

ALASKA STATE LEGISLATURE
SENATE TRANSPORTATION STANDING COMMITTEE

April 24, 2025

2:05 p.m.

MEMBERS PRESENT

Senator Löki Tobin, Vice Chair
Senator Jesse Kiehl
Senator Bert Stedman

MEMBERS ABSENT

Senator Jesse Bjorkman, Chair
Senator Mike Shower

COMMITTEE CALENDAR

SENATE BILL NO. 104

"An Act relating to the transfer of a title on the death of the owner; and providing for an effective date."

- MOVED SB 104 OUT OF COMMITTEE

HOUSE BILL NO. 31

"An Act relating to the registration of commercial vessels; and relating to the derelict vessel prevention program fund."

- HEARD & HELD

SENATE BILL NO. 165

"An Act relating to the powers of the commissioner of administration with respect to motor vehicles; relating to electronic identification cards; relating to electronic driver's licenses and permits; and providing for an effective date."

- HEARD & HELD

PREVIOUS COMMITTEE ACTION

BILL: SB 104

SHORT TITLE: VEHICLES/BOATS: TRANSFER ON DEATH TITLE

SPONSOR(s): SENATOR(s) KAWASAKI

02/19/25 (S) READ THE FIRST TIME - REFERRALS
02/19/25 (S) TRA, STA

03/20/25 (S) TRA AT 1:30 PM BUTROVICH 205
03/20/25 (S) Heard & Held
03/20/25 (S) MINUTE(TRA)
04/10/25 (S) TRA AT 1:30 PM BUTROVICH 205
04/10/25 (S) <Bill Hearing Canceled>
04/24/25 (S) TRA AT 1:30 PM BUTROVICH 205

BILL: HB 31

SHORT TITLE: VESSELS: REGISTRATION/DERELICT FUND

SPONSOR(s): REPRESENTATIVE(s) STUTES

01/22/25 (H) PREFILE RELEASED 1/10/25
01/22/25 (H) READ THE FIRST TIME - REFERRALS
01/22/25 (H) FSH, FIN
02/06/25 (H) FSH AT 11:00 AM GRUENBERG 120
02/06/25 (H) Heard & Held
02/06/25 (H) MINUTE(FSH)
02/11/25 (H) FSH AT 10:00 AM GRUENBERG 120
02/11/25 (H) Moved HB 31 Out of Committee
02/11/25 (H) MINUTE(FSH)
02/12/25 (H) FSH RPT 7DP
02/12/25 (H) DP: VANCE, KOPP, EDGMON, HIMSCHOOT,
ELAM, MCCABE, STUTES
03/11/25 (H) FIN AT 1:30 PM ADAMS 519
03/11/25 (H) Scheduled but Not Heard
03/12/25 (H) FIN AT 1:30 PM ADAMS 519
03/12/25 (H) Moved HB 31 Out of Committee
03/12/25 (H) MINUTE(FIN)
03/14/25 (H) FIN RPT 8DP 3NR
03/14/25 (H) DP: BYNUM, HANNAN, TOMASZEWSKI, GALVIN,
JIMMIE, FOSTER, JOSEPHSON, SCHRAGE
03/14/25 (H) NR: JOHNSON, ALLARD, STAPP
04/11/25 (H) TRANSMITTED TO (S)
04/11/25 (H) VERSION: HB 31
04/14/25 (S) READ THE FIRST TIME - REFERRALS
04/14/25 (S) TRA, FIN
04/24/25 (S) TRA AT 1:30 PM BUTROVICH 205

BILL: SB 165

SHORT TITLE: ELECTRONIC DRIVER'S LICENSES

SPONSOR(s): RULES BY REQUEST OF THE GOVERNOR

04/09/25 (S) READ THE FIRST TIME - REFERRALS
04/09/25 (S) TRA, STA
04/24/25 (S) TRA AT 1:30 PM BUTROVICH 205

WITNESS REGISTER

JENNA COLQUHOUN, Staff
Senator Scott Kawasaki
Alaska State Legislature
Juneau, Alaska

POSITION STATEMENT: Introduced SB 104 on behalf of the sponsor.

CHRIS WALKER, representing self
Juneau, Alaska

POSITION STATEMENT: Testified in support of SB 104.

CHELSEA RIEKKOLA, representing self
Anchorage, Alaska

POSITION STATEMENT: Testified in support of SB 104.

ABIGAIL O'CONNOR, representing self
Anchorage, Alaska

POSITION STATEMENT: Testified in support of SB 104.

