

SENATE TRANSPORTATION COMMITTEE
 MINUTES OF JOINT HEARING
 with
 ASSEMBLY TRANSPORTATION COMMITTEE

Wednesday, March 5, 1975

A joint hearing of the Senate Transportation Committee and the Assembly Transportation Committee was called to order at 12:25 p.m. on Wednesday, March 5, 1975.

Senator Helen Herr was in the Chair.

PRESENT: SENATE - Chairman Helen Herr
 Vice Chairman Warren Monroe
 Senator Jack Schofield
 Senator Mary Gojack
 Senator Joe Neal
 Senator Richard Blakemore
 Senator William Raggio

ASSEMBLY - Chairman Alan Glover
 Vice Chairman Darrell Dreyer
 Assemblyman Lawrence Jacobsen
 Assemblyman Karen Hayes
 Assemblyman Paul May
 Assemblyman Bode Howard
 Assemblyman Joe Dini

ALSO PRESENT WERE: W. H. Haynes - AARP, Las Vegas Chapter
 W. D. McCullough, AARP Director
 F. Hillyard, City Auto and Towing, Reno
 Larry Richards, City Auto and Towing, Reno
 Virgil Anderson, AAA, Nevada District
 Edward Allen, Allen Photographers, Las Vegas
 Bill Fitzpatrick, DMV
 Bob DeYoung, DMV
 V.L. Fletcher, DMV
 H.B. Bennett, DMV
 Leonard Winkelman, DMV
 Jim Lambert, NHP
 Howard Hill, DMV
 John Ciardella, DMV
 Gene Phelps, Highway Department
 Grant Bastian, Highway Department
 B. W. Firth, Carson City
 Janice R. Ayres, Nev. Assoc. of Retired Person
 Florence S. Schroeder, NRTA - AARP
 C. Perratti, AARP-NRTA
 Don Karst, Dek/Electro
 Fred Gunning, Dek/Electro
 Ted Ehrlich, Polaroid Corporation
 Ronald O'Connor, Polaroid Corporation

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Others present - Continued:

Robbins Cahill, Las Vegas
Dorothy Anderson, Anderson Automotive
John Crossley, LCB - Audit
Fred H. Dressler, Rancher
Dallas Byington, Nevada Cattleman's Ass'n.
Assemblyman Eileen Brookman
Charles Welsh, Reno
Micko Ellen, Legislative Intern - Senator Bryan
Blaine Sullivan, Rehabilitation

THE BILLS UP FOR HEARING WERE:

SB 217 Requires that driver's license bear a colored photograph of the licensee and increase license fees.

AB 131 Requires that driver's license bear a photograph of the licensee and increases license fees.

AB 170 Permits issuance of identification cards to certain persons who do not have a driver's license.

Chairman Herr asked if there was anyone present who would like to demonstrate their product in relationship to the process of making instant driver's licenses.

The only one prepared was Mr. Ted Ehrlich of Polaroid Corporation. He then proceeded to demonstrate his equipment, by: (a) preparing the license information card, (b) inserting this card into the processing equipment (a Samsonite suitcase approximately 18" x 30" x 30"), (c) taking the applicant's picture (camera attached to suitcase - has storage area inside suitcase when not in use), (d) developing film (picture of applicant on information card), (e) checking for errors (if needed, picture can be retaken immediately), (f) picture is placed in slot provided for in the equipment for cutting and trimming, (g) picture is then placed in plastic with list of restrictions printed on back, and (h) plastic covered picture is then placed in slot for lamination, ejection resulting in a finished driver's license. This demonstration taking a total period of time of 1 minute 45 seconds.

After a brief discussion and some questions (see attached testimony) Mr. Ehrlich and Mr. O'Connor gave direct testimony regarding background, implementation, use and costs of their equipment. (SEE ATTACHED TESTIMONY.)

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Testimony - Polaroid (Continued)

Further questions were asked by several members of the Joint Committees:

- Q. Did their rental costs include renewal card? A. Yes.
Q. Could blood type be printed on cards? A. Yes, but it was of no real use, as hospitals and doctors were obligated in taking fresh blood samples every time needed, and they could not accept blood type printed on driver's licenses or identification cards.
Q. What was Polaroid's profit? A. Between 1% and 5%.
Q. What was the readability of the card after a four year period? A. Exceptionally good - Mr. O'Connor had a sample to show to all of those interested - The plastic held up exceptionally good and although it was heavily scratched, was still readable.
Q. What real advantage was there to having a picture on your driver's license. A. For identification purposes in cashing checks, legal age, etc.

