“Secure identification should begin in the United States. The federal government should set standards for the issuance of birth certificates and sources of identification, such as drivers licenses. ... Sources of identification are the last opportunity to ensure that people are who they say they are and to check whether they are terrorists.”

--9/11 Commission Report
p.390
REAL ID Act Overview

- **Covers 56 jurisdictions**
  - 50 states, 5 territories, and DC

- **Establishes:**
  - Minimum requirements for the secure issuance and production of state-issued driver’s license and identification cards (DL/ID);
  - Authorizes grants to states; and
  - Prohibits Federal agencies from accepting for official purposes DL/IDs from non-compliant states (i.e., States that do not meet the requirements of the Act).

- **Defines “official purpose” to include:**
  - Accessing Federal facilities;
  - Boarding federally regulated commercial aircraft;
  - Entering nuclear power plants; and
  - Any other purpose that the Secretary [of Homeland Security] shall determine.
Status of Jurisdictions

Aggregate Count of REAL ID Standards

56 jurisdictions * 43 requirements = 2,408

- Meets Standard: 1,840
- Plans to Meet: 194
- Insufficient Information: 164
- Does Not Meet Standard: 210

Total: 2,408

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Meet</td>
<td>64%</td>
<td>69%</td>
<td>73%</td>
<td>76%</td>
</tr>
<tr>
<td>Planned</td>
<td>4%</td>
<td>5%</td>
<td>8%</td>
<td></td>
</tr>
<tr>
<td>Not Meet</td>
<td>9%</td>
<td>7%</td>
<td>7%</td>
<td>7%</td>
</tr>
<tr>
<td>Insufficient information</td>
<td>27%</td>
<td>20%</td>
<td>15%</td>
<td>9%</td>
</tr>
</tbody>
</table>
As of July 23, 2014

Status of Jurisdictions

- Determined to be compliant or comparable (21)
- Has provided sufficient information for extension (25)
- Has not provided sufficient information or has known barriers for extension (10)
Enforcement

As of July 23, 2014

Subject to Enforcement (10)

Not Subject to Enforcement (Due to Compliance or Extension) (46)
# Enforcement

<table>
<thead>
<tr>
<th>Phase</th>
<th>Enforcement</th>
<th>Notification Period</th>
<th>Full Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Restricted areas for DHS HQ</td>
<td>01/20/14</td>
<td>04/21/14</td>
</tr>
<tr>
<td>2</td>
<td>Restricted areas for Federal facilities &amp; for nuclear power plants</td>
<td>04/21/14</td>
<td>07/21/14</td>
</tr>
<tr>
<td>3</td>
<td>Semi-restricted areas for Federal facilities</td>
<td>10/20/14</td>
<td>01/19/15</td>
</tr>
</tbody>
</table>

**Review and Evaluation**

| 4     | Aircraft (Acceptable with 2nd form of ID) | No sooner than 2016 |

- Restricted areas are accessible by agency personnel, contractors, and their guests.
- Semi-restricted areas are accessible to the general public but subject to ID-based access control.
- Exceptions for access to health, safety, or life-preserving services; application for or receipt of Federal benefits; and law enforcement and judicial activities.
Enforcement

Largest GSA-Controlled, FPS-Secured Buildings in Non-Compliant States

Jacob J. Javits Federal Building
New York City - 2,293,204 RSF
Major Tenants - DHS CIS, FBI, HHS, US Court of International Trade
*Largest Building in GSA Inventory

John F. Kennedy Federal Building
Boston - 838,342 RSF
Major Tenants: IRS, HHS, DEA, Veterans Health Benefits Administration

Henry M. Jackson Federal Building
Seattle - 712,679 RSF
Major Tenants: IRS, Veterans Health Benefits Administration, US Coast Guard
Goal is compliance

Eligibility is based on progress in meeting the standards
- Based on information provided by jurisdiction
- Granted at the discretion of the Secretary
- Expires October 2014 but renewable

Renewal Process
- Triggered by a jurisdiction providing a status update
- Does not require a formal request for an extension
- Expires October 2015 (1-year)
## Noncompliant Cards