REPRESENTATIVE LOUISE STUTES, District 5
Alaska State Legislature
Juneau, Alaska

POSITION STATEMENT: Sponsor of HB 31.

AARON TIMIAN, Natural Resource Specialist
Division of Mining, Land and Water
Department of Natural Resources (DNR)
Anchorage, Alaska

POSITION STATEMENT: Answered questions on HB 31.

MATT GRUENING, Staff
Representative Louis Stutes
Alaska State Legislature
Juneau, Alaska

POSITION STATEMENT: Answered questions on HB 31.

NELS EVENS, Executive Director
Petersburg Vessel Owners Association
Petersburg, Alaska

POSITION STATEMENT: Testified by invitation on HB 31.

JERRY MCKEOWN, representing self
Cordova, Alaska

POSITION STATEMENT: Testified by invitation on HB 31.

ERIC DEMOULIN, Director of Finance
Division of Administrative Services

Department of Administration (DOA)
Introduced SB 165 on behalf of the Senate Rules Committee at the
request of the governor.

POSITION STATEMENT:

FORREST WOLFE, Legislative Liaison
Commissioner's Office
Department of Administration (DOA)
Anchorage, Alaska

POSITION STATEMENT:

LAUREN WHITESIDE, Division Operations Manager
Division of Motor Vehicles (DMV)
Department of Administration (DOA)
Anchorage, Alaska

POSITION STATEMENT: Answered questions on SB 165.

ACTION NARRATIVE

[2:05:26 PM](#)

VICE CHAIR TOBIN called the Senate Transportation Standing
Committee meeting to order at 2:05 p.m. Present at the call to
order were Senators Kiehl, Stedman and Vice Chair Tobin.

SB 104-VEHICLES/BOATS: TRANSFER ON DEATH TITLE

[2:06:36 PM](#)

VICE CHAIR TOBIN announced the consideration of SENATE BILL NO.
104 "An Act relating to the transfer of a title on the death of
the owner; and providing for an effective date."

[2:06:54 PM](#)

JENNA COLQUHOUN, Staff, Senator Scott Kawasaki, Alaska State
Legislature, Juneau, Alaska, said that SB 104 continues the work
of the Uniform Real Property Transfer on Death Act (URPTDA). She
explained that SB 104 would create a Transfer on Death (TOD)
deed. This would extend to vehicles, boats, and motor homes. She
stated that this would benefit Alaskans by lowering the cost of
probate. The TOD deed would be self-sustaining through fees. She
stated that no more than three beneficiaries would be allowed on
TOD deeds.

[2:07:50 PM](#)

VICE CHAIR TOBIN opened public testimony on SB 104.

[2:08:42 PM](#)

CHRIS WALKER, representing self, Juneau, Alaska, testified in support of SB 104. He said he is an attorney in private practice with a focus on state law. He stated that SB 104 closes a gap in current law by providing a tool for Alaskans to transfer assets on death while avoiding probate. He pointed out that most other types of assets have a similar mechanism, allowing the owner to designate a beneficiary and transfer the asset without requiring probate. Probate may still be required if all valuable assets are not transferred in this way.

[2:10:18 PM](#)

CHELSEA RIEKKOLA, representing self, Anchorage, Alaska, testified in support of SB 104. She said she is a member of the Alaska Trust and Estates Professionals and is an estate planning attorney. She opined that SB 104 is an important move towards greater estate planning autonomy for Alaskans. She offered examples of those who would benefit from a TOD deed.

[2:11:25 PM](#)

ABIGAIL O'CONNOR, representing self, Anchorage, Alaska, testified in support of SB 104. She said she is the Chief Fiduciary Officer at Peak Trust Company and is also an estate planning attorney. She has supported TOD deed legislation previously. She shared that her clients would embrace the option to have a TOD deed for their vehicles.

[2:12:33 PM](#)

VICE CHAIR TOBIN closed public testimony on SB 104.

[2:12:43 PM](#)

VICE CHAIR TOBIN solicited the will of the committee.

[2:12:57 PM](#)

SENATOR KIEHL moved to report SB 104, work order 34-LS0617\A, from committee with individual recommendations and attached fiscal note(s).

[2:13:14 PM](#)

VICE CHAIR TOBIN found no objection and SB 104 was reported from the Senate Transportation Standing Committee.

[2:13:26 PM](#)

At ease.

