There is nothing preventing the VIPD traffic units from doing the sobriety enforcement. It is something that needs to be done and it is done continually. There is nothing outside of the funding source that stops it. So, do you believe that this should be an administrative responsibility or legislative responsibility in terms of mandating or requiring sobriety checkpoints I don't see this as mandating sobriety checkpoints but it lies within VIPD operations for the sobriety checkpoints well this does the law here sets a minimum of 12 which is four per island so it is mandating at the very least four of them on each of the island once this is put in place the four is i think it's a starting point um and you're correct it did it does have it in the bill but i again i think it is a starting point um it could be revised to say augmenting the sobriety checkpoints that are currently in place uh point of information point of very quickly how many strand um fatalities did we have in fy 2025 so far

1:31:20 one moment sir the number of total um traffic related fatalities for 2025 was 17. and um and that was an increase over 24 yes it was sir it was um it was double i'm sorry i'm sorry it was double we had eight in fiscal year 2024 and in 2025 we had 17.

1:32:11 yeah i mean that was associated with dui drivers The number of fatalities in fiscal year 2024 was one, and in 2025 was one, and then we had a pedestrian-related DUI crash in 2025.

1:32:45 Does any of your funding initiative address our pedestrian crosswalks? Creating additional painting and highlighting, lighting, any other, in regards to our pedestrian crosswalks? The words that you just used relate to public works responsibility, sir. we do have and we have put out um public information messages i didn't ask you if you painted them i simply asked how many of your funding initiative have been aired towards pedestrian crosswalks? Through our media project, I would say about fifteen thousand dollars just for public awareness and traffic safety messaging.

1:33:45 We had a doubling of fatalities, pedestrian fatalities, or fifteen \$15,000 have gone towards pedestrian crosswalk, public education, anything that again would be geared towards an advisory in respect to what we will believe to be a crisis with the doubling of pedestrian fatalities? We didn't double pedestrian fatalities, we doubled overall fatalities for crashes, sir. Okay, any advisory in those areas? I'm sorry I'm sorry sir can you repeat that's okay in regards to I see that there is some lighted school zone signs recently is that any have anything to do with the Office of Highway Safety I see that they're

solar powered and they're lighted and flashing light something I've always advocated for in respect to you know designation of our schools making sure that we highlight you know but the fact that we're entering into the school zone and we should be slowing down, is that associated with highway safety in any way, shape or form?

