

MINUTES OF JOINT MEETING - WAYS AND MEANS COMMITTEE - NEVADA STATE LEGISLATURE  
55th SESSION - SENATE FINANCE COMMITTEE - FEBRUARY 24, 1969

The meeting was called to order at 9:10 A.M. by Chairman R. Young in the Ways and Means Room.

Present for Ways and Means: R. Young, Howard, Bowler, Ashworth, Webb, Jacobsen, F. Young, Close

Absent: None

Present for Senate Finance: Lamb, Gibson, Slattery, Titlow, Brown, Pozzi, Fransway

Absent; None

Mr. Bawden, State Highway Engineer, Mr. Jim Bailey, Director of Motor Vehicle Department, Mr. Howard Barrett, Director Administration Dept. and Mr. Wilson McGowan, State Controller were present to discuss the Data Processing Commission.

Members of the Management Board were introduced: Mr. Foltz, Mr. Bennett, Mr. Harding, Mr. Morino, and Mr. Hayes.

Mr. Foltz discussed the matter of combining Data Processing work of the Highway Department, Department of Motor Vehicle, and Central Data Processing Division into one single, but large computer located in the Highway Department.

Mr. Foltz stated they have reached an extreme saturation point of machine usage, over 90%. The present location of the equipment in the Highway Building does not lend itself to any increase of equipment size or capability because of certain problems. Yet the equipment capability must be expanded and no other State location is available which is large enough to accomodate the entire faculty and allow for expansion.

The problem can be solved by installation of another computer in the space available in the Department of Motor Vehicle Building and using both computers to process the work load. This would allow orderly development to progress without regression and upheaval. The longer range solution must include a computer facility building for the next step of development.

Mr. Glaser asked if the Model 50 Computer runs problems through simultaneously.

Mr. Foltz stated that it does run several problems at one time.

Mr. Glaser wondered why so much space is needed.

Mr. Foltz said the State of Nevada uses General purpose type computers which are modular and require a great amount of space.

Chairman Young asked Mr. Foltz where they plan to put this building.

Mr. Foltz commented that it will be right next to the Printing Office.

Chairman Young: Do you want to put a new facility in the Motor Vehicle Department for approximately one year?

Mr. Foltz: Yes, at \$35,000 a year.

Senator Gibson: Is this program in the Budget?

Mr. Barrett said no, it is not. The building should be a General Fund Appropriation. In the Revolving Fund a formula would have to be worked out to split this General Fund and Highway appropriations.

Mr. Frank Young noted that the Model 50 computer will double their capability. What would be the figure to which it would grow?

Mr. McGowan: Just in a very short time there is not going to be space for Central Data Processing.

Mr. McGowan stated that the Highway Dept. and Motor Vehicle are growing and their demand on this equipment is going to be strong.

Meeting adjourned at 9:45 A.M.

STATUS REPORT  
NEVADA DATA PROCESSING

FEBRUARY 24, 1969

BACKGROUND:

PRIOR TO SEPTEMBER 1966, THE HIGHWAY DEPARTMENT AND THE DEPARTMENT OF MOTOR VEHICLES EACH HAD THEIR OWN COMPUTERS, LOCATED IN THEIR OWN BUILDINGS, STAFFED BY THEIR OWN EMPLOYEES, DOING THEIR OWN DATA PROCESSING WORK. WHILE THIS METHOD WAS SATISFACTORILY GETTING AGENCIES WORK DONE ON A LIMITED BASIS, WE FELT THAT BY POOLING OUR RESOURCES MONEY AND PEOPLE, WE COULD DO A BETTER JOB FOR OUR AGENCIES, PROGRESS FASTER AND FURTHER AND HAVE GREATER CAPABILITY FOR WORK PERFORMANCE SUCH AS ALLOWING CENTRAL DATA PROCESSING DIVISION MORE COMPUTER TIME IN WHICH TO DO THEIR WORK.

THIS RESULTED IN COMBINING THE DATA PROCESSING WORK OF HIGHWAY, D.M.V., AND C.D.P.D., INTO ONE SINGLE BUT LARGER COMPUTER LOCATED IN THE HIGHWAY DEPARTMENT. THIS MOVE HAS PROVEN TO BE BENEFICIAL TO EACH AGENCY IN THAT MUCH PROGRESS HAS BEEN MADE TOWARD SOLVING EACH AGENCIES' COMPUTING NEEDS. WE HAVE PRESENTLY SOME OF THE BEST COMPUTER PEOPLE AVAILABLE ANYWHERE ON OUR STAFFS AND THEY ARE DEVOTED TO THE SOLUTION OF AGENCY PROBLEMS, I.E., ACCOUNTING, INFORMATION HANDLING, ENGINEERING, REVENUE COLLECTION, BECAUSE THESE ARE PROBLEMS WHICH CAN BE SOLVED THROUGH INTELLIGENT COMPUTER USAGE. EACH AGENCY HAS GAINED FROM WHAT HAS HAPPENED.

### PROBLEM:

HOWEVER, WE HAVE NOW REACHED A POSITION WHERE WE MUST EITHER STOP ALL FURTHER DEVELOPMENT OR EXPAND OUR EQUIPMENT CAPABILITY. WE HAVE REACHED THE EXTREME SATURATION POINT OF MACHINE USAGE, OVER 90%, AND THIS IS CRITICAL, SCHEDULED 24 HOURS PER DAY, WITH NO RECOVERY TIME IN CASE OF BREAK DOWN OR FOR ANY OTHER REASON AND NO DEVELOPMENT TIME FOR GROWTH OF WORK VOLUME.