Senator Herr then asked if there were any other witnesses or competitors of Polaroid who might be interested in testifying?

Don Karst and Fred Gunning of Dek/Electro then testified regarding background, implementation, use and costs of their equipment. They did not put on a demonstration because of the bulk of their equipment, which was basically a centralized issuing system. They used camera equipment in out-lying areas and then sent the film back to the permanent home base where final processing and issuing of the license took place. They felt that the big problem with instant licenses was that you must use either micro - fiche or computer terminals in all out-lying areas. Their equipment was the wet-process and would take a total of 72 hours or three to four days for final processing. (SEE ATTACHED INFORMATION PACKETED FOR THE COMMITTEE'S INFORMATION.)

Questions were then asked by various Committee members:

- Q. What was Dek/Electro costs? A. In the neighborhood of 40¢ per card, which would include standard mailing cost. Max. 50¢.
Q. What was the percentage of retakes? (This would involve the applicant returning to the Driver's License Office and having picture retaken.) A. Less than 1/2 of 1% of the photos have to be retaken.
Q. Are the negatives kept on file? A. Yes.
Q. To whom would they be available? A. The Driver's License Division, of course, for use in renewals; Law Enforcement Agencies, both Federal and State; Various other State agencies where they might be needed; but, not for general use of the State or the public.

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Howard Hill, Director and Leonard Winkelman of the Department of Motor Vehicles then testified as to the costs within the Department to implement this program. The majority of the cost would be in setting up the terminals and the computer costs. There would have to be some additional personnel hired to handle the rush of applicants and renewals during the first six months. (In other states where the program has been implemented, there was a rush to get the new driver's licenses and most did not wait until renewal of their old license.) Personnel used for this purpose could be hired on a temporary basis.

The terminals would run \$220 per month and the Department would have to set up 10 to 12 throughout the State. They now have terminals in Carson City, Reno, Las Vegas and North Las Vegas.

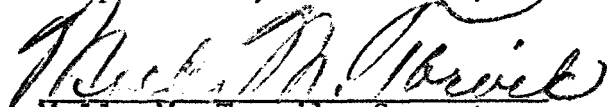
They figured the cost to run approximately \$15,000 (which would have to come from the General Highway Fund), to implement the program. They did state, however, that once the program got going, they would be able to pay back the \$15,000 to the Highway Department within 18 months. This money would become available through the fees from the new licenses.

After further discussion, Mr. Robbins Cahill testified that he felt this was a good bill because of its aid in identification purposes.

Chairman Herr then asked if there were any others present who wished to testify. There were quite a few, including Mr. Grant Bastian of the Highway Department. Senator Herr then asked that due to the lateness of hour, further testimony would be postponed until a later date, at which time, action could also be taken on the bill by the Committee. This was agreeable by all members of the Joint Hearing.

The meeting was then adjourned until Monday, March 10, 1975, when the Senate Transportation Committee would meet to hear SB 197 and SB 108 at 12:00 Noon.

Respectfully submitted,



Molly M. Torvik, Secretary
Senate Transportation Committee

APPROVED:



Senator Helen Herr, Chairman

PHOTOGRAPHIC DRIVER'S LICENSES

TESTIMONY
BEFORE THE
TRANSPORTATION COMMITTEES
OF THE SENATE AND ASSEMBLY
NEVADA STATE LEGISLATURE

MARCH 5, 1975

PRESENTED BY:

Ronald R. O'Connor
Theodore C. Ehrlich
Polaroid Corporation

Senator Herr, Mr. Glover, members of the committee, my name is Ted Ehrlich. I am employed by Polaroid Corporation as Government Program Manager for the Western United States. I would like to take this opportunity to thank you for inviting me to be here today. Hopefully, the information I can provide will give you a better insight into the photo drivers license -- its uses and advantages for Nevada. In each of the folders I have passed around you will find a copy of my testimony as well as additional information that may be of interest to you.