- 1:34:56 No, sir, we did not provide any funding for that. Point of information. Point of information. Point of information side of the graph. Thank you, Mr. Chair. In regards to driving, impaired driving and highway sobriety checkpoints, As was mentioned, there's federal funding for it. Does the federal funding... What cost is there to VIPD? What do you have to pay for? You have to pay for ticket books, or does the federal money cover ticket books? Does it cover the field sobriety tests, kids' blood? I don't know. What cost does VIPD incur from these checkpoints? through through highway safety we uh pay mostly for the overtime associated with those initiatives the federal money pays overtime yes correct okay so so needing the the tests the blood tests kits um whatever the the the one way you blow into those sobriety tests does pd have to pay for those themselves so uh the general fund would usually carry most of the burden for that sir right so so what type of costs are we we're looking at for for that end of it that that would be needed we would have to do some research and get back to you sir okay because it in the the bill is generating um a fund that would assist with pd but basically we we here to find out what actually do you need funding for so we're taking all of these funds putting it into a fund that will be used for pd but then pd needs to be able to tell me what do you need the money for because we might be able to probably just do a line item versus doing something that we already have federal funding for i can say that vipd always needs supplies and you've touched on some of them the test kits etc etc and any other thing that the police operations need to um operate effectively okay thank thank you for the time mr chair uh thank you very much at this time the chair will recognize senator clifford joseph for his five minutes thank you mr chair and good afternoon to the testifiers and good afternoon to the listening public. I know the
- 1:37:31 question was close to this a while ago but Sergeant Joseph maybe you can answer this for me. Can the VIPD now conduct severity checkpoints and partner with other entities? Yes as long as the grant allows us to involve and it does once you're a peace officer the grants from the office of highway safety allows us to engage in bringing on other individuals as a matter of fact I think with director O'Neill they were able to increase the amount of officers that we can utilize by getting some support from it's to increase the amount of people that we can use to carry out DUI's however due to you know the changes in manpower and the different events that coming up sometimes we're unable to carry that out but we are we can partner with other law enforcement agencies and other law enforcement officers even once your peace officer you can join and once the process is set up where you can be paid we can we can certainly have you join us to do the DUI checkpoints okay and what is the VIPD currently doing for intoxicated drivers. As the partnership continues with the Office of Highway Safety, we do outreach, they do advertisements. We have one of her, Ms. Petrus, does all the work in terms of doing outreach as you saw at the end of the highway. You saw the information regarding what can result in as a result of a DUI or a crash.
- 1:39:14 It also works partnership with other individuals within that office in terms of seat belt, Ms. Gomes, as well. So it's a whole team effort to address the issue of DUI, seat belt, and all the other stuff that highway safety has under its purview to address. But we come in from the enforcement standpoint. When there's an enforcement, when there's funding available, they would contact us and we'll sit down and go through the plan and then perpetuate a DUI enforcement initiative. Okay, because I'm, you know, I'm looking at what the bill wants to do and I'm questioning what you're already doing. Yes, we're doing that currently. Okay, you mentioned 140 days, the grant covers. Does this legislation raising any funds impact anything to do with your grant? No, I don't think it impacts the grant I mean the grant comes from the federal funding comes to the office of firewood safety after they apply for that money and we carry out when we meet with them they tell us how much money is available and how long we can do the enforcement and so we try to utilize the monies to do enforcement for the period of time that it calculates that we can utilize the money okay okay thank you Director O'Neil, how many federal funds has the Office of Highway Safety returned in the last three years? In the last three years, sir? Yeah, in the last three fiscal years. I would have to get that information for you, sir. I don't have
- 1:41:03 it with me but I can get it for you and as far as when you get your money is it broken down or you just get all as a long some meaning like if you get X amount just for educational purposes or it comes all in one we get funding from four grant specific sources. So do you get specific among just for educational awareness? We have through NHTSA we get to use some of the funds based on the projects for education and outreach. Okay good and have any of your money been returned for not being spent on a timely fashion? For NHTSA, we have a two-year period with each award. One minute. And we usually spend 100% of the grant that does education and outreach. So the answer would be none of your money have been returned? None of the monies for education and outreach has been return sir not for net sir okay thank you you're welcome thank you for your response and I'm in support of the bills for the lieutenant governor office Ms. Matthews Esquire going to the two-year process does that help beef up your office a little more yes Glendina Matthews Division of Banking insurance and financial regulation yes it will because um currently all the license expired december

31st so with us going to birth month it allows us to have a continuous stream of reviewing application versus all of them coming in at the end of the year okay thank you for your response thank you mr chair for the time

1:43:10 thank you very much Senator Clifford Joseph point of information Senator VLA thank you so much Mr. Chair Mr. Neal you have had federal funds returned back to the federal government correct yes we have every fiscal year in the last 2023 goes back like five six years you have had funds returned yes but I don't have that number with me, sir. What number do you have with you? That would have been your answer for quite a bit of questions. I don't have that information with me. You run a very small entity with not huge sums of money, but it seems like every time a question is asked, you don't have that information. What information do you walk with for this meeting? I walked with the information which was relevant, I think, to the bill, highway safety returning funds. I'm not sure if it's applicable here because the funding sources for education and outreach, that was the question that was asked, and I responded that I know for a fact that none of those funds were returned.

