

The real ID act is a violation of my right to be secure. There for it is a crime and any and all persons will be held to the law.

Jason Bowers

My name is Mike Coons from Palmer and speaking for myself.

I oppose HB 74!

The unions and school boards have supported this bill because the fear the bases will not let people on base after REAL ID goes into effect. I worked the gates at JBER, I know how access to JBER works. The contractor can get his people base contractor cards very easily and that is what gets the person on base. If any non-military member of the public wants on base, it doesn't matter if they have a Passport, Passport ID or REAL ID, unless they have a sponsor, they don't get on, period. The Commander makes policy as to access. If the State of Alaska doesn't comply with this, I bet money, marbles or donuts the commander will not stop needed civilian workers from getting to work because the contractors don't have a REAL ID or a passport! The other fear is not being able to fly. I'm betting that if all the airlines knew they would be empty or nearly empty because we didn't comply that the airlines and passengers would be screaming bloody murder and heard in D.C very clearly, well before mandatory implementation!

A question that should be asked is why the Governor, through the AG, hasn't filed a lawsuit against the Federal Government on this. My bet, like all others they didn't file, was he agreed with then President Obama on attacking states and individual liberties and freedoms! We have a new President and a letter from the AG asking for an extension until the Congress can repeal this act would have a high success rate. I'm sure a letter from the AG to the Secretary of Defense would give immediate guidance to all base/post commanders to ignore this act until repealed. Same would hold true with the Sec Home Land Security. HJR 15 once passed and sent to the President, Congress, SecDef and Sec Homeland Security would also get the time needed for Congress to repeal this act!

Vote no on HB 74 and vote yes on HJR 15. Vote for our personal liberties!

Mike Coons

Hello my name is Jeff Lemon and I am representing myself. For the record I am extremely concerned about giving my personal information to anyone for any reason and I will tell you why. Since 2014 I have been a victim of someone hacking into data bases and accessing my information three times. Ebay (2014), Premera (2014), US Government (2015) thanks to the United States Postal Service most of these hacks had access to my name, address, SSN, date of birth, and in the US Government case (fingerprints). Please do not think for a moment that anyone anywhere can or will protect your data, it is not possible. Tell the DHS, TSA, and the AAMVA to suck eggs, and for the record I have a valid US passport but this is all about data collection that no one can protect. Thanks for your time.

Regards,

Jeff Lemon

Saving my time here.
I'm a No period on HB74!
Get and carry a passport.
Driver license is for driving.

Bill Reiner

Dear Representative Seaton,

Last Friday, I emailed the reasons for my opposition to the REAL ID (HB 74), and urged you to vote against this legislation. Unfortunately, my computer would not scan several important documents that I obtained from the TSA and Homeland Security websites, and the Federal Register, that show ample basis for my position against the REAL ID bill.

I have enclosed them for your review, in this email. They are:

1. Expanded “official Purposes” requiring a REAL ID
2. TSA and Homeland Security websites- flying, and entering a military base, without ID
3. A letter from Rep. Chris Tuck (State Affairs Committee)

Thank you for reviewing these important documents.

Sincerely,
Joan Priestley, M.D.

Really, we have to pay for passports for our drivers so that the Fairbanks Community Food Bank can have access to salvage food on military bases?

Samantha Kirstein

Percentage of Americans with passports = 46%

Percentage of Alaskans with passports = 55%

Percentage of Minnesotans with passports = 48%

Percentage of Minnesotans with EDL/EID = 21%

What Homeland Security says about Military Base and Federal Facility Access and Boarding Commercial Aircraft (REAL ID Rule Passed by DHS)

“DHS notes that individuals without a REAL ID-compliant document will still be able to enter federal facilities and board commercial aircraft and these rules cannot determine what alternative documents are acceptable for those purposes”

- DHS REAL ID Final Rule - Federal Register / Vol. 73, No.19 / Tuesday, January 29, 2008 / Rules and Regulations

Matt Flanders

With the following two attached documents

disproportionate impact on certain groups. There is no evidence that many of these groups lack the documents required to establish an individual's name, date of birth, SSN, and lawful status. Should States determine that the economically disadvantaged individuals are experiencing a hardship in obtaining the necessary documents or cannot afford the license fee established by the State, nothing in the rule precludes a State from offering the driver's license or identification card or copy of a birth certificate at a reduced cost or waiving the fee altogether. In addition, the final rule enables States to establish an exceptions process for a variety of situations and circumstances, including circumstances where a particular suite of documents are unavailable following a natural disaster.

13. REAL ID Will Be a Burden to End-Users

Comment: Two commenters wrote that the responsibility for validating REAL ID cards is a government function and should not be delegated to air carriers. Instead, DHS should provide "readers," similar to those used by Immigration and Customs Enforcement, for use at airports. Two commenters requested the rule make clear that the current option regarding individuals submitting to a more extensive physical search rather than showing ID before passing through airport security will not be affected by the REAL ID Act.

Response: Neither the NPRM nor this final rule govern what documents should be accepted or procedures followed at airports and Federal facilities when an individual is unable to present a REAL ID-compliant document as his or her form of identification. DHS does not agree with the comment that validating a REAL ID is exclusively a government function, and believes that a wide variety of entities would want to validate a REAL ID document before accepting it as a valid form of identification.