Virtually since instant photography was first developed, it has been used for identification cards of all types. Polaroid Corporation never entered this broad marketplace directly however until 1966. Today, over 95% of all photographic ID cards in this country are made using Polaroid photography. Over 200 million ID cards, bank credit cards and drivers license have been issued using Polaroid ID Systems.

In 1968, we entered the photo drivers license field. At that time there were twelve states issuing a photo drivers license. Currently, 32 states issue a photographic license. Before I go into detail concerning the types of systems available, etc., let's consider some of the basic reasons for this decisive trend.

The drivers license is the most widely used and accepted means of identification. There is some disagreement that the motor vehicle department is in the identification business. It is true the drivers license is a document issued by the state to reflect a privilege granted to a citizen. This document is designed primarily to identify the individual to law enforcement officials on request as proof that the driving privilege has indeed been granted to the individual. However, the greatest majority of the driving public are never required to use the license for this purpose. The drivers license is used

most frequently as a means of personal identification to cash checks or provide proof of age for the youngest and oldest drivers. (The older drivers use it as means of eligibility for many senior citizens programs.) The reason for the growing popularity of photographic licenses is that a portrait, particularly one in full color, is a highly accurate and detailed form of identification that is very difficult to change or counterfeit without detection. A properly designed photo license has a large enough variety of security features built into it to discourage counterfeiters. The Driving Public Wants the Photo License ---

Ohio state officials say the instant color photo drivers license being issued there since January, 1974, is proving so popular with motorists that all of the state's eight million drivers may have them in three years instead of the estimated four.

A recent survey conducted by the State of Oregon revealed that 69% of the driving public wanted a color photo on the license. 59% of those surveyed indicated they would be willing to pay an additional fee for it.

Law Enforcement Officials favor the photographic license for many reasons:

- Reduction in license switching.
- Better identification of traffic violators.
- As an aid in criminal investigations.
- Reduce drunken driving by providing tighter control of liquor sales to minors.
- Eliminates driver test stand-ins.
- Improves on-the-job safety for patrolmen.
- Reduction in bad check fraud.

The business and banking community also favors the photo license as an aid in cashing checks and reducing fraud.

Now that I have outlined some of the reasons why a photo license is desirable, I would like to explain in some detail the nature of this business and the principle types of systems you may wish to consider. Before 1959 none of the states issued a photo license. In 1959, Colorado became the first state to do this. Currently, 32 states issue a photo license. Polaroid entered the drivers license business in 1968 in North Carolina. Prior to that time, all photo licenses were issued on wet-process or conventional film. That meant that once the photo was taken, it had to be returned to a central processing facility for development and printing and then later mailed out.

Since the state of North Carolina's program in January, 1968, 13 of the states instituting photo license programs have selected instant issuance in preference to wet-process systems. And, of the 13, New Mexico, Vermont and Washington, D.C. converted from wet-process systems to instant issuance because of the speed, convenience and security provided by over-the-counter issuance. No state has ever dropped instant issuance in favor of wet-process.

Seven-Year Trend in Photo License Programs

(January, 1968 - January, 1975)

Instant Photo

Alaska
 Delaware
 Massachusetts
 Mississippi
 New Hampshire
 New Mexico *
 North Carolina
 Ohio
 Vermont *
 Virginia
 Florida
 Washington, DC *
 Kentucky

Wet-Process Photo

Hawaii
 Kansas
 Minnesota
 Rhode Island
 Washington
 Missouri

* Switched from wet-process to instant photo.

The primary reasons for this trend toward instant issuance are:

- Citizen convenience by virtually eliminating recalls for photos that don't turn out and by giving to the citizen the photographic license he is there to receive.
- Efficiency - less handling and processing delays and costs.
- Economy - no mailing or hidden internal clerical costs.
- Security - the most secure card available.

In each of the folders I have provided you will find a more detailed list of the advantages of instant issuance.

The State of Illinois recently released the results of a pilot field test on photo license issuance systems. The study recommends instant issuance for Illinois' 8,000,000 drivers. The Illinois study stated that "The instant issuance of photographic drivers licenses has almost become a necessity." I am sure Illinois will provide copies of this study on request.

The trend toward instant issuance among state motor vehicle administrations was a major consideration effecting the National Driver Register study recently completed by the U.S. Department of Transportation. Commenting on licensing practices in its Final Report on the NDR, the DOT noted that "state service to the motoring public is rapidly achieving instant issuance of drivers licenses."