1:44:31 They're all applicable because you're running the highway safety and any money is returned on the highway safety. I think it's applicable to making sure that we have safe roads. But I wanted to ask you a question. I know there was a discussion about overtime with the sobriety check, but when you're submitting a plan to be able to institute X among the sobriety check on the island, don't you include equipment and materials or you just have personal Don't you include the most updated sobriety equipment? Are you having a discussion in reference to the onboarding of the Cannabis Act as to what type of equipment would be necessary to be able to conduct checkpoints to another drug? What is actually in that decision? Is equipment not included? Equipment has to get prior approval from the feds, but if the officers who are writing the operational plan and the project puts them in there, we review it and then we send it up to the grantor agency to get approval. But if it is not in there, it's not included in the project, sir. Okay, so let me change the question. So nobody from the police department, nobody's put in any equipment we conduct these tests and there's not a there's not a need for updated equipment so equipment isn't included in the submission of any of the plans so much the officers can answer sir sergeant Joseph or sergeant Lee Bob can answer. In Sergeant Joyce and Lee Bob, Assistant Commander Traffic Investigation

1:46:17 Bruce in Thomas St. John, World Island District. Yes, we, when the plan is up there, we talk with Miss Petros and we let her know exactly what we need, if we We need cones, vests, lighting. As I told her this year that we don't have all the equipment that we need to actively do a good severity check because certain areas where you go in the lighting is dim, damp.

1:46:59 So we need more lighting. We need more cones, we need visible vests, and that was given to Ms. Petras. So Ms. Petras, is equipment and supplies included in the submission for the federal grant? Hello, my name is Katanya Petras. Yes, currently with the upcoming fiscal year, two intoximeter instrument will be included in that as well. The cones were already purchased in fiscal year 2025, which will be in use this fiscal year in both districts they have new signage as far because the one that we had was a little bit old and it needed to be updated so it could be more visible if supplies are also be included into the projects was it included in a grant last year no it was not okay thank you Thank you very much, Senator Viale. Senator Milton-Potter, you recognize for your five minutes. Thank you very much. Good afternoon, colleagues.

1:48:10 Special good afternoon to the testifiers who are before us today. I want to start with Ms. Director O'Neill. Director O'Neill, I have to say kudos to the Office of Highway Safety for one thing. You had a seatbelt campaign that used to run, I think, maybe last year, the year before. It was a locally produced commercial that was just top of the line. I don't see it anymore. It was young people. I think there was an accident. But it was very effective. And I wanted to know whether or not you collect any data to determine, how do you determine the effectiveness of these types of campaigns?

1:49:01 So we put them out on social media, we put them on YouTube, etc., etc. And then we get the information regarding the number of likes, the number of shares, et cetera, et cetera, to know who we are reaching and how effective it is. And in reference to the commercial that you're referring to, the ad that you're referring to right now, we have it placed to run with the Super Bowl. Excellent. Excellent.

1:49:32 I wanted to ask you regarding this bill, what specific staffing and recruitment challenges have prevented your office from conducting more checkpoints? The Office of Highway Safety does not conduct the checkpoints. It would be police operations, so I'll pass the mic to the sergeants. I'd like to know how do your office interact with vipd on these types of on checkpoints well because the funding would be through us we would do the monitoring we will we usually share when there is a media output and um we sit down we discuss with the sergeants we help them plan their projects and guide them through it we're fully fully involved. Okay. Sergeant, as far as the what specific staffing and recruitment challenges have prevented your office from doing more of these checkpoints? I know there's a cost associated with it for sure right now we staffing is the police department is employee wise is low and to get officers to do the initiative you know you're

taken away from the regular patrol so we have to do it where we we, you know, get enough staffing to actively and productively fulfill.

1:51:20 Staffing is a big challenge. Yes. Could this bill, Director O'Neill, in any way have any sort of adverse impact on any sort of highway safety grant funding? No, there would be no negative effect because there is something called a maintenance of effort that anybody who is receiving these federal funds, any entity, has to show that they are fully dedicated to run the program. So if this funding source gives us additional monies that we don't have to tap into in the federal funds, it helps us to prove our maintenance of effort to the funding agency.