Comment: Another commenter asked how end-users could continue routine functions if, after 2013, State-issued driver's licenses do not meet REAL ID standards, since REAL ID would be required for access to nuclear facilities. If a State is not in compliance or elects not to participate in the REAL ID program, access by persons with licenses from those States would be prohibited, and the ability of the plants to function could be seriously impaired. A commenter mentioned that an access authorization program supervised by the Nuclear Regulatory Commission is already in place. One commenter wrote that while commercial nuclear power

plants are licensed by the NRC, they are privately owned and operated and security is the responsibility of the owner/operator, not the Federal government; therefore, they should be exempted from the final rule requirements.

Response: Since the REAL ID Act specifically included access to a nuclear facility as an example of an "official purpose," DHS cannot simply exempt nuclear power plants from the scope of the rules. DHS agrees with the commenter that access authorization programs supervised by the Nuclear Regulatory Commission may provide sufficient safeguards concerning access to nuclear facilities. The NRC-supervised programs may set forth alternative procedures or acceptable forms of identification for persons seeking access to a nuclear facility; however, if an individual is presenting a driver's license or State-issued identification card, it must be REAL ID-compliant pursuant to the REAL ID Act.

Comment: One commenter expressed concern about the impact of REAL ID on commercial truck drivers, and suggested that drivers without REAL ID identification cards would be far less valuable to carriers. One commenter wrote that motor carriers domiciled in non-compliant States would be at a severe disadvantage in finding drivers, and commercial drivers themselves will have to absorb the additional costs of REAL ID, including increased fees to obtain licenses and lost income.

Response: Any additional fees that DMVs may charge to obtain a REAL ID document will not fall disproportionately on commercial drivers. Nothing in the rules precludes companies employing commercial drivers from subsidizing the costs incurred by the drivers they employ. Furthermore, a REAL ID driver's license is not the sole document a commercial driver could use to access a Federal facility. Since a Federal facility may accept other forms of identification or establish alternative procedures to admit individuals with non-compliant licenses to Federal facilities, DHS does not believe that commercial driver's license holders will be disadvantaged by living in a State that chooses not to comply with the REAL ID requirements.

B. Scope, Applicability, and Definitions

Comment: Two State commenters and the AAMVA requested clarification of the terms verification, authentication, and validation. Two commenters asked for a clear definition of the term "Federal facility." One commenter wrote that it is a statutory requirement to consult with the U.S. Department of

Transportation in developing new definitions for driver licensing terms. Commenters also requested clarification regarding what age individuals will be required to obtain a REAL ID. It was suggested that the age requirement should be consistent with the age airlines require passengers to have their own identification documents. One commenter expressed the need to inform the public, in detail, how individuals will be impacted by not obtaining a REAL ID.

Response: DHS agrees that the term "verification" should be clarified. The final rule defines "verify" to include two processes: Ensuring that the source document is genuine and has not been altered and that the identity data contained on the document are valid.

DHS does not believe that the term Federal facility needs further definition and cannot predict how individuals without a REAL ID-compliant driver's license or identification card (either through their own choice or because a State does not issue compliant documents) will be impacted. **DHS notes that individuals without a REAL ID-compliant document will still be able to enter Federal facilities and board commercial aircraft, and these rules cannot determine what alternative documents are acceptable for those purposes.** DHS believes that each State can determine the appropriate minimum age to issue a REAL ID-compliant driver's license or identification card to its residents and does not believe that a single Federal standard is necessary in this area.

1. Definition of "Official Purpose"

Comment: Two States wrote that since many Federal areas require identification, all "official purposes" must be clearly stated in the rule so that States can make informed decisions on whether to be REAL ID-compliant based upon the impact on the State budget versus the negative convenience impact on its citizens. Numerous commenters wrote that the definition of "official purpose" captures the requirements of the REAL ID Act and they are opposed to expanding the definition. Commenters stated that, should DHS decide on expanding the definition of "official purpose," it should not be done without an open comment period. One commenter wrote that DHS has arbitrarily chosen to restrict the required presentation of REAL ID-compliant documents to a much smaller set of official uses than was contemplated by Congress, and this contradicts and undermines DHS's statutory mandate to enforce Federal immigration law. One State suggested that DHS create a list of

applicable Federal facilities. One commenter voiced concern over possible expansion of the definition to include Federally licensed firearms dealers and that residents of non-compliant States could be blocked from purchasing firearms. One commenter encouraged DHS to consider all the ways in which REAL ID could be used and not limit it to boarding of Federally-regulated commercial aircrafts, entering of Federal facilities, and nuclear power plants.

Response: DHS agrees with those commenters who noted that the proposed definition of “official purpose” is consistent with Congressional intent. DHS is neither expanding nor limiting the definition further in this rule. DHS will continue to consider additional ways in which a REAL ID license can or should be used and will implement any changes to the definition of “official purpose” or determinations regarding additional uses for REAL ID consistent with applicable laws and regulatory requirements. DHS does not agree that it must seek the approval of Congress as a prerequisite to changing the definition in the future (except of course to remove one of the three statutorily-mandated official purposes) as § 201(3) of the Act gives discretion to the Secretary of Homeland Security to determine other purposes.

DHS does not intend that a REAL ID document become a de facto national ID based on the actions of others outside of DHS to limit the acceptance of an identity document to a REAL ID-compliant driver's license or identification card.

Comment: Commenters proposed other acceptable documents, including over-the-counter interim identification cards and tribal identification documents that should be accepted for official purposes. Another State noted that Canadian citizens drive to the United States and fly out of local airports and that it would benefit them economically to accept Canadian passports as identification cards for Federal purposes. AAMVA wrote that for States choosing not to comply with REAL ID, an alternate form of identification is essential to ensure that commercial carriers and drivers who deliver to Federal facilities continue to have unimpeded access to these facilities and that interstate commerce is not impeded. One commenter wrote that tribal ID issues must be incorporated into the regulation at the outset. One commenter wrote that DHS's disallowing of Transportation Worker Identification Credential (TWIC) as an alternative to a REAL ID document

because of “slow progress” in implementing the TWIC program will be invalid if DHS extends REAL ID implementation. The commenter suggests permitting use of TWIC because like REAL ID, TWIC also is a Federally-vetted identification card.