<table>
<thead>
<tr>
<th>State</th>
<th>Status</th>
<th>Marking</th>
</tr>
</thead>
<tbody>
<tr>
<td>California</td>
<td>Extension</td>
<td>TBD</td>
</tr>
<tr>
<td>Colorado</td>
<td>Compliant</td>
<td>Not Valid for Federal Identification, Voting or Public Benefit Purposes</td>
</tr>
<tr>
<td>Connecticut</td>
<td>Compliant</td>
<td>Not for Federal Identification</td>
</tr>
<tr>
<td>Delaware</td>
<td>Compliant</td>
<td>Not for Federal Identification</td>
</tr>
<tr>
<td>DC</td>
<td>Extension</td>
<td>Not Valid for Federal Official Purposes</td>
</tr>
<tr>
<td>Illinois</td>
<td>Extension</td>
<td>Not Valid for Identification</td>
</tr>
<tr>
<td>Maryland</td>
<td>Compliant</td>
<td>Not Acceptable for Federal Purposes</td>
</tr>
<tr>
<td>Nevada</td>
<td>Extension</td>
<td>Driver Authorization Card</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Not Valid for Identification</td>
</tr>
<tr>
<td>Oregon</td>
<td>Extension</td>
<td>TBD</td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>Extension</td>
<td>TBD</td>
</tr>
<tr>
<td>Utah</td>
<td>Compliant</td>
<td>Not Valid for Identification</td>
</tr>
<tr>
<td>Vermont</td>
<td>Compliant</td>
<td>Not for Federal Identification</td>
</tr>
<tr>
<td>West Virginia</td>
<td>Compliant</td>
<td>Not for Federal Identification</td>
</tr>
</tbody>
</table>
Conclusion

- DHS will continue to work with jurisdictions to reach compliance.
  - We are available for jurisdiction-specific discussions.
  - States may still qualify for compliance determinations or extensions.

- Please send questions or comments about the enforcement plan to OSIIS@DHS.gov.
DIVS

PROGRAM STATUS

This Document was prepared under a grant from the Federal Emergency Management Agency's (FEMA) Grant Programs Directorate (GPD) United States Department of Homeland Security. Points of view or opinions expressed in this document are those of the authors and do not necessarily represent the official position or policies of FEMA/GPD or the U.S. Department of Homeland Security.

This document and associated work product were produced by Clerus Solutions, LLC as Program Manager to the DL/ID Verification Systems, Inc. program under contract to the Mississippi Department of Public Safety.
DIVS Participating States

Executive Committee
7 States

Board of Directors
Plus 8 = 15 States

DIVS Participating States
Plus 14 = 29 States Total
DIVS Verification Projects

- Program Engineering
- State to State Verification (S2S)
- Birth Record Verification (EVVE/EVVER)
- Verification of Lawful Status (VLS)
- U.S. Passport Verification (USPVS)
- SSN Verification (SSOLV)
Birth & DL/ID Verification Project

Reciprocal Pilot Participants:
- Mississippi
- Arizona
- Louisiana
- North Dakota
- DIVS
- AAMVA
- NAPHSIS
Pilot Goals:

- Strengthen security posture through the use of identity document verification services,
- Improve fraudulent document detection,
- Collect lessons-learned from DLAs and VRAs and develop best practices as guidance to other states considering use of these services, and
- Develop a recommended pricing model to address cost concerns and operational procedures for a Reciprocal DLA-VRA relationship that promotes nationwide adoption.
Project Deliverables

Pilot Definition & Pilot Evaluation Plan – March 2014

User Fee Cost Model – Nov 2014

Best Practices (VRA & DLA) – Nov 2014

VRA Data Improvements Best Practices – Jul 2014

2014 AAMVA Region I Conference

DIVS

VLS & USPVS Program Status

July 2014
2014 AAMVA Region I Conference

VLS & USPVS Project

Working Group Participants:
- Hawaii
- Indiana
- Iowa
- Maryland
- Mississippi
- Texas
- Wisconsin
- DIVS
- AAMVA
- USCIS
- DHS
2014 AAMVA Region I Conference

Transitional Activities

2014 DIVS Tasking:

- Continue support for services O & M until December 2014
- Continue to fund state implementation until December 2014 or funds expended
- Transition DIVS governance for VLS and USPVS to AAMVA
- Perform project closure activities
DIVS

S2S
State to State Governance Approach

2009-2017: Short-Term Governance
- DIVS Board and Executive Committee provide short term governance
- S2S Governance working group define long-term approach

2017+: Long-Term Governance TBD

<table>
<thead>
<tr>
<th>DIVS Board</th>
<th>AAMVA Board</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bernard Soriano, CA</td>
<td>Jennifer Cohen, DE</td>
</tr>
<tr>
<td>Stephen Fielder, FL</td>
<td>Mark Lowe, IA</td>
</tr>
<tr>
<td>Kristina Boardman, WI</td>
<td>Kurt Myers, PA</td>
</tr>
</tbody>
</table>

Bernard Soriano, CA
Stephen Fielder, FL
Kristina Boardman, WI
Jennifer Cohen, DE
Mark Lowe, IA
Kurt Myers, PA
S2S Governance