1:52:15 It shows them that the government of the Virgin Islands is committed to having. As I'm skinning again. Yes. Excellent. Thank you for that. I wanted to move to Attorney Matthew. And I wanted to ask, attorney Matthew, how many individual insurance producers are currently licensed in the U.S. of Virgin Islands? We have 95. I'm going to give you the insurance companies. I'm going to get that information as to the insurance producers. Well, we have 95 property and casualty companies, 52 life companies, and 22 disability and health companies. We'll get our information relative to the insurance producers. Okay.

1:53:04 Excellent. What is the current annual license fee, and what will the two-year license fee be? but the current licensure fee is for resident insurance producers it's for new persons is four hundred dollars or um it will be once this this legislation is passed eight hundred dollars so we basically just doubling um what it would have cost them even if they had done one year uh last year and one year one minute okay so um resident we have new um 700 uh for once the laws pass it would be 1400 and that's just for new persons okay so there really isn't any sort of incentive to other than well the rule is changing you know with this new legislation as far as paying the fees based on a two-year cycle as opposed to one, as far as from the consumer's perspective?

1:54:17 That is correct. Okay. What specific administrative burdens will be reduced by moving to a two-year license? license? Well, right now, most of our licensure comes, expires December 31st and is renewed January 1st. So with us going to a two-year and birth date, it allows the insurance licensing examiners to be able to review these applications throughout the year based on the birth date or the birth month of the individual producers versus all expiring on December 31st.

1:55:06 So that is definitely a benefit to our office. I got you. Thank you very much. I think that is, I don't have any further questions for you. Thank you very much for your responses. Ladies, at the appropriate time, I plan to vote in the affirmative for both initiatives. I don't get a vote in this committee, however. Thank you very much, Mr. Chair. Thank you very much, Senator Potter, for your line of questions. Director O'Neill, in regards to seat belt usage, what is our current percentage? Where are we with that right now? We are currently at approximately 75% as reported for the fiscal year 2025 seat belt survey.

1:55:51 I started out the hearing today just talking about the amount of increase in traffic accidents that we have seen as well as I know that there have been several ejections from vehicles as well, which means that obviously these individuals are not wearing seatbelts. Is there any active campaigns being earmarked or a survey being done, any advisory put out in respect to the use of seatbelts? seat belts yes sir we just put out a psa as a result of all of the crashes that happened just a few days or in the past weeks and um we continue to ask the public to please wear your seat belt be vigilant don't speed share the road wisely and safely we we put out the psa this morning okay excellent and we also talk about distracted driving i know that a lot of these accidents may be associated with the use of cell phone or text and drive-in anything on that that was included in the message sir okay and you also had a um a recognition recently where i think miss denise gombs had received she's the occupant protection programs manager receive uh uh national recognition um anything you want to say about that yes that's excellent denise worked very hard she came on to the unit and she embraced occupant protection she fully believes in it she is a excellent worker um she really really puts her energy into it i was very glad that she got the national recognition it was no less than she deserved we were very very proud of denise i don't know what's going on at highway safety taking some good people from education i see miss miss baltimore huffkin is here i know denise was over at education what's what's

1:57:55 happening at highway safety everybody jumping ship and coming over there they believe in protecting the community pay must be better too right no comments all right i take that um at this time i recognize senator ray fonseca uh bill sponsor you recognize for your five minutes yes thank you uh mr chair and i'd like to say a special thanks to for Ms. Clarina Modest-Elliott and also Daphne O'Neill and the whole panel of testifiers. Colleagues, so this bill will create a dedicated fund and strengthen the fiscal transparency. We all know that alcohol-impaired drive-ins continues to be one of the most preventable causes of debt.

