

# AAMVA Legislative & Regulatory Alerts



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## Obama Administration Reveals 6-Year Transportation Reauthorization Proposal

On March 30th, the U.S. Department of Transportation submitted the 2015 version of its [GROW AMERICA Act](#) to Congress. The \$478 billion transportation reauthorization measure builds upon many aspects of the Moving Ahead for Progress in the 21st Century (MAP-21) Act in that it requests state submission of action plans and performance measures in lieu of stringent grant use requirements. While the legislation has not officially been introduced in Congress, there are numerous sections that could potentially be included in a reauthorization bill that directly impact AAMVA members; including:

- Requiring all electronic toll collection for any HOV toll facilities opened on or after October 1, 2016 (Section 1405)
- Awarding grants to states that adopt and implement graduated driver licensing laws that require novice drivers younger than 18 to comply with the 2-stage licensing process before receiving an unrestricted driver's license (Section 4005)
- Providing a grant program to states that have adopted or are enforcing a law that restricts DUI offenders to only operate vehicles equipped with an ignition interlock device, or mandated participation in a 24-7 sobriety program if a state-certified ignition interlock provider is not available within 100 miles of the individual's residence (Section 4006)
- Modifying the minimum penalties for repeat DUI offenders to receive for one year, one or more of the following penalties – a suspension of all driving privileges, a restriction to operate only ignition interlock motor vehicles, or participation in a 24-7 sobriety program if an ignition interlock provider is not within 100 miles (Section 4007)
- Establishing a substantial distracted driving grant program, whereby state eligibility is based on state adoption and enforcement of distracted driving laws (Section 4008)
- Restricting the sale, lease, or rental of motor vehicles after receipt of a notification of a defect or noncompliance until the recall is remedied or is set aside due to civil action (Section 4109)

## Previous Alerts

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- Requiring dealers to notify the owners of each vehicle it services to provide notification of any defect or noncompliance that has not been remedied (Section 4114)
- Creating a pilot program to evaluate the feasibility and effectiveness of a State informing consumers of open motor vehicle recalls at the time of motor vehicle registration. This includes grants to States wishing to propose an approach and participate in the pilot (Section 4115 )
- Revising the definition of commercial motor vehicle to include a larger population of passenger-carrying vehicles (Section 5101)
- Expanding the disqualifications for operating a commercial motor vehicle when that person's commercial driver's license has been suspended, revoked, or canceled due to operation of a non-commercial motor vehicle (Section 5202)
- Requiring states to disqualify a commercial driver and record the violation that caused the disqualification after receiving notice from DOT that an individual has been disqualified for a federal disqualification (Section 5203)
- Mandating that an individual who fails to pay a civil penalty assessed or fails to comply with the terms of a settlement with the Secretary shall be disqualified from operating a commercial motor vehicle (Section 5204)
- Stipulating that an individual who receives a verified positive DOT drug test is disqualified from operating a commercial motor vehicle and remains disqualified until the individual completes the substance abuse professional evaluation and treatment and return to duty process (Section 5205)
- Changing the requirements of a State's commercial motor vehicle safety plan needed to qualify for MCSAP funding. This entire section is rewritten and provides for a "High Priority" program to make grants and cooperative agreements with states to improve safety (Section 5401)
- Allowing FMCSA to request from a state the driving record of an individual in connection with a safety investigation. This provision adds FMCSA to a privilege that had been previously provided for NTSB and FHWA (Section 5514)

[A full AAMVA legislative analysis](#) is available on the [Government Affairs](#) section of the AAMVA Web site. Jurisdictional feedback on the 2015 GROW AMERICA Act is welcomed and should be submitted to AAMVA Director of Government Affairs, Cian Cashin at [ccashin@aamva.org](mailto:ccashin@aamva.org).