

Overview

1. Why is Alaska not REAL ID compliant?

The Alaska Legislature passed legislation in 2008 and 2013 that prohibits the state from spending state funds on software, equipment or other infrastructure needed to create REAL ID-compliant driver licenses or ID cards.

2. What is Alaska doing to become REAL ID compliant?

The Governor introduced legislation (HB 74 and SB 34) to repeal the prohibition and allow DMV to offer Alaskans a choice between:

- REAL ID license or ID card for those who want one
- Current (non-compliant) license or ID card for those who don't

3. How much will it cost?

Implementation will cost \$1.5 million for technology infrastructure and equipment needed to become compliant. Ongoing card production costs are estimated to be \$5 per REAL ID license or ID.

DMV issues about 212,000 cards annually. DMV estimates 1/2 of Alaskans will request REAL IDs in the first two years, if given the option. This legislation proposes to charge an additional \$5 per REAL ID card, generating approximately \$530,000 in revenue per year in FY19 and FY20 to help offset implementation and production costs.

4. What happens if this legislation doesn't pass?

The Administration secured a waiver from the Homeland Security Administration (HSA) allowing Alaskans to access military bases and other federal facilities using non-compliant Alaskan ID. If HB 74/SB 34 fails to pass the Legislature this session, Alaska's waiver will expire on June 8, 2017. HSA has strongly indicated Alaska will not be granted an additional waiver unless legislation is passed this session.

The REAL ID Act enforcement timeline is as follows:

- Military bases: As of June 8, 2017, Alaska licenses and ID cards will not get you on base, unless Alaska is granted another Homeland Security waiver.
- Air travel: As of January 22, 2018, Alaska driver licenses and ID cards will not get you through TSA screening and onto the plane, unless Alaska is granted another Homeland Security waiver.
- As of October 1, 2020, all domestic air travel will require REAL ID cards or other federally-approved identification. All waivers will be terminated.

Data Concerns

5. Does this legislation create a national database?

No. Neither the Governor's legislation nor the federal REAL ID Act creates a new national database. The verification processes required by REAL ID Act utilize existing databases to verify birth certificates, passport validity, and/or lawful status.

6. Does this legislation create a multi-state shared database?

No. The REAL ID Act requires states to "provide electronic access to all other States to information contained in the motor vehicle database of the State." DMV currently participates in the State to State Verification Services (S2S), administered by the American Association of Motor Vehicle Administrators (AAMVA). S2S allows states to confirm certain data points with other states' DMVs by providing a bridge from one DMV to another.

The S2S system does not provide any state or federal agency with access to any other state's data base. S2S satisfies the requirements of the federal REAL ID Act for providing information without having to grant direct access to state-owned and managed data bases.

7. Will the federal government have access to Alaska's data?

Neither the Governor's legislation nor the REAL ID Act provide additional access to the federal government, state governments, or any third party. Information contained in the Alaskan DMV data base is confidential and private under AS 28.15.181(f), which limits the disclosures in AS 28.10.505. Authorization for releasing information can only come from:

- By subpoena for a court case;
- Discovery for an administrative hearing;
- Request from law enforcement/government agency for official purposes;
- By request/authorization of the record holder/document owner to themselves and/or an authorized recipient(s).

8. How will Alaskan data be protected against cyber security threats? Who will have access?

All central DMV databases are stored on DMV servers located in State of Alaska ETS-managed data centers in Anchorage and Juneau. Physical access to data centers is strictly controlled and monitored. Data access to customer records is logged, restricted to minimal access level required and monitored for all applications. Public-facing online services and web pages containing customer-specific

information uses encrypted data transportation protocols and caching of information is disabled (i.e. close the web page, the data is wiped from memory).

All "Jurisdictions" (aka state DMVs) who are afforded restricted access to AAMVA applications such as State to State must meet stringent data security criteria. Member databases must be maintained in highly secured data centers which incorporate state of the art hardware devices for secure storage, logging/monitoring of all authorized transactions/activity and attempted intrusion detection and prevention systems (hardware and software).

The only data stored centrally by AAMVA consists of what are called "Pointer Records." These records contain the minimum amount of information necessary to identify records maintained in Jurisdiction databases and information to indicate where the full records are stored (i.e. AAMVA records "point" to the full vehicle / person records). When Jurisdictions request or send customer information to another Jurisdiction, the AAMVA "bridge" validates that the request is coming from an authorized source and that the returned information is also being provided by an authorized organization.

This data is fully encrypted from end to end. Nobody at AAMVA or any third party can gain access to the content of customer data being exchanged between the jurisdictions. Customer records transported across the AAMVA "bridge" are not "visible" and are not stored anywhere at AAMVA. Industry best practices and monitored security procedures are applied at each level of operations. Data storage and all data exchanges are conducted over private, encrypted network connections.

AAMVA cannot provide third parties (including Federal agencies) with reports or listings of customer data because AAMVA simply does not store or have direct access to the data other than what is stored in "Pointer Records."

9. What does DMV do with the information it collects?

Alaska statute requires DMV to keep records for non-commercial DL/ID for a minimum of 7 years. Federal regulations require records retention for Commercial Driver Licenses (CDLs) actions for 55 years. DMV currently copies the documents presented and then scans them after they have been audited. Copies are shredded after scan. Scanned records are stored on internal DMV servers hosted by State of Alaska/ETS – managed Datacenters. Internal access to this data is strictly limited.