HB 31-VESSELS: REGISTRATION/DERELICT FUND

[2:14:40 PM](#)

VICE CHAIR TOBIN reconvened the meeting and announced the consideration of HOUSE BILL NO. 31 "An Act relating to the registration of commercial vessels; and relating to the derelict vessel prevention program fund."

[2:15:00 PM](#)

REPRESENTATIVE LOUISE STUTES, District 5, Alaska State Legislature, Juneau, Alaska, said that HB 31 is identical to legislation that passed during the previous legislative session. That legislation was subsequently vetoed, due to constitutional concerns related to its passage after midnight on the final day of the legislative session. She paraphrased from the following sponsor statement for HB 31:

[Original punctuation provided.]

**House Bill 31- Version A
Sponsor Statement**

(Prepared 3.31.25)

"An Act relating to the registration of commercial
vessels; and relating to the derelict vessel
prevention program fund"

House Bill 31 exempts active commercial fishing vessels from duplicative registration requirements created by the passage of SB 92, "the derelict vessel bill," in 2018.

Specifically, the bill removes the requirement for U.S. Coast Guard (USCG) documented vessels with a current Commercial Fisheries Entry Commission (CFEC) license to register every three years with the Division of Motor Vehicles (DMV).

Prior to the passage of SB 92, USCG documented vessels were exempt from DMV registration; however, that exemption was repealed by the bill and as a result, documented vessels now must register with the DMV.

The rationale for this requirement was to provide the State and local municipalities with a state-maintained database of who owns and operates vessels in Alaskan waters, as well as how to contact those individuals.

However, the database the CFEC maintains for commercial fishing vessels was overlooked. Active commercial fishing vessel owners must renew their

vessel license annually with the CFEC and the commission provides the necessary contact information in a publicly accessible, state database.

Alaska's commercial fishing fleet is the backbone of one of our state's most vital industries. We should not require those vessels to register every three years with the DMV, at additional expense, only to provide information that the State already has through the vessel's annual license renewal process.

Additionally, this legislation repeals the Derelict Vessel Prevention Program Fund, which was created in SB92, and transfers the balance to the general fund.

REPRESENTATIVE STUTES added that HB 31 repeals the duties and powers of the department related to expenditures from the fund and establishing an associated program. She said that HB 31 would transfer \$1.67 million into the state's general fund and is therefore fiscally responsible.

[2:19:05 PM](#)

SENATOR STEDMAN opined that HB 31 is good legislation that cleans up the language passed in 2018 and the double registration requirement. He noted many derelict vessels in communities along the coast. He asked how many derelict vessels the Department of Natural Resources has dealt with over the years.

[2:20:01 PM](#)

AARON TIMIAN, Natural Resource Specialist, Division of Mining, Land and Water, Department of Natural Resources (DNR), Anchorage, asked if the question is related to how many derelict vessel situations DNR has resolved or how many derelict vessels DNR has paid to remove.

[2:20:30 PM](#)

SENATOR STEDMAN said both.

[2:20:37 PM](#)

MR. TIMIAM shared his understanding that DNR has paid for the removal of two derelict vessels over the last three years. He offered to provide the number of derelict vessels that DNR has been able to resolve. He explained that DNR engages with owners and insurance companies to have the owners remove those vessels.

[2:21:09 PM](#)

SENATOR STEDMAN said that information would be beneficial. He also asked for information on the stranded barge in Katlian Bay. He opined that it would not be difficult to find the owner, as this information is well known. He described the barge and said there are three sunken vessels in the adjacent cove. He expressed concern that the money is piling up in the fund; however, no movement is happening.

[2:22:28 PM](#)

REPRESENTATIVE STUTES said that, for three years, the fund held just over \$200,000. A recent lawsuit resulted in a significant deposit.

VICE CHAIR TOBIN asked Mr. Timian to provide the requested derelict vessel information.

[2:23:19 PM](#)

SENATOR STEDMAN recalled that many derelict vessels are found in harbors. He suggested that DNR put pressure on municipalities to pursue the boat owners. He noted the high cost associated with derelict vessels, which fall to the state and/or municipalities.

[2:24:53 PM](#)

SENATOR KIEHL commented on squatters on state land and the role of both state and local governments. He asked if there are any boats for which finding the legal owner may be impossible.

[2:25:33 PM](#)

REPRESENTATIVE STUTES deferred the question.

[2:25:42 PM](#)

MATT GRUENING, Staff, Representative Louis Stutes, Alaska State Legislature, Juneau, Alaska, answered that if HB 31 passes, it will have detailed contact information for all registered vessels. He noted that this information is renewed annually, so the list would be updated regularly.