1:58:59 I wanted to go to Ms. O'Neil. The Rules Chair Committee reported earlier that the funds that are being collected now are going to the general fund. We already know what happens when it goes to the general fund, but the bill also requires

annual reporting to the legislature, detailing checkpoints, et cetera. Currently, are you required, Ms. O'Neill, to do any reporting on your programs to the legislature? Not that I'm aware of, but every single year when we receive federal funds, we have to do an annual report. And the annual report is submitted to the funding agencies and they usually put it on their website.

1:59:49 and annual reports are available also. Okay, so you see, colleagues, part of the role of the legislature is financial oversight. So now we will be getting a dedicated report where we can get into the oversight responsibilities. Now, you mentioned in your testimony, Ms. O'Neil, that you need equipment. You know, there's training you wanna do, you want to do some public education, you want to do additional highway safety programs.

2:00:22 Would this fund help you in those initiatives? Simply because it's dedicated to the sobriety checkpoints, it will be focused on that solely. We have to ensure that it remains dedicated to what the source that it came from and the law that is tied to those funds. Okay, and I want to go quickly to Ms. the AC, Modest Elliott. You said that the Department of Finance recommends the use of formal interagency memoranda of understanding to clearly define roles, responsibility, et cetera, et cetera. So is this one of the areas that you think will provide more transparency and accountability?

2:01:12 Correct, yes. Okay, good. And then also the Checkpoint Program Safety Fund. You mentioned that if we reduce the amount of deaths, it would actually reduce the amount of driving while intoxicated. We'll actually reduce the funding that's going to be collected in fines, which is really the goal. We want to increase the enforcement so that we don't have to fine people. And when we don't have to fine people, then we will be saving more lives and that is the goal to increase enforcement and to save lives so i think one minute that's where the the bill is is going for so right now there was a question about the the 3.3 millions that you had asked for and you actually received the 1.2 million you need to do that because you need a caution because you are what percentage federal is your payroll what percentage funding every staff member at office of highway safety is federally funded a hundred percent one hundred percent okay so i can understand if i was working in a program and you can't depend on general funds you're a hundred percent federal funding i will see where i would want to make sure i'm asking for sufficient funds so that i can be able to cover and retain staff so right now in the program there's no one that is funded by the general fund currently no no so it's a full full of federal funded program and most of it goes to to payroll 30 seconds benefits etc okay so now let me ask you the bill requires annual reporting to the legislature detailing checkpoints conducted crash arrests made all of the data that the senators have been asking for here will now be provided in this annual report is that correct that is correct okay so we'll be getting uh annual report on costs encouraged mr chair if i can just uh wrap up

2:03:23 you may wrap up senator okay so basically um tell me how you would actually do the sobriety checkpoints this would be conducted with the office of highway safety and you don't highway safety doesn't do enforcement that's vipd right that is correct okay so do you want it you wanted to add anything to that the only thing that i would add is that we continue to work with the traffic units we have a very very good relationship sergeant joseph sergeant lee bob they know where to find us they are constantly in contact with my staff and myself when necessary and um the question arose how much did we spend in overtime through traffic enforcement and we spent a hundred and ninety four thousand seven hundred ninety nine dollars and fourteen cents okay and one foreign question i know you had that thing with the seat the child seats for the little children's for the little children would would you be able to provide more of that because i know i my office get requests for those child seats and it seems like you never have enough would this be be able to help with the little children?

2:04:40 The sobriety checkpoint, simply by its name, it would have to remain with that. But we have projects in place to work to get more car seats here and continue the distribution throughout the territory. OK, thank you. Thank you, Mr. Chair, for the time. Thank you very much, Senator Fonseca, for your line of questions. Director Daphne O'Neill, are you saying that this bill would require you to have an additional layer of of reporting that you're not currently involved in? Aren't you required to document and report all of the expenditures to the federal government at this time? Yes. So this is one and the same, I mean there's no additional requirements that this bill present to you except that you'll be providing that information to the legislature but you have an annual report that's generated with all of the information associated with your programs correct we do annual reports and they are based on funding so if we get monies from this fund we will also have to do a separate annual report for that it cannot be included in the federal funds in terms of the um federal initiatives that's being done is that have always been um federal funded initiatives we always try to have in our plan initiatives but enforcement highway high visibility enforcement is is really good i mean it's effective and um we always have it in the plan is there any funding federal funding required for the enforcement officers that's assigned to Office of Highway Safety?

