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Real I.D. Act

The REAL ID Act establishes new federal standards for state-issued driver's licenses and non-driver id cards.

The multi-phased plan was enacted in 2005 and modifies federal law pertaining to security, authentication, and issuance standards for state driver's licenses and identification documents.

Important Dates

On May 19, House Bill 16 was signed into law, allowing the state to begin the process of issuing Real ID compliant identification.

The DMV has filed an extension to allow Alaskans the

ability to use the current ID until they are able to produce federally compliant ID cards January 1, 2019.

If Homeland Security does not grant the extension prior to October 10, 2017, Alaskans will be required to show an alternate form of ID, such as a passport, beginning January 22, 2018.

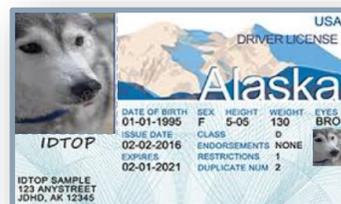
Important Details

Alaskan residences will not be required to obtain a REAL ID; however the regular ID will not be sufficient to travel by air.

The cost for a REAL ID will be an additional \$20 on top

of the current fee.

More information can be found on the Department of Administration, Division of Motor Vehicles website <http://doa.alaska.gov/dmv/akol/ID%20News.htm>.



TSA has additional FAQs and information regarding the REAL ID Act at <https://www.tsa.gov/>.



E-Travel Online Changes

There has been several changes to the E-Travel Online tools this summer.

In early June, GetThere released a change to the Traveler Information section of E-Travel Online. The enhancement removed the requirement to enter TSA information for hotel or car only bookings.

Hotel and car policy enhancements, released in July, require the user to select from a valid exception code, which is now reported on the Final itinerary when a hotel night exceeds \$300 or when a car contract was not selected.

There has also been enhancements to the login process, the trip list, and the purchasing questions in the Rural Tool.

It may seem like a lot, but the changes have been subtle with little impact on the users.

The biggest change has not been released, but is targeted for Friday, August 25.

The enhancement will combine the preferred carrier policy with the policy when a lower fare option is not selected.

When an out of policy seg-

ment is selected, the system will prompt the user to select from a compliant segment or select an exception for not choosing a compliant segment.

Users will need to have an understanding of the policy violation and which exceptions would be acceptable for the violation.

This completes the list of enhancements we have presented to CTM.

The user guide and video modules will be updated and the CTM Help Desk is available to assist with questions.



Ridesharing FAQs

Ridesharing has been common in the lower 48 for many years. The E-Travel Office first discussed ridesharing in the [December 2014 newsletter](#). Interestingly, it has taken several years for the topic to surface again in Alaska.

Some agencies have asked if ridesharing is an acceptable means of surface transportation when traveling on State business.

The answer is yes, but there are a few things that State travelers should be aware of before using a car-for-hire

service rather than a traditional taxi.

Tipping

Tips should not be included on the invoice for any surface transportation. Currently, tipping is not customary in the rideshare industry, but that may change over time.

Travelers using this type of service should setup their rideshare account with a zero tip in the payment option.

Service Type

Only the most basic service will be reimbursed. Travelers choosing a higher level of

service (larger car size) will not be reimbursed for that segment of ground travel.

More information regarding rideshare reimbursements are listed in [FAQs #19-22](#) on the travel website.



CTS Authorization for Car Rentals

In December, CTM streamlined the manual process of sending a CTS authorization to a hotel vendor.

This enhancement has saved arrangers processing time, reduced the number of data entry errors, and standardized the process for the hotel vendors.

The E-Travel Office has received such positive feedback from this change, we requested to enhance the process to include the Budget Contract locations.

Effective Saturday, July 1 the Budget CTS authorization form was removed from the online booking tool.

In order to send CTS authorization to Budget, the arranger must select the Budget Rental location from the drop down list on the purchase page in E-Travel Online. This is the same process used to send CTS authorization to hotel vendors. However, car authorization is limited to Budget Contract locations.

If the car vendor that is booked is not listed, the arranger is still required to make payment arrangements directly with the car vendor.

E-Travel Online Training Enrollment

Rural Travel: Aug 24 - 10:30
Basic Training: Sept 7 - 9:30
Rural Travel: Sep 21 - 10:30
Basic Training: Oct 12 - 1:30

- Login to [LearnAlaska](#)
- Enter *etravel* in the search box.
- Select desired training course
- Select desired training date
- Select [Enroll](#)

To access the WebEx and phone bridge on training day, login to LearnAlaska within 15 minutes of the start of the session.

Please take a few minutes to let us know how we are doing
[E-Travel Program Quarterly Survey](#)

E-Travel Management

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Corporate Travel Management

Online Help Desk
877-500-4290 / 907-500-4290
e-travelhelp@travelctm.com

Reservation Call Center
866-762-8728 / 907-500-4292
e-travelaprvi@travelctm.com

* Send CTS Authorization to Hotel Vendor?:

(select) [dropdown arrow]

Send CTS Authorization to Car Vendor?

NOTE: Authorization for other vendors not listed must be made directly with the vendor

Ctrl and Click for Multiple Selections:

(select) [dropdown arrow]
Budget-Anchorage
Budget-Fairbanks
Budget-Juneau