Response: As noted in other responses, the REAL ID rule does not control what other, if any, alternative documents can be accepted by Federal agencies where an individual seeks to present an identification document other than a State-issued driver's license or identification card (which, under the Act and this final rule, must be REAL ID-compliant).

2. Other Definitions

Comment: One State asked for several amendments to the rule definitions. Specifically, the State asked that “ability to affect” be clarified to mean “direct ability to affect”; that digital photograph should read as “a digitally printed color reproduction of the face of the holder of the license or ID card”; that a definition be added for foreign passports; clarification that providing a foreign passport with a valid visa is an acceptable document for validating a REAL ID; clarification that “principal residence” is not a residency requirement, but merely defines principal address; and clarification that Secretary means “Secretary of the U.S. Department of Homeland Security.” AAMVA suggested that the term “reissued” be amended to include “only when material changes are required such as name changes.”

Response: DHS agrees that the term “principal residence” needs additional clarification and has defined the term in the rule to mean the location where a person is currently domiciled (i.e., presently resides even if at a temporary address) in conformance with the residency requirements of the State of domicile, if such requirements exist. DHS agrees with the comment regarding material changes and the rule now states that a State may conduct a remote reissuance if State procedures permit as long as there has been no material change in the applicant's information since prior issuance. DHS believes that the definitions of “ability to affect” and “foreign passport” do not need further clarification. DHS decided against the proposed definition of “digital photograph” since certain high-security features work best with a black and white photograph and DHS does not want to preclude States from using such technology to secure their licenses.

C. Compliance Period

Comment: Many commenters, including at least twenty States and AAMVA, wrote that the compliance period is too short and is impossible to meet. Specific reasons cited for why the compliance period is too short included the following: The compliance deadline fails to take into account the States' cycles for valid driver's licenses and identifications; systems that DMVs must use to verify documents under REAL ID either do not exist or are not operational; the compliance deadline compels States to take on the unfunded expenses of hiring and training more staff and making significant infrastructure changes, waiting times for customers at DMVs will increase, the compliance deadline reflects a failure to understand how State legislatures work and how complex the process is for issuing State driver's licenses and identification cards, and compliance deadline leaves insufficient time for States to appropriate funds for the cost of implementing REAL ID. Commenters also wrote that States have no incentive for requesting such extensions, and several State legislatures have declined to even attempt compliance with the Act or the rule.

Response: DHS agrees with the commenters that States would be unable to fulfill the entire range of REAL ID regulatory requirements by May 11, 2008. Therefore, DHS is taking several measures to reduce the impact of the rule. First, States meeting specific DHS benchmarks for progress toward REAL ID compliance will be granted additional extensions until no later than May 10, 2011. Second, DHS is adopting an age-based approach to REAL ID enrollment and will only require individuals born after December 1, 1964 to enroll by December 1, 2014, in order to receive cards acceptable for official purposes on December 1, 2014. Thus, individuals aged fifty or older on December 1, 2014, will not be required to be enrolled until December 1, 2017. These measures will substantially reduce the impact of REAL ID enrollment on DMV operations and budgets.

DHS has chosen this approach as the most effective and expeditious way to achieve the purposes of the Act. DHS believes that this approach balances the strong national security objective of improving the reliability of identification documents presented for official purposes, including the boarding of commercial aircraft, with the needs of the States to spread out their compliance costs over a greater period of time and to obtain the



Fort Huachuca

Real ID Act Compliance

(updated as of January 31, 2017)



The list of states/territories whose driver's licenses and identification cards **are not** compliant with the Real ID Act of 2005 include: **Maine, Montana, Minnesota, Missouri, and Washington**. Unless those States are granted extensions visitors to Fort Huachuca with driver's licenses and identification cards from those states/territories will be required to provide a supplemental form of identification to receive a visitor or long term pass to enter post. Below is a list of acceptable supplemental forms of identification, which is also on Fort Huachuca's home page "Gate Information".

The following states/territories are compliant with the REAL ID Act: Alabama, Arizona, Arkansas, Colorado, Connecticut, Delaware, DC, Florida, Georgia, Hawaii, Indiana, Iowa, Kansas, Maryland, Mississippi, Nebraska, Nevada, New Mexico, Ohio, South Dakota, Tennessee, Utah, Vermont, West Virginia, Wisconsin, and Wyoming.

The following states/territories have a limited extension through June 6, 2017, allowing Federal agencies to accept driver's licenses and identification cards from these states/territories: Alaska, California, Oklahoma, Oregon, Kentucky, Pennsylvania, South Carolina, and Virginia.