State to State Governance Tasks

S2S Cost Model:
- Initial Model Complete
- Final Model - 2016

Long-term Governance Entity:
- Define compliance
- Develop potential models
- Dec. 2014 Draft Recommendation
- 2017 - Long-term Governance Entity
**Revised Milestones:**

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Online Specification Complete</td>
<td>August 2014</td>
</tr>
<tr>
<td>Batch Specification Complete</td>
<td>December 2014</td>
</tr>
<tr>
<td>State Procedures Manual Complete</td>
<td>March 2015</td>
</tr>
<tr>
<td>CERTIFICATION Go-Live / Ready for State Structured Testing / Training begins for Pilot States</td>
<td>March 2015</td>
</tr>
<tr>
<td>Pilot Operations Period (2 years)</td>
<td>March 2015 – March 2017</td>
</tr>
<tr>
<td>PRODUCTION Go-Live – First states Implement</td>
<td>July 2015</td>
</tr>
</tbody>
</table>
New S2S Development Schedule

- **CDL Compliance**
  - 1/30/2014 Medical Certification Compliance Deadline
  - 9/30/2015 CDL Program Total Compliance

- **S2S State Schedules**
  - October 2014 Agile Testing Release 1
  - January 2015 Agile Testing Release 2
  - March 2015 Begin Structure Testing
  - July 15 Production Go Live

- **S2S New Development Schedule**
  - March 2015 - March 2017 S2S 2 Year Pilot Operations

Dates:
S2S Pilot States

Implementation:
- **July 2015** – 5 States
- **December 2015** – 1 State
- **January 2016** – 3 States
- **June 2016** – 1 State
- **Signed LOI** – 1 State
The DIVS Report

by Clerus Solutions on behalf of the Mississippi Department of Public Safety

A Word from the President and CEO of DIVS, Major Chris Gillard, Mississippi DPS

The Driver License and Identification Card Verification Services Program has been diligently working over the past few years to improve state's ability to secure the issuance of driver licenses and identification cards by putting into place more secure methods of verifying an applicant's credentials. DIVS enlists state volunteer subject matter experts to participate in working groups and subcommittees to ensure the states are defining their needs as verification services are developed. We are excited about implementation of S2S and the launch of the Birth Record and DL/ID Card Verification Pilot. DIVS' success is directly attributed to our state members' contributions!
Joining DIVS

- Working Groups
- Board of Directors
- Verification of Lawful Status
- US Passport Verification
- S2S Pilot Effort
Questions?
Licensing Undocumented Immigrants
July 29, 2014
Facilitator:
Ian Grossman, Vice President, Member Services and Public Affairs
Automobile Operator’s Permit. No. 500
Office of the Commissioners, D. C.,
Washington, Oct. 3, 1903

This is to certify that Mr. R. Tuckerman
of 1515 Morn. Ave., having been duly examined and recommended is hereby
authorized to operate an automobile of the
11 type in the
District of Columbia, in accordance with Article XXIV of the Police Regulations dated
May 7, 1903.

Given under my hand and seal this 6th day
of October, 1903.

E. F. Fishbeck
Chairman Board of Examiners.

William Fishbeck
Secretary Board of Commissioners, D. C.
Confirmation of legal presence is not new \(^1\)

As the driver’s license evolved into a robust identity credential, DMVs began to be responsible for ensuring applicants “are who they say they are.”

\(^1\) See 8 USC §1621 – Aliens who are not qualified aliens or nonimmigrants ineligible for State and local public benefits.
Licensing Undocumented Immigrants

Jurisdictions without Lawful Status Requirements

- Mar-02: 25
- Nov-04: 19
- Aug-07: 9
- Mar-13: 2

Number of Jurisdictions
## Licensing Undocumented Immigrants

### States Granting Driving Privileges

<table>
<thead>
<tr>
<th>State</th>
<th>Issuance Date</th>
<th>Legislation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Illinois</td>
<td>November 2013</td>
<td>2011 S.B. 957</td>
</tr>
<tr>
<td>Maryland</td>
<td>January 1, 2014</td>
<td>2013 S.B. 715</td>
</tr>
<tr>
<td>Oregon*</td>
<td>January 1, 2014</td>
<td>2013 S.B. 833</td>
</tr>
<tr>
<td>Vermont</td>
<td>January 1, 2014</td>
<td>2013 S.B. 38</td>
</tr>
<tr>
<td>Nevada</td>
<td>January 2, 2014</td>
<td>2013 S.B. 303</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>May 1, 2014</td>
<td>2013 B20-275</td>
</tr>
<tr>
<td>Colorado</td>
<td>August 1, 2014</td>
<td>2013 S.B. 251</td>
</tr>
<tr>
<td>California</td>
<td>January 1, 2015</td>
<td>2013 A.B. 60</td>
</tr>
<tr>
<td>Connecticut</td>
<td>January 1, 2015</td>
<td>2013 H.B. 6495, Amend. LCO 765</td>
</tr>
</tbody>
</table>
## Licensing Undocumented Immigrants

