

Driver License Compact Non-Resident Violator Compact Executive Board



KEVIN O'BRIEN, NEW YORK
Chair of the Board

MEMORANDUM

TO: Chief Administrators

FROM: Kevin O'Brien, New York, Chair, DLC/NRVC Compact Executive Board

SUBJECT: DLA Implementation Funding

DATE: June 14, 2006

I write on behalf of the Compact's Executive Board to make you aware of a new development that may encourage you to move forward on joining and implementing the Drivers License Agreement (DLA).

We have recently been informed by the National Highway Traffic Safety Administration (NHTSA) that DLA implementation costs would be eligible for grant consideration under the terms of their various grant programs. The grant programs that may be used for DLA implementation costs are:

- Section 402: State and Community Highway Safety Grants
- Section 406: Safety Belt Performance Grants
- Section 408: State Traffic Safety System Improvement Grants

Jurisdictions may also be able to use carry forward funds from TEA-21's Section 157 Incentive Grant program to assist in funding DLA implementation.

To be eligible for said grants however, a jurisdiction needs to have the DLA included as a component of the State's Strategic Traffic Safety Management Plan. This planning process is presently being advanced to the jurisdictions by NHTSA through the designated state lead transportation agency.

Throughout the DLA development process, we often heard from jurisdictional reps that a significant barrier to DLA involvement would be the costs. These NHTSA grants may be the means to overcome that barrier. By being actively involved in your State's strategic traffic safety planning process and ensuring DLA inclusion, your state will be positioned to apply for a NHTSA grant project that includes DLA implementation. Further information on this strategic planning effort can be obtained through your Regional/State NHTSA representative or possibly by contacting your jurisdiction's lead agency for federal transportation grants.

DLA has been on hold to a great extent while we have awaited indications from the US Department of Homeland Security (DHS) as to the requirements of the REAL ID Act. We now have a better idea of what those requirements might entail and there appear to be few conflicts at this point (only card design specifications) with the DLA. Of course, if a conflict were to occur, REAL ID would take precedent and the terms of the DLA will be amended accordingly.

With NHTSA grants now available to assist with DLA implementation, there may be no better time to work together in implementing the DLA and achieving the many traffic and public safety benefits that shall be derived. Your Compact's Executive Board is anxious to assist you with the DLA in any way possible. I would also highlight that the DLA Legal Services Working Group has a team of six lawyers at your disposal to offer aide or guidance on the best procedures to facilitate your entrance into the Agreement. Feel free to contact Claude Gelinas at claude.gelinas@saaq.gouv.qc.ca or by phone at (418) 573-0391 to obtain that legal assistance.

Thank you for consideration of this matter. Please don't hesitate to call me if you have any questions about these NHTSA Grants or the Drivers License Agreement. I can be reached at kobrien@dmv.state.ny.us or by phone at (518) 474-0855.

Sincerely,



Kevin O'Brien (NY)
Chair
Compacts Executive Board

cc: DLC/NRVC Contacts and Designees
DLC/NRVC Compact Executive Board
AAMVA Legal Services, DLA Working Group
Linda Lewis-Pickett, AAMVA CEO
AAMVA Regional Vice Presidents