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## ID Program Will Cost States \$11 Billion, Report Says

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The cost to consumers for helping to secure America became clearer yesterday as a coalition of state groups tallied the bill for implementing the Real ID Act and federal officials divulged the price that some of its workers must pay for new smart cards.

In a report released by the National Governors Association, the National Conference of State Legislatures and the American Association of Motor Vehicle Administrators, state motor vehicle officials estimated it would cost more than \$11 billion over five years to implement the technology required by the Real ID Act.

Under the law, states must start to re-enroll about 250 million holders of U.S. driver's licenses after May 2008. The states must train workers to verify copies of original birth certificates, Social Security cards, marriage certificates and various identification documents.

"The days of going to the DMV and getting your license on the same day are probably over," said David Quam, director of federal relations for the National Governors Association. "You'll have to take all your documents as if you were applying for the first time. What this comes down to is that more people will be in DMV offices spending more time to get an ID."

The Real ID Act was passed last year to protect against terrorist infiltration and crack down on illegal immigration. Without the new identification, citizens will be barred from airplanes, sections of airports, and military bases and other federal facilities, unless they have another form of federally issued identification, such as a passport.

The report, "The Real ID Act: National Impact Analysis," does not say whether the cost of implementation will be passed on to drivers and holders of state identification cards. But Homeland Security officials said the price of similar new smart cards for 750,000 workers at ports and other transportation facilities will be about \$140 each.

The State Department recently raised passport fees for adults to \$97 to incorporate security into new e-passports, and a smart ID card for federal workers is expected to cost \$100 to \$150.

State officials have complained about the costs of Real ID since the law was passed. Re-enrolling drivers and other cardholders alone will cost about \$8.5 billion, according to the report. An additional \$2.5 billion will be spent to vet applicant information through various agencies, store the data and design new cards.

House Judiciary Committee Chairman F. [James Sensenbrenner](#) Jr. (R-Wis.), who introduced the Real ID Act, strongly disagreed with a similar cost estimate presented by the groups last year, saying it was bloated. The chairman cited a Congressional Budget Office report that estimated the cost of implementation at \$100

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million between 2005 and 2010.

According to the budget office report, the federal government would reimburse \$20 million to states for implementing Real ID. State officials scoffed at that amount.

"Congress has not appropriated anywhere close to the money it takes to implement this law," Quam said.

In the report, DMV officials said the two-year timetable for issuing the new licenses was unrealistic. The report recommended that Congress extend the May 2008 deadline, create a 10-year schedule for ID re-enrollment and give states more money.

Yesterday's revelations about costs came as the House passed three more border security measures aimed at terrorist infiltrators and immigrants who sneak across the southern border in search of jobs.

The proposals would authorize federal prison time for those caught building or financing border tunnels, create tough new penalties for illegal-immigrant gang members and criminals, and grant explicit authority to local police officers to enforce federal immigration laws.

The final bill would also allow the immediate deportation of undocumented Salvadoran workers, who are currently protected under court decisions on asylum dating to El Salvador's civil war in the 1980s. The Washington area has one of the nation's highest populations of Salvadorans.

*Staff writers Jonathan Weisman and Spencer Hsu contributed to this report.*

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