[2:26:02 PM](#)

VICE CHAIR TOBIN announced invited testimony on HB 31.

[2:26:28 PM](#)

NELS EVENS, Executive Director, Petersburg Vessel Owners Association (PVOA), Petersburg, Alaska, said he is also a member of United Fishermen of Alaska's (UFA) executive committee. He expressed support of HB 31, which eliminates duplicative registration requirements for Alaska's commercial fishing fleet. He stated that, while PVOA recognizes the rationale behind the

derelict vessel act, it created an unnecessary registration requirement for the commercial fishing sector. He explained that all commercial fishing vessels that are operating in Alaska's waters must register with the Commercial Fisheries Entry Commission (CFEC). This registration is renewed annually. Therefore, the DMV vessel registration requirement is unnecessary. He opined that the registration information collected by CFEC would make it easy for DNR to contact derelict vessel owners. He thanked the Department of Public Safety for its work on this issue and for delaying implementation; however, PVOA would prefer to see the issue corrected rather than to continue to delay its implementation. This would provide additional clarification for vessel owners and the DMV.

[2:29:02 PM](#)

JERRY MCKEOWN, representing self, Cordova, Alaska, expressed his support for HB 31. He stated that this legislation would save time for both fishermen and the DMV by removing the DMV commercial fishing vessel registration requirement. He said there is no DMV in Cordova; HB 31 would save thousands of vessels from having to register. He reiterated that the removal of the DMV registration requirement would save time.

[2:30:01 PM](#)

VICE CHAIR TOBIN concluded invited testimony.

[2:30:09 PM](#)

REPRESENTATIVE STUTES thanked the committee for hearing HB 31.

[2:30:15 PM](#)

VICE CHAIR TOBIN held HB 31 in committee.

SB 165-ELECTRONIC DRIVER'S LICENSES

[2:30:26 PM](#)

VICE CHAIR TOBIN announced the consideration of SENATE BILL NO. 165 "An Act relating to the powers of the commissioner of administration with respect to motor vehicles; relating to electronic identification cards; relating to electronic driver's licenses and permits; and providing for an effective date."

[2:30:48 PM](#)

At ease.

[2:30:58 PM](#)

VICE CHAIR TOBIN reconvened the meeting.

[2:31:13 PM](#)

ERIC DEMOULIN, Director of Finance, Division of Administrative Services, Department of Administration (DOA), explained that SB 165 would modernize Alaska's driver's license program. The electronic driver's license would compliment the physical license and show that Alaska is working towards advancements and greater convenience that he opined the public would like to see from government agencies. He stated that SB 165 would strengthen privacy protections, clarify legal procedures for law enforcement, and ensure that digital driver's licenses are convenient without compromising existing standards. In addition, SB 165 reflects the growing expectation for secure mobile services from government agencies. He reiterated that this would not replace the physical driver's license but would provide greater convenience and expand digital capabilities for Alaskans.

[2:32:54 PM](#)

FORREST WOLFE, Legislative Liaison, Commissioner's Office, Department of Administration (DOA), Anchorage, Alaska, paraphrased the sectional analysis for SB 165:

[Original punctuation provided.]

SECTIONAL ANALYSIS

SB 165: Electronic Driver's Licenses Version A

Section 1: This section adds the word "physical" into Alaska Statute 18.65.310(a) to distinguish that a "physical" Identification Card will now be \$15.

Section 2: This section amends Alaska Statute 18.65.310 by adding a new subsection which establishes that upon application, the department may issue an electronic identification card to a person who currently possesses a physical identification card, and that the electronic identification cards can be a digital companion to physical identification cards, yet it is still mandated that a person retain their physical identification card. This section also requires the department to adopt regulations governing the issuance and use of electronic identification cards. Additionally, the section includes privacy protections by explicitly stating that presenting an electronic ID to law enforcement does not grant permission for officers to search or access any other

data on the mobile device while also granting them immunity from liability for any damage to the device unless intentional misconduct is involved.

2:34:11 PM

MR. WOLFE continued to paraphrase from the sectional analysis for SB 165:

[Original punctuation provided.]

Section 3: This section adds the word "physical" into Alaska Statute 18.65.320(b) to specify that if an identification card is cancelled, they would need to return the physical card to the department.

Section 4: This section adds a new subsection into Alaska Statute 28.05.021 which will allow the Commissioner of Administration to enter into agreements with a law enforcement agency, a governmental agency or program or a data exchange service.