The DOT report cites the need for faster data interchange and response time between the NDR and state officials. It says the NDR's current "systems response coupled with mail transmission, unfortunately, is no longer adequate for many states, particularly since the more sophisticated are moving more and more rapidly toward the instant issuance of drivers licenses.

In previous sessions of the Nevada Legislature, the Department of Motor Vehicles has expressed a strong desire to issue "instant" drivers licenses whether or not they contained a photograph. The question surely arises as to why legislate the type of system?

In previous sessions, our competitors, who did not have "instant" capability said legislation of this type was restrictive. Now, our competitors have obviously decided that the trend is toward instant or over-the-counter issue and have two very distinct instant products of their own. They currently have a contract for production of instant licenses in Florida and have recently bid their latest instant system in Illinois.

On the other side of the coin, however, there is only one wet-process vendor in the business at this time. Virtually all of the states now issuing drivers licenses centrally are looking towards over-the-counter issue as the ultimate goal in the near future. There is no reason why Nevada should take two steps to achieve that end. Legislation which does not specify either type of issuance system can only leave the department open to criticism by the public and the media regardless of which route they should take. Certainly, consideration must be given to installing terminals in field offices for immediate data interchange of drivers license information. These devices are most desirable in the licensing offices - at least those with large volumes. When coupled with printers and linked to the central computer, the terminals can provide immediate record check and update and printing of the license information card on the spot. This saves time for the citizen, eliminates the need for manually typing forms in the field, eliminates slow and costly record updating in the central office. To the best of my knowledge, every state either has terminals installed already or plans to install some terminals in the field in the future. It is the logical step to move the vast capability of the computer to the field and make it work for the citizen who pays for it!!

The use of terminals in all locations is not the only way a license can be issued over-the-counter. In rural locations where volumes do not justify, at least initially, the cost of terminals, the licenses can be issued over-the-counter using a combination of a computer checked renewal notice and microfiche records. Both of these are already in use in Nevada and will allow those citizens in any of the rural areas and those serviced by travelling examiners to get their license immediately also.

In essence, this state can spend virtually any amount of money per license designing a system which will make it very difficult for an individual to obtain a license fraudulently. Regardless of the cost or sophistication of the system, a certain small percentage of the population will still manage to beat the system. Therefore, the question becomes whether you design a system to provide the best service at a reasonable price to the 99% of the driving public who are law abiding citizens or spend excessive amounts with a system designed for the other 1%.

Let's consider how this business is done and what the costs might be for Nevada. Virtually, all of the states issuing a photo license do so under a contract agreement with the vendor. These contracts provide all equipment, supplies, materials, training, and service required to produce the photo licenses. The state pays a fixed price per license issued under this contract. The contract period is normally four to six years and precludes the necessity of front-end capital expenditures for a photo process. They are all based on a pay-as-you-go type of arrangement allowing the states to collect the license fees before they must pay for the materials required to produce them. Contracts of this nature enable the state to achieve the best possible pricing advantages and to protect itself against product obsolescence. Costs of a photo license program vary from state to state and are determined by several variables such as - final bid specifications; length of contract

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period; number of cameras required; number of licenses to be issued; type of lamination, etc. In most of our states, the price ranges from 34.9¢ per license issued to 41.5¢ per license issued. It is important to note that with the instant issuance method there are no hidden costs such as those normally associated with the wet-process method.

Based on the approximately 100,000 licenses issued per year in approximately 17 locations, the contract costs for Nevada would be about \$.40 per license. This is the price paid to a vendor. In addition to this, the Department of Motor Vehicles can certainly identify other areas where costs may be incurred with each system such as mailing costs, handling and processing costs or costs of terminals. Overall, the license cost should certainly be covered with a fee increase of \$1.00 for the license. This amounts to 25 cents per year - certainly not an excessive figure.

May I answer any questions?

ADVANTAGES OF INSTANT ISSUANCE

The instant system provides the state with a method whereby the photo license is issued on-the-spot to the citizen. This method offers the following benefits to the state and its citizens:

No citizen inconveniences necessitated by recalls.

No postage for mailing finished licenses to the citizen.

No cost for envelopes to mail finished licenses.