The following states/territories have an extension through October 10, 2017, allowing Federal agencies to accept driver's licenses and identification cards from these states/territories: Guam, American Samoa, Idaho, Illinois, Louisiana, Massachusetts, Michigan, Northern Marianas, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Puerto Rico, Rhode Island, Texas, and the Virgin Islands

Acceptable Supplemental Forms of Identification

1. U.S. Passport or U.S. Passport Card
2. PIV Card (Personal Identification Verification) issued by the Federal Government
3. PIV-1 Card (Personal Identification Verification-Interoperable) issued by the Federal Government
4. Veterans Health Identification cards issued by the Department of Veterans Affairs
5. DHS Trusted Traveler Cards (Global Entry, Nexus, Sentry, Fast)
6. TWIC (Transportation Worker Identification Credential)
7. Merchant Marine Card issued by DHS/United States Coast Guard (USCG)
8. Driver's License issued by the U.S. Department of State
9. Border Crossing Card (Form DSP-150)
10. U.S. Certificate of Naturalization or Certificate of Citizenship (Form N-550)
11. U.S. Permanent Resident Card/Alien Registration Receipt Card (Form I-551)
12. Foreign passport with a temporary (I-551) stamp or temporary (I-551) printed notation on an immigrant visa
13. U.S. refugee travel document or other travel document or evidence of immigration status issued by DHS containing a photograph (Permit to re-enter Form I-327 and refugee travel document Form I-571)
14. Employment authorization document with photograph issued by DHS (Form I-766)
15. In the case of a nonimmigrant alien authorized to work for a specific employer incident to status, a foreign passport with a Form I-94 or Form I-94A bearing the same name as the passport and containing an endorsement of the alien's nonimmigrant status, as long as the endorsement has not yet expired and the proposed employment is not in conflict with any restrictions or limitations identified on the form
16. Identification card issued by Federal, State, or local government agencies, provided it contains a photograph & biographic information such as name, date of birth, gender, height, eye color, and address
17. U.S. Military or draft record
18. Native American Tribal Photo ID
19. Foreign Government issued passport with a current arrival-departure record (INS Form 94) bearing the names as the same name as the passport and containing an endorsement of an alien's non-immigrant status, if that status authorizes the alien to work for the employer
20. PIV-I Card (personal identification verification-interoperable issued by non-federal government entities)
21. Select University, Library, or School cards containing a photograph, name, and expiration date
22. Non-government Photo ID with the person's name and address
23. Birth Certificate or document with the person's full name and date of birth
24. Utility bill or other document showing the person's name and address of principle residence.
25. Vehicle registration with name and address
26. Other document deemed appropriate to provide reasonable assurance by the Senior Commander

The point of contact is the Directorate of Emergency Services, Physical Security Division
520-533-2447/8423

Dear Representative Seaton

In my testimony to the Finance Committee, in opposition to HB 74 (The REAL ID Act), I briefly discussed several important points. I would like to take this opportunity to supplement that testimony, in this email to your office.

1. FLYING WITHOUT ID

One can certainly fly without ID of any kind. There is a certain procedure the TSA personnel have to use, once a person lets them know that the person does not have any ID to show them, for whatever reason.

I have personally “pushed the envelope” about this issue many times. I have flown all over the US, including to and from Alaska, without ID. TSA designates such a person as a “selectee,” puts a blue sticker on the Boarding Pass, and asks several factual questions. They really just want to know that we are not on the “No Fly list.”

2. ENTRY TO MILITARY BASES

It is also possible to get onto a military base without any ID, here in Alaska. I just show up with someone who has acceptable ID, and they wave us through. The commander of each base sets the policy concerning what identification is acceptable.

Montana, Missouri, Minnesota and Maine have all passed legislation that FORBIDS their DMV from issuing REAL IDs. No one has any problem entering military bases in those states. Two days after most contractors cease from going to our Alaska military bases, the base policy about IDs would change immediately, to accommodate them.

3. EXPANSION OF “OFFICIAL USES”

According to Michael Chertoff, the former head of Homeland Security, the “official purposes” for which such REAL ID must be used can and will be expanded. The Secretary of Homeland Security can include any other “federally regulated activities,” without ANY oversight or input from Congress. All personal transportation (train, bus, rental car), banking transactions, housing, commerce, gun purchases and others eventually could not happen without producing this REAL ID.

4. MORE BIOMETRICS INCLUDED

Biometrics- for now, they include only a special type of digital “facial recognition” picture. In the future, such biometrics can and will be expanded to include fingerprints, iris scans, even DNA. RFID tracking devices could be added, as well. Is that the privacy-destroying legacy that our legislators want to impose on future generations of citizens?

5. MEDICAL RECORDS INCLUDED

This database will be merged with the National Patient Records database, and all our private medical information will be embedded on the REAL ID license. Every federal agency, and even Interpol and foreign agencies, will have access to that information.

6. WHERE IS THE MONEY?

This is an unfunded mandate, that states must pay for. Homeland Security, in its Final Rule, stated that cost estimates run about \$ 96 for each REAL ID issued. Alaska is charging only \$ 35 from applicants, so Alaska will pay the other \$ 61 for every such ID. Then there are the (yet unknown) perpetual database fees to pay, each year.

7. NEEDLESS BURDENS ON CITIZENS

For the REAL ID, we have to go to a DMV office, with 4 specific pieces of identification, to qualify. Many people in outlying areas cannot do this, and probably have no idea about the 4 IDs necessary. A Passport Card needs only two IDs, and can be obtained at any post office throughout the state. This is a much more simple and convenient solution. Do not impose this excessive REAL ID burden on Alaskans.

For the above reasons, I request that you recognize the financial, personal freedom of movement, and privacy issues at stake, and vote “NO” on the REAL ID Act.

Thank you for your attention to this communication. I will send attachments over separately.

Sincerely,

Joan Priestley, M.D.
Director, Health Renewal Institute

Dear Representative Seaton,

Last Friday, I emailed the reasons for my opposition to the REAL ID (HB 74), and urged you to vote against this legislation. Unfortunately, my computer would not scan several important documents that I obtained from the TSA and Homeland Security websites, and the Federal Register, that show ample basis for my position against the REAL ID bill.