Section 5: This section adds the word "physical" into Alaska Statute 28.05.051 to state that if a license is suspended, revoked, or cancelled, they would need to return the physical card to the department. This section also allows for designated officials to take possession of a physical license in the event of invalidity.

Section 6: This section amends Alaska Statute 28.15.011(b) to require all drivers to have a physical or electronic driver's license when operating a motor vehicle.

Section 7: This section amends Alaska Statute 28.15 by adding authority in a new section for the Department of Administration to begin issuing electronic driver's licenses or permits to customers who possess a physical driver's license or permit, which they will be required to retain. This section also requires the Commissioner to adopt regulations for issuance and use of SB 165 Sectional Analysis ver. A April 9, 2025 Page 2 of 3 electronic licenses and permits along with an option for the commissioner to require the physical driver's license be carried on their person in certain circumstances. Lastly, this section requires the

department to display notice of revocation, cancellation, limitation, restriction, or suspension across the front of the electronic license.

[2:35:18 PM](#)

MR. WOLFE continued to paraphrase from the sectional analysis for SB 165:

[Original punctuation provided.]

Section 8: This section adds "physical or electronic" into Alaska Statute 28.15.131(a) which requires a driver to always have a driver's license in their possession when driving a motor vehicle.

Section 9: This section adds a new subsection to Alaska Statute 28.15.131 to protect the drivers' privacy by prohibiting officers from accessing other data on mobile devices when checking an electronic license. It also grants immunity to law enforcement from liability for damage to a mobile device when verifying an electronic driver's license, except in cases of intentional misconduct.

[2:35:53 PM](#)

VICE CHAIR TOBIN asked how the electronic license would be managed, whether the program would be secure, and inquired about security measures and consumer protections.

MR. WOLFE deferred the question.

[2:36:47 PM](#)

LAUREN WHITESIDE, Division Operations Manager, Division of Motor Vehicles (DMV), Department of Administration (DOA), Anchorage, Alaska, said the electronic licenses would be managed via digital applications (apps). She explained that both the license holder and license verifier apps were developed by DMV (using DMV's current credential vendor) in accordance with the International Organization for Standardization's (ISO) best standards and best practices. She emphasized that all privacy in the app is protected and tested within the app. No information is stored in the verifier app.

[2:37:44 PM](#)

SENATOR KIEHL asked for confirmation of his understanding that electronic licensing would only work in areas with a Wi-Fi or cellular signal.

[2:37:57 PM](#)

MS. WHITESIDE said the electronic license holder app would work; however, any real-time updates would require cellular service.

[2:38:19 PM](#)

SENATOR KIEHL asked for clarification of whether the app retains information when closed.

[2:38:39 PM](#)

MS. WHITESIDE clarified that there would be two different apps: an app for the electronic license holder (which would display the license holder's credentials) and one for verification (for use by retailers and law enforcement to verify the license holder's credentials). The driver's license holder app would retain the credential data, thus making it accessible to the license holder regardless of whether a cellular signal is available. She offered an example of an address update to illustrate a situation in which the data would not be updated if no cellular service is available.

[2:39:29 PM](#)

SENATOR KIEHL asked for further clarification of whether the verifier app would work if no cellular service was available.

[2:39:42 PM](#)

MS. WHITESIDE said this is a concern in remote areas of the state. She confirmed that the verification app would not function without a cellular signal and said that, in that case, a request to see the physical license card would be justified. She emphasized that the electronic license would not be a standalone credential; rather, it would be a companion to a physical license. Therefore, each license holder should carry a physical license in areas where a cellular signal is not available.

[2:40:20 PM](#)

SENATOR KIEHL opined that the general impression when considering a digital identification card or digital license is that it is a standalone credential that would render the physical card unnecessary. He noted that, according to SB 165, the commissioner may adopt regulations specifying circumstances in which both forms (physical and electronic) would be required. He commented that this seems to conflict with the testimony, which indicates that both forms of the credential would always be required and asked for further clarification.

[2:41:12 PM](#)

MS. WHITESIDE confirmed that SB 165 gives the commissioner the authority to designate specific instances in which both forms of the credential would be required. She stated that the DOA recommends that drivers carry both the electronic and physical copy of their license, as there are circumstances in which the mobile app may not work.

[2:41:56 PM](#)

VICE CHAIR TOBIN directed attention to SB 165, page 3, line 31, which says "physical or electronic". She expressed confusion about when the recommendation would be to carry both the electronic and physical copy, as this is not reflected in the legislation.