10. What about the vendor that creates the DL/ID? What do they do with the information?

DL/ID cards are currently produced by an offsite vendor. Only information required for card production, such as name, address and other information displayed on an Alaskan DL/ID card, is sent to the vendor and all records with the vendor are purged after 30 days. REAL ID cards will be produced in the same manner as the non-compliant cards. Scanned source documents are never released to vendors.

12. Does the REAL ID card have a chip?

REAL IDs do not contain Radio Frequency Identification (RFID) chips or other tracking devices. People frequently confuse the REAL ID card with the voluntary Enhanced ID card, which does contain an RFID chip and is designed to aid US citizens who frequently travel across US borders. Alaska does not offer an Enhanced ID card. The Enhanced ID card is an accepted alternative to the REAL ID card for entry to federal facilities and TSA checkpoints.

Identification**13. Will Alaskans be able to fly without a REAL ID?**

Starting January 22, 2018, unless Alaska passes legislation and is granted another waiver from Homeland Security, Alaskans will not be able to fly without an alternative federal identification.

If the legislation passes, the deadline is pushed back to January 1, 2020, to allow DMV time to begin production of REAL ID compliant cards.

14. What forms of identification will Alaskans need to access military bases or fly?

Federal identification requirements may vary among military and other federal establishments. JBER will accept the following alternative documents:

- US passports/passport cards
- Permanent Resident card/Alien Registration Receipt Card (Form I-766)
- Foreign passports with a temporary (I-551) stamp
- An employment authorization document that contains a photograph (Form I-766)
- Identification card issued by federal, state, or local government agencies that are REAL ID compliant.
- VA health identification card issued by the US Department of Veterans Affairs
- Merchant Mariner card issued by DHS/US Coast Guard

TSA will accept the following alternative documents at airport checkpoints in order to travel:

- U.S. passport/passport card
- DHS trusted traveler cards (Global Entry, NEXUS, SENTRI, FAST)
- U.S. military ID (active duty or retired military and their dependents, and DoD civilians)
- Permanent resident card
- Border crossing card
- DHS-designated enhanced driver's license
- Airline or airport-issued ID (if issued under a TSA-approved security plan)
- Federally recognized, tribal-issued photo ID
- HSPD-12 PIV card

- Foreign government-issued passport
- Canadian provincial driver's license or Indian and Northern Affairs Canada card
- Transportation Worker Identification Credential (TWIC)
- U.S. Citizenship and Immigration Services Employment Authorization Card (I-766)
- U.S. Merchant Mariner Credential

15. What forms of identification will Alaskans need to get a REAL ID?

DMV currently requires

- a. Two primary documents or one primary and one secondary document
- b. Social security number and
- c. Proof of Alaska residency for driver licenses and IDs.

These document requirements will not change for a REAL ID compliant card. However, the first time someone applies for a REAL ID, they will need to provide the required documents.

Primary Document Options:

- Current driver's license or ID card
- An original or certified copy of a U.S. birth certificate
- Passport or passport card issued by the United States or US Territory
- A foreign passport with appropriate immigration status forms issued by the U.S. Department of Homeland Security, U.S. Citizenship and Immigration Service
- A resident alien, temporary resident alien, or employment work authorization document issued by the U.S. Department of Homeland Security, U.S. Citizenship and Immigration Service
- U.S. military identification for active duty, retiree, or reservist
- Certificate of Citizenship, Naturalization, or Birth Abroad

Secondary Document Options (only needed if you don't have two primary documents):

- Bureau of Indian Affairs card permit or license from another state or AK
- Employee photo ID or School ID
- Health insurance card
- Medical records
- Military dependent identification
- Pilot's license
- Marriage License
- Voter Registration Card
- TWIC Card

16. Why can't Alaskans just get passport cards? Both military bases and TSA will accept them.

Passport cards are restricted to land border crossings or sea ports of entry between the US and a limited number of countries: Canada, Mexico, Bermuda, the Caribbean and Bermuda. They are not accepted for international air travel. REAL ID cards or a full passport would be needed for traveling everywhere else.

Some of the differences between a REAL ID and passports are cost, processing time, tracking chips, and database location:

- REAL ID will cost \$25 per license; passports cost \$135; passport cards cost \$55
- REAL IDs take 2 weeks to process; passports and passport cards take 6-8 weeks, unless you pay for expedited delivery of 2-3 weeks
- REAL ID cards do not contain Radio Frequency Identification (RFID) tracking chips, which are used to aide US travelers crossing US borders; passport cards and passports issued since 2007 have RFID tracking chips
- REAL ID data will be stored in the State of Alaska-housed DMV database; passport data is stored by the US State Department

Additionally, passports can be challenging to acquire in Alaska, with limited post office locations and processing hours. Children cannot be issued passports without the authorization of both parents or documentation such as a court order or notarized consent form. Not all passport processing facilities offer photo services.

The question of whether the state or the individual Alaskan should bear the financial burden of acquiring needed identification is a policy call.

Please refer to the following State and Federal Identification Comparison Chart with more information on the differences between Alaska ID, REAL ID, TWIC, passports and passport cards.