I have enclosed them for your review, in this email. They are:

1. Expanded “official Purposes” requiring a REAL ID
2. TSA and Homeland Security websites- flying, and entering a military base, without ID
3. A letter from Rep. Chris Tuck (State Affairs Committee)

Thank you for reviewing these important documents.

Sincerely,

Joan Priestley, M.D.

REAL ID ACT OF 2005 (and 2008 REAL ID RULE) – “Official Purposes”

REAL ID Act - Title II

H.R.1268

Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Tsunami Relief, 2005 (Enrolled as Agreed to or Passed by Both House and Senate)

TITLE II--IMPROVED SECURITY FOR DRIVERS' LICENSES AND PERSONAL IDENTIFICATION CARDS

SEC. 201. DEFINITIONS.

In this title, the following definitions apply:

(1) DRIVER'S LICENSE- The term 'driver's license' means a motor vehicle operator's license, as defined in section 30301 of title 49, United States Code.

(2) IDENTIFICATION CARD- The term 'identification card' means a personal identification card, as defined in section 1028(d) of title 18, United States Code, issued by a State.

(3) OFFICIAL PURPOSE- The term 'official purpose' includes but is not limited to accessing Federal facilities, boarding federally regulated commercial aircraft, entering nuclear power plants, and any other purposes that the Secretary shall determine.

(4) SECRETARY- The term 'Secretary' means the Secretary of Homeland Security.

(5) STATE- The term 'State' means a State of the United States, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, American Samoa, the Northern Mariana Islands, the Trust Territory of the Pacific Islands, and any other territory or possession of the United States.

From 2008 Rule:

* *Response:* DHS agrees with those commenters who noted that the proposed definition of "official purpose" is consistent with Congressional intent. DHS is neither expanding nor limiting the definition further in this rule. DHS will continue to consider additional ways in which a REAL ID license can or should be used and will implement any changes to the definition of "official purpose" or determinations regarding additional uses for REAL ID consistent with applicable laws and regulatory requirements. DHS does not agree that it must seek the approval of Congress as a prerequisite to changing the definition in the future (except of course to remove one of the three statutorily-mandated official purposes) as § 201(3) of the Act gives discretion to the Secretary of Homeland Security to determine other purposes.

Possible Future "official purposes"?

Access to medical services
Buying or renting a car
Purchasing firearms/ammunition
Purchasing alcohol or cigarettes
Buying a home/renting apartment
Signing a lease
Starting a business
Check-cashing and payday loans
Registering at a hotel
Buying a cell phone
Travel by train, bus or boat
Opening a bank account

expanded "official purposes"

applicable Federal facilities. One commenter voiced concern over possible expansion of the definition to include Federally licensed firearms dealers and that residents of non-compliant States could be blocked from purchasing firearms. One commenter encouraged DHS to consider all the ways in which REAL ID could be used and not limit it to boarding of Federally-regulated commercial aircrafts, entering of Federal facilities, and nuclear power plants.

Response: DHS agrees with those commenters who noted that the proposed definition of "official purpose" is consistent with Congressional intent. DHS is neither expanding nor limiting the definition further in this rule. DHS will continue to consider additional ways in which a REAL ID license can or should be used and will implement any changes to the definition of "official purpose" or determinations regarding additional uses for REAL ID consistent with applicable laws and regulatory requirements. DHS does not agree that it must seek the approval of Congress as a prerequisite to changing the definition in the future (except of course to remove one of the three statutorily-mandated official purposes) as § 201(3) of the Act gives discretion to the Secretary of Homeland Security to determine other purposes.

DHS does not intend that a REAL ID document become a de facto national ID based on the actions of others outside of DHS to limit the acceptance of an identity document to a REAL ID-compliant driver's license or identification card.

Comment: Commenters proposed other acceptable documents, including over-the-counter interim identification cards and tribal identification documents that should be accepted for official purposes. Another State noted that Canadian citizens drive to the United States and fly out of local airports and that it would benefit them economically to accept Canadian passports as identification cards for Federal purposes. AAMVA wrote that for States choosing not to comply with REAL ID, an alternate form of identification is essential to ensure that commercial carriers and drivers who deliver to Federal facilities continue to have unimpeded access to these facilities and that interstate commerce is not impeded. One commenter wrote that tribal ID issues must be incorporated into the regulation at the outset. One commenter wrote that DHS's disallowing of Transportation Worker Identification Credential (TWIC) as an alternative to a REAL ID document

because of "slow progress" in implementing the TWIC program will be invalid if DHS extends REAL ID implementation. The commenter suggests permitting use of TWIC because like REAL ID, TWIC also is a Federally-vetted identification card.

Response: As noted in other responses, the REAL ID rule does not control what other, if any, alternative documents can be accepted by Federal agencies where an individual seeks to present an identification document other than a State-issued driver's license or identification card (which, under the Act and this final rule, must be REAL ID-compliant).

2. Other Definitions

Comment: One State asked for several amendments to the rule definitions. Specifically, the State asked that "ability to affect" be clarified to mean "direct ability to affect"; that digital photograph should read as "a digitally printed color reproduction of the face of the holder of the license or ID card"; that a definition be added for foreign passports; clarification that providing a foreign passport with a valid visa is an acceptable document for validating a REAL ID; clarification that "principal residence" is not a residency requirement, but merely defines principal address; and clarification that Secretary means "Secretary of the U.S. Department of Homeland Security." AAMVA suggested that the term "reissued" be amended to include "only when material changes are required such as name changes."