No cost for mailing film to and from photo stations for processing.

No cost for automated stuffers for mailing licenses.

No cost of re-mailing licenses returned because of address change.

No cost of personnel for collating finished photo licenses with license applications.

No cost of personnel for handling licenses returned because of address change.

No citizen inconvenience because of delays in issuing licenses by mail.

No cost of personnel to type letters to drivers that have to return for re-photographing because driver blinked, bad film, processing error, operator error, exposed film, film lost in mail, finished license lost in mail, equipment malfunction.

No cost of stationery, envelopes, and postage for recall letters.

No cost of personnel to handle inquiries from irate drivers regarding licenses that are delayed or could not be issued.

No cost of correspondence to drivers that receive licenses with their eyes closed.

No cost of space for laboratory if located on state property for security reasons.

No cost of personnel to centrally control quality of photo licenses.

No cost of maintaining negative file.

All film, cameras, laminate, and other necessary supplies are drop shipped to each location and prepaid by Polaroid Corporation.

BACKGROUND MATERIAL

Furnished by:

DEK/ELECTRO CO.

Official frowns fall on fake documents

By JOHN S. LANGDON
Of United Press International

A college diploma costs \$1.

No four years' study is involved, no \$5-15,000 cost, and the "graduate" picks his own alma mater.

The same \$1 fee range, sometimes lowered to 50 or 25 cents, also covers drivers and fishing licenses, certificates of baptism, marriage, divorce, separation, voter registration and proof of surgical vasectomy.

The catch is that the official-looking documents—sometimes complete with

seals, serial numbers and engraving on parchment—are fakes.

And the Pennsylvania Department of Justice has begun a campaign to halt their advertisement and sale in the commonwealth.

★ ★ ★

Six funny-document sellers—two in Pennsylvania—already have signed "assurances" they will not advertise or sell to Pennsylvanians, and the department will prosecute any supplier who fails to give voluntary assurance.

Deputy Attys. Gen. Hubert B. Barnes and James R. Adams said the dol-

lar volume of the mail-order business in phony documents is relatively small so far.

"But both the sellers and the buyers are part of a scheme to defraud the rest of the public," Adams said, "and buyers may often be deceived into believing these documents offer them acceptance and legitimate use."

Barnes said "Our goal is to stop the business of selling fraudulent diplomas, cards and certificates and, so far, the sellers have been cooperative."

The "assurances" obtained from sellers are not filed in courts, but retained by the Justice Department as the basis for litigation if the voluntary agreement is violated.

The sellers signing "assurances" thus far include an individual in Towson City and firms — generally with post office box addresses — in Whitehall, Albany, N.Y.; Farmington, Mich.

See STATE—Page 6

—The Evening News, Harrisburg, Pa., Wednesday, Nov. 20, 1974

State tries to stamp out those fake documents

From Page One

Brooklyn, N.Y., and Redondo Beach, Calif. At least one seller has supplied the state with a customer list.

A few of the fake documents bear the notation on an outer rim, "strictly for amusement and joke purposes," but add, "for best results, fill out on a typewriter and trim."

The fakes also include special nurses licenses, certificates for black belts in judo and karate, press and photographers passes, talent scout licenses and identification for professional models, commercial photographers as well as college, high school and PhD diplomas. The diploma ads specify that the name of the school of your choice will be lettered in.

The list of fake documents also includes a spurious Canadian social insurance card in English and French and U.S. draft exemption cards.

Adams said "appropriate author-

ities" have been notified in both cases.

The department spokesmen said success of the sale of phony documents is related to the cost and the time involved in obtaining the real thing — from a costly college or high school diploma to a \$7.50 state fishing license, or \$1 birth certificate.

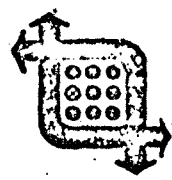
The Justice Department campaign is based on enforcement of Pennsylvania's 1968 Unfair Trade Practices and Consumer Protection Act. Barnes said the fake papers involve possible violation of at least five provisions.

But the prime provision applicable under the act bans "representing that goods or services have sponsorship, approval, characteristics, ingredients, uses, benefits . . . that they do not have . . ."

Barnes said the public may report any fake document advertising or proffer of sale to Pennsylvanians to the Justice Department, Capitol Annex, Harrisburg, Pa. 17120.