<table>
<thead>
<tr>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida</td>
</tr>
<tr>
<td>Hawaii</td>
</tr>
<tr>
<td>Iowa</td>
</tr>
<tr>
<td>Indiana</td>
</tr>
<tr>
<td>Kansas</td>
</tr>
<tr>
<td>Massachusetts</td>
</tr>
<tr>
<td>New Jersey</td>
</tr>
<tr>
<td>New York</td>
</tr>
<tr>
<td>Rhode Island</td>
</tr>
<tr>
<td>Wisconsin</td>
</tr>
</tbody>
</table>
Licensing Undocumented Immigrants

[Map showing states with adopted legislation, no legal presence, and under referendum.]
<table>
<thead>
<tr>
<th>Potential Benefits</th>
<th>Potential Challenges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway safety: Ensure drivers are properly tested and fit to be on the road.</td>
<td>Identity Management: Though not intended for identity purposes, government issued documentation could be used for identity.</td>
</tr>
<tr>
<td>Law enforcement: Allows officers to recognize drivers at roadside, tie operator to issued license, and track citations.</td>
<td>Law enforcement: Differing state procedures for handling immigration and related issues.</td>
</tr>
<tr>
<td>Insurance: License provides mechanism for drivers to obtain insurance.</td>
<td>Reciprocity:</td>
</tr>
<tr>
<td></td>
<td>- As driving credential it is recognized</td>
</tr>
<tr>
<td></td>
<td>- As identity credential it may not be</td>
</tr>
</tbody>
</table>
Implementation Considerations

- On the road test passage rates vs. knowledge test passage rates
- Translators
- Volume of applicants
- Surrender of previously held illegal licenses
- Utilization of facial recognition systems
- DMV Tourism
Licensing Undocumented Immigrants
Licensing Undocumented Immigrants
Licensing Undocumented Immigrants
Licensing Undocumented Immigrants
Licensing Undocumented Immigrants
DC DMV’s Implementation of REAL ID and Non-Compliant Credentials

July 29, 2014

Lucinda Babers, DC DMV
On May 1, 2014, implemented both REAL ID and Limited Purpose credentials

Marked Limited Purpose credential resulted in REAL ID implementation

- DHS extremely helpful during process
- REAL ID certification package to be sent to DHS prior to Oct 1, 2014

Limited Purpose credential requires 6 months DC residency and use of appointments
Things in Our Favor

- Already required new residents to provide proof documents for verification/scanning
- Already implemented 8 year credential
  - Less than 12% of DL/ID transactions are renewals
- Already working on new service center with April 29, 2014 opening date
- Already working on implementing newly designed credential using central issuance process on November 26, 2013
Things in Our Favor

- Maryland and Illinois were implementing undocumented credential process prior to us
  - Gleefully stole their forms, FAQs, processes, etc
- Several states had already implemented REAL ID
Things Not in Our Favor

- Limited Purpose legislation allows US citizens to obtain non-REAL ID credentials
  - System programming and communication nightmare
- DC Language Access Act requires translations in 6 languages
  - Website & form changes difficult/expensive to maintain
- Extremely small staff for implementation
- Maryland implemented undocumented credential prior to us
Challenges/Lessons Learned

- Employee training overload with both REAL ID and Limited Purpose requirements
  - Inconsistent document acceptances at different locations
- Complicated computer system programming
- Need for 2 distinct communication plans for 2 separate audiences
  - Communications will go off script or get comingled
Challenges/
Lessons Learned

• Limited English proficient residents
  • Need for verbal translation services
  • High knowledge test failure rate

• Limited Purpose credentials increases fraud and results in duplicate appointments

• To support REAL ID, implementing 45 day existing credential extension for duplicates/renewals
DC DMV REAL ID Credential

District of Columbia Driver License

4d.DLN 1234567 4b.EXP 02/21/2021
1.FAMILY NAME SAMPLECARD
2.GIVEN NAMES THOMAS ALEXANDER
8.ADDRESS 1234 COMMODORE JOSHUA BARNEY DRIVE, NE #1234 WASHINGTON, DC 00000-0000
4a.ISS 12/03/2013
3.DOB 02/21/1984
5.DD 12348757475974
10.ENDORSEMENTS NONE
12.RESTRICTIONS 1
9.CLASS D
11.HEIGHT 6-04
13.WIGHT 200
18.EYES BRO

USA

Donor Veteran