Response: DHS agrees that the term "principal residence" needs additional clarification and has defined the term in the rule to mean the location where a person is currently domiciled (i.e., presently resides even if at a temporary address) in conformance with the residency requirements of the State of domicile, if such requirements exist. DHS agrees with the comment regarding material changes and the rule now states that a State may conduct a remote reissuance if State procedures permit as long as there has been no material change in the applicant's information since prior issuance. DHS believes that the definitions of "ability to affect" and "foreign passport" do not need further clarification. DHS decided against the proposed definition of "digital photograph" since certain high-security features work best with a black and white photograph and DHS does not want to preclude States from using such technology to secure their licenses.

C. Compliance Period

Comment: Many commenters, including at least twenty States and AAMVA, wrote that the compliance period is too short and is impossible to meet. Specific reasons cited for why the compliance period is too short included the following: The compliance deadline fails to take into account the States' cycles for valid driver's licenses and identifications; systems that DMVs must use to verify documents under REAL ID either do not exist or are not operational; the compliance deadline compels States to take on the unfunded expenses of hiring and training more staff and making significant infrastructure changes, waiting times for customers at DMVs will increase, the compliance deadline reflects a failure to understand how State legislatures work and how complex the process is for issuing State driver's licenses and identification cards, and compliance deadline leaves insufficient time for States to appropriate funds for the cost of implementing REAL ID. Commenters also wrote that States have no incentive for requesting such extensions, and several State legislatures have declined to even attempt compliance with the Act or the rule.

Response: DHS agrees with the commenters that States would be unable to fulfill the entire range of REAL ID regulatory requirements by May 11, 2008. Therefore, DHS is taking several measures to reduce the impact of the rule. First, States meeting specific DHS benchmarks for progress toward REAL ID compliance will be granted additional extensions until no later than May 10, 2011. Second, DHS is adopting an age-based approach to REAL ID enrollment and will only require individuals born after December 1, 1964 to enroll by December 1, 2014, in order to receive cards acceptable for official purposes on December 1, 2014. Thus, individuals aged fifty or older on December 1, 2014, will not be required to be enrolled until December 1, 2017. These measures will substantially reduce the impact of REAL ID enrollment on DMV operations and budgets.

DHS has chosen this approach as the most effective and expeditious way to achieve the purposes of the Act. DHS believes that this approach balances the strong national security objective of improving the reliability of identification documents presented for official purposes, including the boarding of commercial aircraft, with the needs of the States to spread out their compliance costs over a greater period of time and to obtain the

Q. What are biometrics, and are they required under the act?

A. Biometrics involves the use of biological data to identify someone. Common measurements include DNA, fingerprints, eye retinas and iris scans, voice patterns, facial patterns and hand measurements. Under REAL ID, states are required to use a face biometric standard that allows for facial recognition and authentication, but not fingerprints, retinal scans or radio frequency. — YET. (FOR NOW)

Flying without ID - TSA website

TSA Website, 4-25-17

Forgot Your ID?

In the event you arrive at the airport without valid identification, because it is lost or at home, you may still be allowed to fly. The TSA officer may ask you to complete a form to include your name and current address, and may ask additional questions to confirm your identity. If your identity is confirmed, you will be allowed to enter the screening checkpoint. You may be subject to additional screening.

TSA recommends you to arrive at least two hours in advance of your flight time to allow ample time for security screening and boarding the aircraft.

How to Fly Without ID - TSA Dept blog

The TSA Blog

TSA Travel Tips Tuesday – Can You Fly Without an ID?



Did the gnome that steals your socks and car keys run off with your ID? Did your license expire and you don't have time to renew it before you travel? Did you lose your wallet? Did you simply forget your ID at home? While it is much easier to go through screening with the proper identification, you're not going to cause a snafu if you don't have it.

If you're 17 or younger, no problem... you don't need ID to travel. If you're 18 or older, no worries... you can still travel.

How so? Simply approach the travel document checker and let them know that you don't have your ID. You'll be able to fly as long as you provide us with some information that will help us determine you are who you say you are.

TSA Blog, p. 2

If you're willing to provide some additional information, we have other means of substantiating your identity, such as using publicly available databases. If we can confirm your identity, you'll be cleared to go through security, and you may or may not have to go through some additional screening.

If we can't confirm your identity with the information you provide or you're not willing to provide us with the information to help us make a determination, you may not be able to fly. Regardless, if you do not have ID, please allow extra time for check in. We would not want you to miss your flight.

You can find a list of acceptable IDs [here](#).

Every Tuesday, I plan to share tips for convenient travel and other useful customer information on my blog. If you have your own tips to add, please feel free to leave a comment! See you next Tuesday!

Bob Burns

TSA Blog Team

If you have a travel related issue or question that needs an immediate answer, you can contact us by [clicking here](#).

disproportionate impact on certain groups. There is no evidence that many of these groups lack the documents required to establish an individual's name, date of birth, SSN, and lawful status. Should States determine that the economically disadvantaged individuals are experiencing a hardship in obtaining the necessary documents or cannot afford the license fee established by the State, nothing in the rule precludes a State from offering the driver's license or identification card or copy of a birth certificate at a reduced cost or waiving the fee altogether. In addition, the final rule enables States to establish an exceptions process for a variety of situations and circumstances, including circumstances where a particular suite of documents are unavailable following a natural disaster.