2:06:33 We do not have any dedicated officers. We have a motor carrier commercial unit, which is part of the traffic unit, but they're not dedicated solely to highway safety. So there's no funding requirement for you to actually pay Virgin Islands

police officers, except when they conduct initiative associated with office of highway safety as long as the initiative is an initiative through one of our projects we will pay it and in your you're supportive of this particular measure because it does what for you i'm supporting one of the difficulties i'm having is being able to take away money from the general fund you know and where there's opportunities for us to be able to fund you know these programs on the federal funds through Office of Highway Safety or law enforcement Planning Commission or other grants you know I'm hard-pressed to take monies away from the general fund even though that this is a very important initiative I support a DUI enforcement I believe that there's opportunities there via federal funds but you know you're asking that we should remove or take away money from going to the general fund now to be able to create a separate and distinct fund convince me what do you believe this bill do will do again that minimize us you know taking money away from the general fund and putting it into this dedicated fund senator with this fund based on the allotment or the proposed percentage allotment the office of highway safety would only be getting 25% 75% would be going to the police department so then they can do whatever they want they do not have to give the office of highway

2:08:35 safety any of their monies I will never refuse money trust me but if it is more effective to give 100% to the Virgin Islands Police Department I'm all for that because they can always use the extra monies I agree so what was the projection what is what is the production that you expected from from these funds because right now I do not have the analysis from the courts I do recommend we get the three-year analysis for the fines that have been collected from the dui and impaired driving and see what that is and then we can move forward very well thank you um at this time i'll allow for if there's any burning questions from my colleagues if not i'll allow for the testifiers to do a 30 second wrap-up none from my colleagues at this time i miss attorney matthew good afternoon glendina matthew director division of banking insurance and financial regulation i just want to thank the legislature for first of all i'm bringing this bill before you i also want to thank my staff um both in the st choy district as well as the st thomas district for all the work that they've been doing um and i just want to also thank the community for always supporting us with our endeavor including the accreditation of the division thank you you're welcome thank you very much uh magdalene burke do you have anything that you wanted to i don't want to put you on the spot but if you have anything that you'd like to say um

2:10:22 now will be the time i concur with it magdalene burke assistant director division of banking insurance and financial regulation i'd like to also thank the community for their support we thank again the staff on the st thomas and st st croix district for their forever and their continued support with everything that we do within the division in the community thank you very much assistant director this time assistant commissioner um modest elliot good afternoon clarina modest elliot executive assistant commissioner department of Finance, I would like to thank the legislative body for giving us the opportunity to testify. We'll continue to collaborate with the VIPD and the courts to make sure that the fundings are being deposited exactly where it needs to go. And so with that, thank you again. Have a wonderful day.

2:11:22 Thank you very much, Assistant Commissioner. Next we'll hear from Director O'Neill. On behalf of Commissioner Mario Brooks, I'd like to thank you guys for the opportunity to testify on behalf of this bill. I think it is a good funding multiplier for VIPD. I do hope that it goes through successfully, and I would be remiss, being the director of Office of Highway Safety. I didn't ask everybody to buckle up, don't drink and drive, don't be distracted, protect our precious cargo, our little ones, by having them in the correct car seat, and always obey the rules of the road. Thank you. Very well. Thank you. Thank you very much. And Sergeant Joseph, anything you would like to say? No, I think the director has summed it up for us. What about you, Sergeant Libob? Anything you want to close off with? Yes, Sergeant Jocelyn Libob, Commander of the Omola Carrier Unit, St. Thomas, St. John. For my commercial vehicle operators and owners, please have your operators know that veterans' drive is 10 miles per hour and it's not a racetrack, and for them to buckle up.