[2:42:19 PM](#)

MS. WHITESIDE said there are a few discrepancies in SB 165 that DOA would recommend clarifying. She indicated that law enforcement agencies have communicated to DOA that the electronic license should be a companion to the physical license. However, DOA would follow SB 165 to the letter if it should pass.

[2:43:02 PM](#)

VICE CHAIR TOBIN expressed concern that DOA recommends that drivers carry both, while SB 165 states that only one is required. She said that this creates room for different interpretations by law enforcement, which could result in enforcement discrepancies. She stated that the committee would work to clarify this. She asked how this would impact municipalities and municipal policies that require identification. She wondered about the implications for Transportation Security Administration (TSA) Real ID requirements. She also asked about licenses with specific designations restricting purchase or consumption of certain beverages.

[2:44:30 PM](#)

MS. WHITESIDE said the electronic identification reflects the Real ID designation in two ways and described these. Alcohol prohibition and restriction is also reflected. This information would be available on both the user app and the verifier app.

[2:45:05 PM](#)

VICE CHAIR TOBIN asked for clarification that the electronic identification with the Real ID star would be accepted by TSA.

[2:45:16 PM](#)

MS. WHITESIDE said DMV is working on the application for TSA checkpoints. She briefly described this process. She expressed hope that the electronic identification would be accepted at Alaska TSA checkpoints by the end of 2025.

[2:45:53 PM](#)

SENATOR KIEHL noted hesitancy to obtain Real ID due to privacy concerns. He asked who DOA currently has contracts and agreements with.

[2:46:36 PM](#)

MS. WHITESIDE said that Section 4 of SB 165 states that data is shared with the National Driver Registry, the Problem Driver Pointer System, the Commercial Driver License Information System, and the State-to-State Verification System. No data is shared with the Drivers License Data Verification Service.

[2:47:04 PM](#)

SENATOR KIEHL asked whether there are other data exchange services that are not explicitly listed in SB 165.

[2:47:17 PM](#)

MS. WHITESIDE said she did not think so.

[2:47:28 PM](#)

SENATOR KIEHL requested a definitive answer. He asked about privacy protections and the agreements that are in place as Alaskans' data is shared to the systems listed in SB 165 - and potentially shared with a new app vendor.

[2:47:53 PM](#)

MS. WHITESIDE clarified that the agreements discussed in SB 165, Section 4 are not vendor agreements, but are state agency to state agency agreements (i.e. DMV to DMV). She offered examples to illustrate instances in which data is shared between state DMVs. This ensures that unresolved issues in one state are not overlooked when that individual applies for a driver's license in another state.

[2:48:49 PM](#)

SENATOR KIEHL said this is helpful clarification regarding the existing agreements. He asked what statutory rules and requirements would apply to privacy with an electronic license system.

[2:49:15 PM](#)

MS. WHITESIDE said the apps were built in accordance with the national standard of privacy protection. No additional agreements would be necessary with the addition of the mobile credential.

[2:49:41 PM](#)

SENATOR KIEHL asked for a copy of the applicable privacy rules.

[2:50:18 PM](#)

VICE CHAIR TOBIN requested that DOA provide this information to the committee. She referred to SB 165, Section 4, line 24 and requested information about the agreements with law enforcement. She asked if this is referring solely to state and municipal law enforcement or whether it would also apply to the US Department of Homeland Security, the Bureau of Land Management, US Department of Fish and Wildlife, and other federal agencies.

[2:50:26 PM](#)

MR. DEMOULIN said questions are warranted when considering whether to implement new technology. He said the intention is to make this as streamlined as possible and create electronic identification as a companion, utilizing the existing regulations and privacy protections that apply to physical identification cards. He drew a parallel with the adoption of credit cards and offered examples to illustrate this. He opined that the adoption of an electronic identification card would benefit Alaskans by creating greater convenience. Regulations can be reconsidered and adjusted over time, as needed. He thanked the committee for hearing SB 165 and said DOA would provide the requested information.

[2:51:27 PM](#)

VICE CHAIR TOBIN opined that many Alaskans are somewhat skeptical of new technology. She emphasized that, according to the Constitution of the State of Alaska, Alaskans have a right to privacy.

[2:51:51 PM](#)

VICE CHAIR TOBIN held SB 165 in committee.

[2:52:17 PM](#)

There being no further business to come before the committee, Vice Chair Tobin adjourned the Senate Transportation Standing Committee meeting at 2:52 p.m.