13. REAL ID Will Be a Burden to End-Users

Comment: Two commenters wrote that the responsibility for validating REAL ID cards is a government function and should not be delegated to air carriers. Instead, DHS should provide "readers," similar to those used by Immigration and Customs Enforcement, for use at airports. Two commenters requested the rule make clear that the current option regarding individuals submitting to a more extensive physical search rather than showing ID before passing through airport security will not be affected by the REAL ID Act.

Response: Neither the NPRM nor this final rule govern what documents should be accepted or procedures followed at airports and Federal facilities when an individual is unable to present a REAL ID-compliant document as his or her form of identification. DHS does not agree with the comment that validating a REAL ID is exclusively a government function, and believes that a wide variety of entities would want to validate a REAL ID document before accepting it as a valid form of identification.

Comment: Another commenter asked how end-users could continue routine functions if, after 2013, State-issued driver's licenses do not meet REAL ID standards, since REAL ID would be required for access to nuclear facilities. If a State is not in compliance or elects not to participate in the REAL ID program, access by persons with licenses from those States would be prohibited, and the ability of the plants to function could be seriously impaired. A commenter mentioned that an access authorization program supervised by the Nuclear Regulatory Commission is already in place. One commenter wrote that while commercial nuclear power

plants are licensed by the NRC, they are privately owned and operated and security is the responsibility of the owner/operator, not the Federal government; therefore, they should be exempted from the final rule requirements.

Response: Since the REAL ID Act specifically included access to a nuclear facility as an example of an "official purpose," DHS cannot simply exempt nuclear power plants from the scope of the rules. DHS agrees with the commenter that access authorization programs supervised by the Nuclear Regulatory Commission may provide sufficient safeguards concerning access to nuclear facilities. The NRC-supervised programs may set forth alternative procedures or acceptable forms of identification for persons seeking access to a nuclear facility; however, if an individual is presenting a driver's license or State-issued identification card, it must be REAL ID-compliant pursuant to the REAL ID Act.

Comment: One commenter expressed concern about the impact of REAL ID on commercial truck drivers, and suggested that drivers without REAL ID identification cards would be far less valuable to carriers. One commenter wrote that motor carriers domiciled in non-compliant States would be at a severe disadvantage in finding drivers, and commercial drivers themselves will have to absorb the additional costs of REAL ID, including increased fees to obtain licenses and lost income.

Response: Any additional fees that DMVs may charge to obtain a REAL ID document will not fall disproportionately on commercial drivers. Nothing in the rules precludes companies employing commercial drivers from subsidizing the costs incurred by the drivers they employ. Furthermore, a REAL ID driver's license is not the sole document a commercial driver could use to access a Federal facility. Since a Federal facility may accept other forms of identification or establish alternative procedures to admit individuals with non-compliant licenses to Federal facilities, DHS does not believe that commercial driver's license holders will be disadvantaged by living in a State that chooses not to comply with the REAL ID requirements.

B. Scope, Applicability, and Definitions

Comment: Two State commenters and the AAMVA requested clarification of the terms verification, authentication, and validation. Two commenters asked for a clear definition of the term "Federal facility." One commenter wrote that it is a statutory requirement to consult with the U.S. Department of

Transportation in developing new definitions for driver licensing terms. Commenters also requested clarification regarding what age individuals will be required to obtain a REAL ID. It was suggested that the age requirement should be consistent with the age airlines require passengers to have their own identification documents. One commenter expressed the need to inform the public, in detail, how individuals will be impacted by not obtaining a REAL ID.

Response: DHS agrees that the term "verification" should be clarified. The final rule defines "verify" to include two processes: Ensuring that the source document is genuine and has not been altered and that the identity data contained on the document are valid.

DHS does not believe that the term Federal facility needs further definition and cannot predict how individuals without a REAL ID-compliant driver's license or identification card (either through their own choice or because a State does not issue compliant documents) will be impacted. DHS notes that individuals without a REAL ID-compliant document will still be able to enter Federal facilities and board commercial aircraft, and these rules cannot determine what alternative documents are acceptable for those purposes. DHS believes that each State can determine the appropriate minimum age to issue a REAL ID-compliant driver's license or identification card to its residents and does not believe that a single Federal standard is necessary in this area.

1. Definition of "Official Purpose"

Comment: Two States wrote that since many Federal areas require identification, all "official purposes" must be clearly stated in the rule so that States can make informed decisions on whether to be REAL ID-compliant based upon the impact on the State budget versus the negative convenience impact on its citizens. Numerous commenters wrote that the definition of "official purpose" captures the requirements of the REAL ID Act and they are opposed to expanding the definition.

Commenters stated that, should DHS decide on expanding the definition of "official purpose," it should not be done without an open comment period. One commenter wrote that DHS has arbitrarily chosen to restrict the required presentation of REAL ID-compliant documents to a much smaller set of official uses than was contemplated by Congress, and this contradicts and undermines DHS's statutory mandate to enforce Federal immigration law. One State suggested that DHS create a list of

Identification (Dept H. Security website, 4/25/17)

Adult passengers 18 and over must show valid identification at the airport checkpoint in order to travel. *not true*

- Driver's licenses or other state photo identity cards issued by Department of Motor Vehicles (or equivalent)
- U.S. passport
- U.S. passport card [\$ 55 and only 2 pieces of ID]
- 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
- U.S. Citizenship and Immigration Services Employment Authorization Card (I-766)
- U.S. Merchant Mariner Credential

they take just about anything

US Army website, posted 1/13/17

Fort Huachuca, Arizona - As of Jan. 30, the number of states and territories whose driver's licenses and identification cards are not compliant with the Real ID Act of 2005 will increase, requiring visitors to Fort Huachuca from those states to provide a supplemental form of identification when requesting an access badge at the Van Deman Gate Visitor Control Center.