2:12:50 we are going to be out there and one more thing take your tints off your windshield have a nice day thank you thank you very much at this time i will take two minutes recess to discuss this measure and come back and vote on it the committee of budget appropriations and finance of course the testifiers are dismissed but we'll take a two minutes recess so All right, let's go.

2:14:39 Thank you. All right. We'll be right back. [3 such phrases repeated 22 times · standby audio before the proceeding, transcribed by the recogniser as speech]

2:25:39 Thank you. We'll be right back. [2 such phrases repeated 9 times · standby audio before the proceeding, transcribed by the recogniser as speech]

2:30:09 the committee of budget appropriations of finance is out of recess and back on record do I hear motion motion motion motion amendment thank you mr. chair amendment I move amendment number 36 that's seven zero one bill number 36 as zero one nine eight section one is amended by adding subsection C D and E C on page 13 in all 800 Department of Planning and Natural Resources one insert the following item on the utilities division of permits personnel 600,000 to

strike 6 million 68 thousand 161 insert 6 million six hundred sixty eight thousand one hundred sixty four and three strike seven million nine thousand four hundred eighty seven and insert seven million six hundred nine thousand four hundred eighty seven d i'm paid 15 and subtotal general fund strike six hundred eighty four million eight hundred forty one thousand nine hundred alternately four and insert \$685,441,974 and on page 15 in grand total general funds strike \$738,601,274 and insert \$739,201,274 I so move I so move Second Motion properly made by Senator Veilley seconded by senator Frederick hearing no objections motion motion senator Bailey recognize your motion mr. chair I move bill number 36 as 0 1 9 8

2:32:02 and that amending act number 1935 by redesignating the funding source of several entities and correcting a typographical topographical error and amending act number 1945 by a certain and striking appropriations as amended iso move second second motion properly made by senator viola seconded by senator frederick senator morvin a blighton media i'm not hearing the clerk Santa Marvin E. Blyden. Santa Blyden, yay. Santa Dwayne M. DeGraff. Yes. Santa DeGraff, yay. Santa Ray Fonseca. Yay. Santa Fonseca, yay. Santa Novelli Francis Jr. Yay. Santa Francis Jr., yay. Santa Hubert L. Frederick yes Santa Frederick yay Santa Marie C. James Santa James absent Santa Kurt a live very yes Santa Valle yay mr. chair six yay one absent thank you very much madam clerk bill number 36.0198 an act amending act 1935 by redesignating their fund source for several entities and correcting a typographical error and amending number act number 1945 by inserting and striking appropriations as amended have been approved by the committee of budget appropriations of finance will be sent forward to the rules and judiciary committee for further consideration and vetting motion motion senator the graph you recognize

2:34:09 motion thank you mr fronseca most motion senator fronseca um we have a technical amendment also in in that that measure so go ahead you recognize for your motion thank you mr chair mr chai move bill number 36-0221 and act amending title 20 virgin ounce code part two chapter 43 one one second senator we went to bill number 36-0219 at this time the graph if you follow the order um we're on to bill number 36-0219 yeah your bill no please withdraw your motion at this time mr chair i withdraw my motion thank you technical amendments that are really recognized thank you mr chair mr chair move for technical amendment of bill number 36 does zero two one nine section two strike january insert october iso move Second. Motion for a tactical amendment has been made by Senator Vialli in respect to bill number 36-0219, seconded by Senator Hibbert-Frederick. Second. And as well as Senator Fonseca. Hearing no objection. So ordered.