BUSINESS CLIMATE ASSESSMENT
PUBLIC AFFAIRS ASSESSMENT
POLITICAL POLLS AND SURVEYS
COMMUNITY RELATIONS STUDIES
EMPLOYEE RELATION SURVEYS
PUBLIC OPINION RESEARCH
MARKET RESEARCH
ECONOMIC STUDIES
MEDIA AND AUDIENCE RESEARCH
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OFFICE (503) 343-4900

OREGONIANS LOOK AT TRAFFIC SAFETY
A Public Opinion Survey

CONFIDENTIAL REPORT

conducted and compiled by: Richard L. Kennedy and Associates

December 29, 1973

TABLE VIII

DO YOU FAVOR A LAW REQUIRING YOUR PHOTOGRAPH ON YOUR DRIVERS LICENSE?

	<u>YES</u>	<u>NO</u>	<u>NOT SURE</u>
TOTAL RESPONSE	69.6%	22.3%	8.1%
SEX:			
MALE	68.1%	23.4%	8.5%
FEMALE	70.2%	22.2%	7.6%
AGE:			
16-25	65.5%	26.5%	8.0%
26-35	67.8%	23.7%	8.5%
36-45	69.9%	22.2%	7.9%
46-60	70.2%	21.5%	8.3%
OVER 60	68.6%	23.7%	7.7%
MARITAL STATUS:			
SINGLE	68.3%	23.4%	8.3%
MARRIED	69.7%	22.3%	8.0%
WIDOWED	70.1%	22.0%	7.9%
DIVORCED	69.1%	22.7%	8.2%
CHILDREN?			
YES	70.1%	21.7%	8.2%
NO	68.8%	23.3%	7.9%
OCCUPATION:			
PROF./MANAG.	70.1%	22.4%	7.5%
WHITE COLLAR	70.3%	21.8%	7.9%
BLUE COLLAR	67.5%	24.2%	8.3%
HOUSEWIFE	70.1%	22.0%	7.9%
STUDENT	65.0%	26.5%	8.5%
RETIRED	68.8%	22.5%	8.7%
OTHER	64.3%	27.4%	8.3%
INCOME:			
UNDER \$5,000	68.1%	23.0%	8.9%
\$5,000-\$9,999	69.5%	22.3%	8.2%
\$10,000-\$14,999	69.9%	22.6%	7.5%
\$15,000 AND OVER	69.8%	22.5%	7.7%

Statesman, Salem, Ore., Tues., Feb. 4, '75 (Sec. I)—5

Driver's License Photos Preferred

By **JIM CHURCH**
Associated Press Writer

Early survey results show overwhelming support for color photos on driver's licenses and selective re-examinations of drivers, say officials of the Oregon Motor Vehicles Division.

THE MID-JANUARY poll of 5,000 drivers also shows that the majority of those answering the query favored switching from two-year licenses renewals to four years, Motor Vehicle Division officials told members of the House Transportation Committee Monday.

It was the second hearing on HB 2003, to require color photos and four-year renewals, and HB 2001, to require re-examinations. The committee is expected to act on the bills Friday.

The bills were recommended by an interim judiciary committee.

"We want to get to the problem driver," said Don Paillette, staff aide for the committee.

Most of the testimony in support of photos on driver's licenses was based on need for better identification.

Venita Howard, information officer for the division, said 1,159 persons favored

having photos on driver's licenses, 384 opposed it and 108 had no preference.

THOSE WHO SAID they would be willing to pay the higher fee (\$5 for four-year renewals compared with \$2 for the current two-year renewals by mail) totaled 1,011 with 553 saying no and 92 showing no preference.

On the four-year renewal, 1,147 favored it, 401 were opposed and 73 expressed no preference.

Donald Stuhr, director of field services for the division, said 1,660 persons in 221 cities answered a questionnaire on re-examinations, and re-testing was favored by a 9-to-1 margin.

Oregon has 1.5 million drivers. Only about 2,500 are re-examined in a given year, having been referred to the division by a judge, relative or a policeman.

The bill would permit the division to waive any re-examination for renewal, providing the driver has had no moving traffic violation convictions during the year preceding the renewal notice.

STUHR SAID ABOUT 81 per cent of the licensed drivers would not be required to be re-examined.

