

March 11, 2016

Mr. Ted Sobel, Director  
Office of State Issued Identification  
Screening Office  
Office of Policy  
United States Department of Homeland Security

Dear Mr. Sobel:

As chair of the Senate Transportation Committee, I am writing to request a REAL ID compliance extension for Washington state. I am sponsoring the attached legislation which changes Washington state law to direct compliance with the REAL ID Act of 2005.

This legislation will provide a new driver license and identicard option for Washington residents that is compliant with the federal REAL ID Act. To ensure an orderly transition, the bill specifies that the provisions will be implemented by July 1, 2018. The bill also aligns our state statutes related to non-domiciled commercial driver licenses with Federal Motor Carrier Safety Administration rules under the Security and Accountability for Every Port Act passed by Congress in 2006.

The new federally-acceptable driver license and identicard require an applicant to:

- Provide documentation that establishes identity and date of birth, which is already taking place under current law.
- Provide two documents establishing a primary Washington residence address.
- Provide satisfactory proof of lawful presence in the United States.
- Submit to having a digital photograph taken.
- Pay a fee equal to the standard driver license fee.
- Sign a declaration that the information provided is true, subject to penalty of perjury.

The bill also requires:

- The new federal purpose driver's license and identicard must be marked to distinguish them from other licenses and identicards that our Department of Licensing (DOL) issues.
- The standard issue driver licenses, identicards and permits must be marked with the phrase 'Not For Federal Purposes' on the front of the card.
- DOL employees that issue driver licenses and identicards that are valid for federal purposes must submit to and pass background checks.

Though I am sponsoring the bill and anticipate it will be assigned to the Transportation Committee, I do not plan to have a formal hearing on this bill until the 2017 legislative session. I

intend to implement a Senate Transportation Committee work session on this bill language in 2016.

There are several reasons for this: first, this bill represents a major policy change for our state and I want to allow the maximum time period for consideration of the language and comment from residents of Washington, stakeholders and legislators. The 2016 regular session and special session to consider an operating supplemental budget do not allow sufficient time for this. Second, the bill would clearly have fiscal impacts, and the 2017-2019 biennial transportation budget will be crafted during the 2017 legislative session. In addition, it is critical that I work with my counterparts in the Legislature and the executive branch of our state government to successfully move this policy change forward in a bipartisan fashion.

You have my commitment as chair of the Senate Transportation Committee that I will work throughout 2016 and during the 2017 legislative session to address this very significant policy issue. I recognize we can no longer wait on this matter. I respectfully request that your office grant our state an extension in order to minimize impacts to Washington residents as we engage in legislative deliberations to move our state into federal compliance.

Sincerely,

Senator Curtis King

cc: Governor Jay Inslee  
Representative Judy Clibborn  
Pat Kohler, Director, Department of Licensing  
Major General Bret D. Daugherty, Adjutant General, Washington Military Department