Below is a list of acceptable supplemental forms of identification, which is also available for download as a PDF on Fort Huachuca's website on the home page at <http://huachuca-www.army.mil/pages/des/accesscontrol.html>

Acceptable supplemental forms of identification are as follows:

1. U.S Passport or U.S. Passport Card
2. PIV Card (Personal Identification Verification) issued by the Federal Government
3. PIV-1 Card (Personal Identification Verification-Interoperable) issued by the Federal Government
4. Veterans Health Identification cards issued by the Department of Veterans Affairs
5. DHS Trusted Traveler Cards (Global Entry, Nexus, Sentry, Fast)
6. TWIC (Transportation Worker Identification Credential)
7. Merchant Marine Card issued by DHS/United States Coast Guard (USCG)
8. Driver's License issued by the U.S. Department of State
9. Border Crossing Card (Form DSP-150)
10. U.S. Certificate of Naturalization or Certificate of Citizenship (Form N-550)

11. U.S. Permanent Resident Card/Alien Registration Receipt Card (Form I-551)
12. Foreign passport with a temporary (I-551) stamp or temporary (I-551) printed notation on an immigrant visa
13. U.S. refugee travel document or other travel document or evidence of immigration status issued by DHS containing a photograph (Permit to re-enter Form I-327 and refugee travel document Form I-571)
14. Employment authorization document with photograph issued by DHS (Form I-766)
15. In the case of a nonimmigrant alien authorized to work for a specific employer incident to status, a foreign passport with a Form I-94 or Form I-94A bearing the same name as the passport and containing an endorsement of the alien's nonimmigrant status, as long as the endorsement has not yet expired and the proposed employment is not in conflict with any restrictions or limitations identified on the form
16. Identification card issued by Federal, State, or local government agencies, provided it contains a photograph & biographic information such as name, date of birth, gender, height, eye color, and address
17. U.S. Military or draft record
18. Native American Tribal Photo ID
19. Foreign Government issued passport with a current arrival-departure record (INS Form 94) bearing the names as the same name as the passport and containing an endorsement of an alien's non-immigrant status, if that status authorizes the alien to work for the employer
20. PIV-I Card (personal identification verification-interoperable issued by non-federal government entities)

21. Select University, Library, or School cards containing a photograph, name, and expiration date

22. Non-government Photo ID with the person's name and address

23. Birth Certificate or document with the person's full name and date of birth

24. Utility bill or other document showing the person's name and address of principle residence.

25. Vehicle registration with name and address

26. Other document deemed appropriate to provide reasonable assurance by the Senior Commander

REP. CHRIS TUCK

FOR THE JUNEAU EMPIRE April 18, 2017


We must stand up to the corrupt REAL ID Act

I am disappointed that the Walker administration has given in to the fear tactics and misinformation of the Department of Homeland Security and the TSA, by putting forth legislation to make Alaska implement the federal REAL ID Act and pay for it ourselves.

The Department of Administration has been reporting that if we do not agree to comply with REAL ID, we will not be allowed to use our state IDs to get through TSA checkpoints or to get on base. In reality there is no existing or proposed federal law or regulation requiring ID to travel, at all.

A Freedom of Information Act request to the DHS has shown that 77,000 people per year fly without ID, and only 2 percent who try are ever turned away. Not only that, it is the Pentagon and individual base commanders who decide what ID is required to get on base. The DHS instead uses fear tactics and misinformation, to try and force REAL ID on the states.

The REAL ID Act was never debated by Congress, but rather was hidden in a 2005 emergency appropriations bill. It opens the door for the Department of Homeland Security, the TSA, and outside private organizations to control the identification cards we need to exercise our inalienable rights of work, travel, gun ownership, and privacy. But only if we give them that power by putting REAL ID into our state laws.



Alaskans are being told that under the governor's bill, they will be allowed to choose between a REAL ID and a regular ID, but this is inherently false. Under the REAL ID Act, noncompliant IDs must be marked "NOT FOR OFFICIAL PURPOSES." The old ID will be gone forever, and if you can't come up with the required paperwork to get a REAL ID, you will be stuck with a bogus ID.

The REAL ID Act requires each state to “provide electronic access to all other States to information contained in the motor vehicle database of the State.” A private organization, the American Association of Automobile Administrators (AAMVA) and a private company in Midlothian, Virginia named Clerus Solutions created a private national database called SPEXS to satisfy this mandate. Since then DHS has left it to AAMVA to set the standards for the national database.

AAMVA and its subcontractors are not subject to the Freedom of Information Act or any other state or federal public information laws. There is no way to correct mistakes or obtain information about the data they have compiled on you. In addition, they can change the data requirements and the states must give it to them or lose REAL ID compliance.

The DHS or the TSA can expand or change the requirements of the REAL ID Act at any time, by publishing them to the Federal Register, which they have done numerous times.

We have a much better alternative available to us. For \$55, anyone who can get a REAL ID can get a passport card. 65 percent of Alaskans already have a passport or passport card. A passport card will get you access to everywhere a REAL ID will, and more. A passport card can be obtained through a post office and only requires two pieces of documentation, whereas a REAL ID requires four pieces of documentation and a personal visit to a DMV. In addition, a passport card is protected by federal public records and privacy laws.

Please join me in calling upon Gov. Bill Walker to withdraw his legislation, and instead defend our state and federal constitutional rights to travel freely, to have privacy, and to manage our own affairs.