False Identity Cards

These days it is not uncommon to arrest a suspect in a criminal case and find that he carries several different sets of complete identification papers. The problem, national in scope, has attracted the attention of U.S. Attorney General William B. Saxbe.

Fraud, committed with the aid of such false identification papers, is costing the nation millions of dollars each year. The true extent of the problem — and possible ways to combat it. — will be determined by a committee recently named by Saxbe.

The attorney general picked persons from federal, state and local law enforcement agencies to serve on his committee along with representatives of firms hit hardest by this type of fraud — the credit card companies. Spokesmen for bureaus handling vital statistics information also have been invited to serve.

The obvious way to reduce credit card fraud is to stop identification papers from falling into the hands of thieves. The Saxbe committee is expected to determine ways of plugging this dangerous loophole in our present system.

Saxbe is confident that once the necessary facts are at hand both Congress and state legislatures will enact the laws necessary to curb crimes aided by the use of false identification papers.

While Saxbe charged his committee with the responsibility of exploring all avenues leading to the growing problem of the proliferation of fake identification, he cautioned members not to come back with recommendations that would infringe on the right of individual privacy.

Justice Department officials are concerned because of the large number of false birth certificates, drivers' licenses, passports, credit cards and other faked documents showing up in the underworld. One reason this is happening is because of the lack of security on the part of issuing agencies.

A preliminary investigation revealed it is far too easy to obtain a dead person's birth certificate from most bureaus of vital statistics. Once he is so equipped, the crook acquires a driver's license, Social Security card and other forms of identification in the name of the deceased. This happens because few keepers of vital statistics make the effort to match death notices with birth records.

The steps Attorney General Saxbe now proposes are long overdue. We must move ahead and establish a program to halt this growing form of fraud that is taking such a dollar toll from consumers, business and government.

Fake I.D. Crackdown Set: Saxbe

COLUMBUS, Ohio (UPI) — Attorney General William B. Saxbe announced Monday night he is creating a new advisory committee to tackle the problem of false identifications increasingly used by criminals to escape detection.

Saxbe said the Advisory Committee on False Identification — first of its kind — will bring federal, state and local resources together to defeat the growing use of phony backgrounds by swindlers, narcotics dealers and terrorists.

Saxbe announced in a Columbus Day speech prepared for an annual American-Italian Golf Association dinner that the committee will hold its first meeting, open to the public, on Nov. 14.

Someone can obtain a dead person's birth certificate with comparative ease, sometimes even by mail, Saxbe said. "And with it he can then acquire a false social security

number, driver's license, credit cards and other papers.

"One individual I know of its alleged to have followed the scheme ... and obtained an expensive sports car, and then a house, and then, yes, an airplane of his very own," Saxbe said.

The false proofs of identity are used in narcotics peddling, bank swindles, welfare frauds, car thefts, credit card frauds, check forging, and concealment of illegal aliens in this country.

"The Weatherman organization has taken credit for a number of terrorist bombings," he said. "False identification has been found on some of its members taken into custody." He said 23 oth-

ers may be using them to elude capture.

The committee is already considering possible ways to make it more difficult to obtain a dead person's birth certificate for fraudulent use, Saxbe said.

If vital statistics bureaus cross-filed death certificates with birth certificates officials would be immediately alerted to something being wrong if someone applied for a certificate of someone already dead, he said.

"Another possible area of exploration will be new methods of interstate cooperation — and there have been suggestions of computerizing resources of all vital statistics bureaus," Saxbe

'Fictitious' Licenses New MVD Problem

By WAYNE S. SCOTT
Of The Journal's
Santa Fe Bureau

SANTA FE — "Fictitious" drivers' licenses are fast becoming the No. 1 problem of the Motor Vehicle Dept., according to Fernando C. De Baca, motor vehicle commissioner. These are licenses issued to persons who give fictitious names and addresses—and make it easier for them to cash worthless checks.

C. De Baca also disclosed the department may return to a form of the old card file system for keeping drivers' records. The present microfilm-computer systems of storing information require too long to retrieve it.

He said much progress has been made in bringing order to the chaotic mess of vehicle title records which existed when he became commissioner last January. Much more remains to be done, he said, but he is confident the records will be in order by November, when printing of applications for re-registration of vehicles will begin. The procedure for straightening up the records is working well, he said, and all that is needed is time for the painstaking work of filling in gaps in computer records.