2:35:44 Mr. Chair, I move that Bill No. 36-0219, an act amending Title 22, Virgin Islands Code, Chapter 21, relating to the Virgin Islands Producer and Adjuster Licensing Act by modifying renewal provisions for insurance producer licences as amended. We receive a favourable vote in this committee and be sent to the committee of rules and judiciary for further consideration like some move second second motion properly made seconded by senator frederick senator blighton senator fonseca senator the graph hearing no objection roll call senator morvin a blyton center blyton yay santa duane m de graf santa de graf yay santa ray fonseca yay santa fonseca yay senator novelly francis jr yeah santa francis jr yay santa hubert l frederick senator frederick not voting senator marie c james senator james absent senator kurt a veille yes senator veille yay mr chair five yay one absent one not voting thank you very much madam clerk bill number 36 as 0219, an act amended Title 22, Virgin Islands Code, Chapter 31, relating to the Virgin Islands Producer and Adjuster Licensing Act by modifying renewal provisions for insurance producers license as amended has been approved by the Committee of Budget Appropriations and Finance. I will be

2:37:37 sent forward to the Rules and Judiciary Committee for further consideration and vetting. motion motion senator von secker you recognize your motion mr che i move bill number 36-0221 an act amending title 20 virgin ounce code part 2 chapter 43 sub chapter 1 section 493 relating to alcohol consumption and to establish the impaired driving and highway sobriety checkpoint program safety fund be held in the committee on budget appropriation and finance for further review and action i so move second motion properly made by senator fonseca seconded by senator blyton and senator the graph hearing no objection so ordered bill 36.0221 will be held in committee until the call of the chair i want to certainly thank everyone that participated in today's hearing i'm sorry roll call i will call we um no recall necessary is a request to be held in committee so um i bang the gavel and um on that matter matter at the call of the chair at this time i'd like to thank everyone for their participation today i thank the entire central staff um you know thank you all that supported this meeting you know of course tomorrow we do have a perma plaque ceremony um i want to congratulate the ladies of the st croix delta sigma theater a chapter and families of the late alicia chucky hansen as well as the late sonya hugh creator of the original hook bracelet who will receive the perma plaques ceremony uh some perma plaques at st croix ceremony scheduled for wednesday february 4th also want to congratulate those who would be honored on friday perma plaques ceremony and st thomas uh ronald slimo blyton posthumously myron corbett posthumously as well as joel turnbull molloy raymond molloy as well as arthur gutu solomon georgia francis bennie uh brian benedimas bula as well as james sasso again thank you all for uh today's hearing the committee of budget budget appropriations and finance having no

further business

2 : 40 : 22 uh this meeting is hereby adjourned uh thank you very much Thank you.

People named in this transcript

SUSPECTED, and a finding aid only. Names were matched by machine against the spellings used across all 426 of our transcripts, and the title is the one used in the room. Being named here is NOT evidence that a person attended or spoke - only that the name was said. Speech recognition mishears names, so a spelling may be wrong even where no alternative is offered.

- 5x **Senator Ray Fonseca**
heard in this transcript as: Fonseca
- 4x **Senator Carla Joseph**
heard in this transcript as: Carla J. Joseph
- 3x **Senator Clifford Joseph**
- 3x **Senator Kurt VLA**
heard in this transcript as: VLA
- 3x **Commissioner Mario Brooks**
heard in this transcript as: Mario M. Brooks
- 3x **Senator Marvin Blyden**
heard in this transcript as: Blyden, Marvin Blyton
- 2x **Senator Collar J. Joseph**
the surname alone also matches: Carla Joseph; Clifford Joseph
heard in this transcript as: College Joseph
- 2x **Senator Kurt Veilley**
heard in this transcript as: Veilley
- 2x **Senator Kurt Violet**
heard in this transcript as: Viale
- 2x **Senator Milton E. Potter**
heard in this transcript as: Potter

Bills and acts referred to

Matched by number against our own acts corpus. The number is what the recognition heard, so it may be wrong; where it resolved, the title is the one the Legislature gave the act.

Referred to but not found in our acts corpus: Bill 36-0221, Bill 36-0021, Bill 36-0123, Bill 36-0219