C. De Baca also reported the matter of distribution of motor vehicle funds to cities and counties has been brought up to par. He said last checks, for all money collected prior to the June 30 end of the fiscal year, were mailed this week. Hereafter the checks should go out on time, monthly. For several years they have frequently been months late.

A PROGRAM HAS been completed to have the money distribution calculations done by computer. But the commissioner plans to continue a parallel manual operation until he is certain all "bugs" have been removed from the computer program.

C. De Baca said when he took office he set priorities on top problems facing him. With the car title and money distribution problems worked out he is now free to devote the major part of his time to designing an efficient record system for drivers' records.

The 180,000 drivers' citations which had not been posted to drivers' records when he took office have all been put on computer tape, he said. The hitch here is a computer does not list everything pertaining to one driver on the same spot on the tape. Rather, it lists the citations as they are received, coded so it can spot those pertaining to one driver.

When information on a driver's record is desired, the computer must scan all tapes, picking out the information for the desired driver. C. De Baca said the drivers' records now fill seven computer tapes. It takes about one and a half hours for the device to scan each tape — or a total of more than 10 hours to go through the entire batch of records.

Consequently, queries about drivers' records are answered from a parallel microfilm

record. This requires a girl to look up a driver in an index, which lists spots on microfilm tapes where information concerning him can be found. For a driver with a number of citations, it may take an hour and a half to look up all microfilmed notations.

UNTIL ABOUT 18 months ago, the department maintained a simple card file of drivers, on which convictions and other information was posted by hand. It required about five minutes to obtain a driver's record. But the old cards were destroyed more than a year ago, after they and supporting citations had been microfilmed. Result has been the big increase in time needed for retrieval of information.

C. De Baca said he is studying a number of systems which offer a faster retrieval time — including the old card file.

At present, however, he favors a microfilm card file. In this system, all conviction notices and other records of a driver are placed on a single sheet of microfilm, about three by four inches in size, and filed as in a card file. New equipment, he said, enables additional documents to be microfilmed on an existing sheet.

Citations would be reproduced daily on a microfilm roll, and transferred from it to the sheet film, also daily. This would keep the records up to date. The microfilm roll and the same data placed on a computer tape would be a "backstop" from which a driver's record could be reconstituted — just in case someone should remove the film sheet from the file. He said he understands this happened occasionally with the old card file.

C. DE BACA admitted the new "instant driver's license" system has resulted in some persons whose licenses had been revoked obtaining new ones. He is solving this problem in the Albuquerque field office, he said, by maintaining there an up-to-date list of revoked licenses. Applicants for new licenses, he said, are checked against the list of revokees before being issued a new license. But the problem is still unsolved in other field offices.

"That's not our biggest problem, however," he said. "Our biggest problem is in fictitious licenses. We have no way of knowing how many of these are being issued, but we know some are. We received one fictitious license back from a narcotics agent only this week."

He said the problem appears growing because narcotics addicts have discovered it is easier to obtain money for

their drugs by writing worthless checks than by burglarizing or robbing. It is fairly easy to cash a worthless check, he said, if one has a fictitious driver's license to back it up.

Getting such a license is simple, he admitted. One simply goes to a motor vehicle field office, gives a fictitious name and address, passes the written and driving examinations, and is issued a license which he produces when he writes a check.

"MOTOR VEHICLE departments all over the country report a growing number of licenses," he said. "So far, no one has figured out what to do about it."

The task of getting title records into some semblance of accuracy has been a long and tedious one, the commissioner said. When he first took office and asked for a computer printout of titles, the

machines turned out about 250,000 complete and accurate ones—out of about 200,000 motor vehicles known to have been in the state.

The computer, responding to a new program, also turned out a list of several hundred thousand titles which lacked some information or which the machine recognized as inaccurate. The latter list was sent to the penitentiary, where inmates consulted microfilm records of original titles and filled in the missing information. Cards are punched and the information is being fed onto the computer tapes.

Lists of motor vehicles in each county were sent two months ago to law enforcement officials in that county, he said—the first such lists to be furnished in four years. Even those did not contain 1970 registration information. This has yet to be placed on the computer tapes.