THE PRESENT LOCATION OF THE EQUIPMENT IN HIGHWAY BUILDING DOES NOT LEND ITSELF TO ANY INCREASE OF EQUIPMENT SIZE OR CAPABILITY BECAUSE OF ELECTRICAL, AIR CONDITIONING, HUMIDITY, AND AIR FILTRATION PROBLEMS AS WELL AS JUST PLAIN SPACE OVERCROWDING. YET THE EQUIPMENT CAPABILITY MUST BE EXPANDED AND NO OTHER STATE LOCATION IS AVAILABLE WHICH IS LARGE ENOUGH TO ACCOMODATE THE ENTIRE FACILITY AND ALLOW FOR EXPANSION.

### SOLUTION:

THE IMMEDIATE PROBLEM CAN BE BEST SOLVED BY INSTALLATION OF ANOTHER COMPUTER IN THE SPACE AVAILABLE IN THE D.M.V. BUILDING AND USING BOTH COMPUTERS TO PROCESS THE WORK LOAD. THIS WOULD ALLOW ORDERLY DEVELOPMENT TO PROGRESS WITHOUT REGRESSION AND UPHEAVAL. THE LONGER RANGE SOLUTION MUST INCLUDE A COMPUTER FACILITY BUILDING FOR THE NEXT STEP OF DEVELOPMENT.

# PRESENT CONFIGURATION

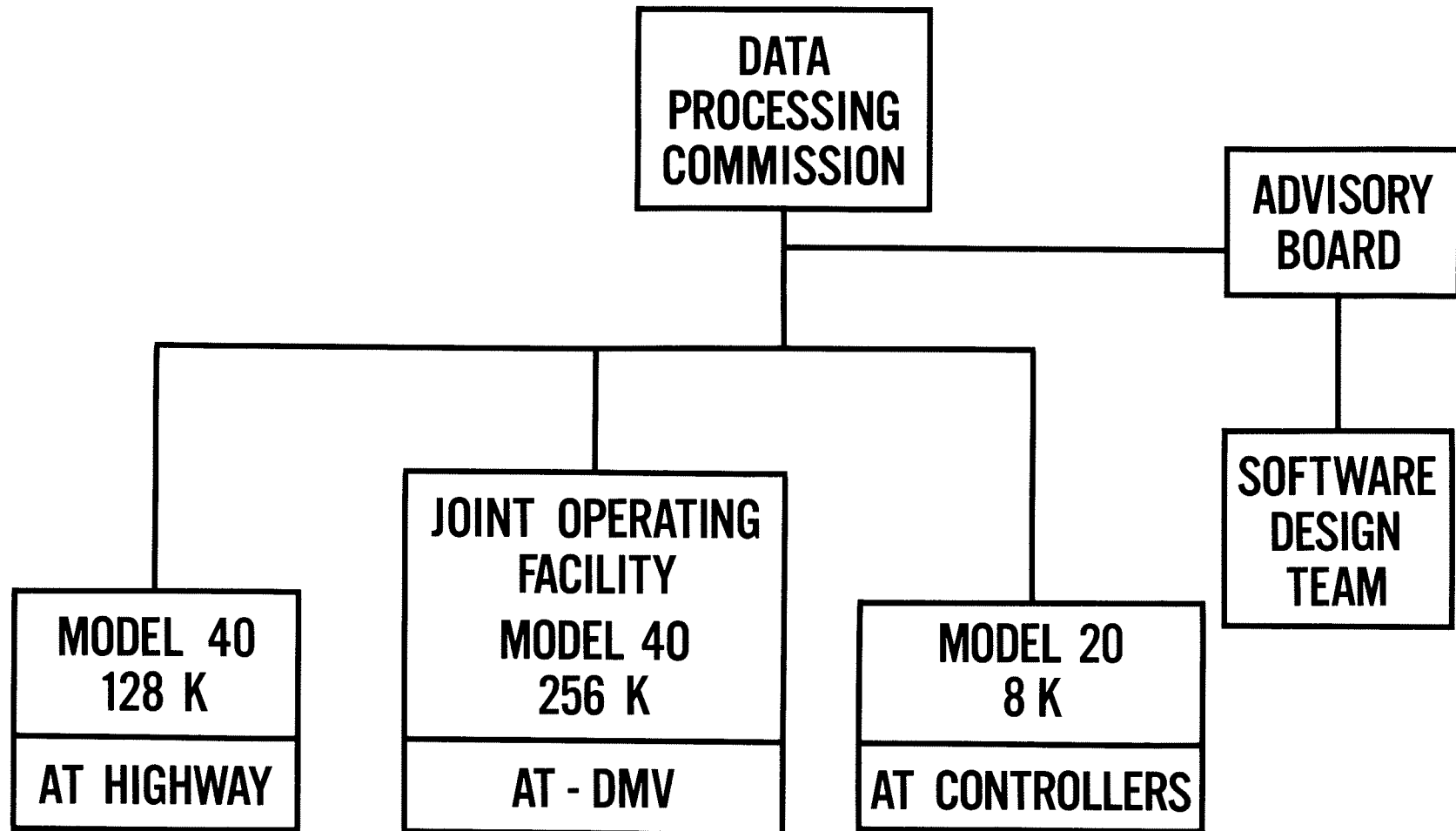
**MODEL 40  
256 K**

## TODAY'S WORKLOAD MONTHLY

<u>USER</u>	<u>HOURS</u>
HIGHWAY	241
DMV	242
CDP	126
<u>IBM ( MAINTENANCE )</u>	<u>45</u>
TOTAL HOURS USED	654
TOTAL AVAILABLE	720

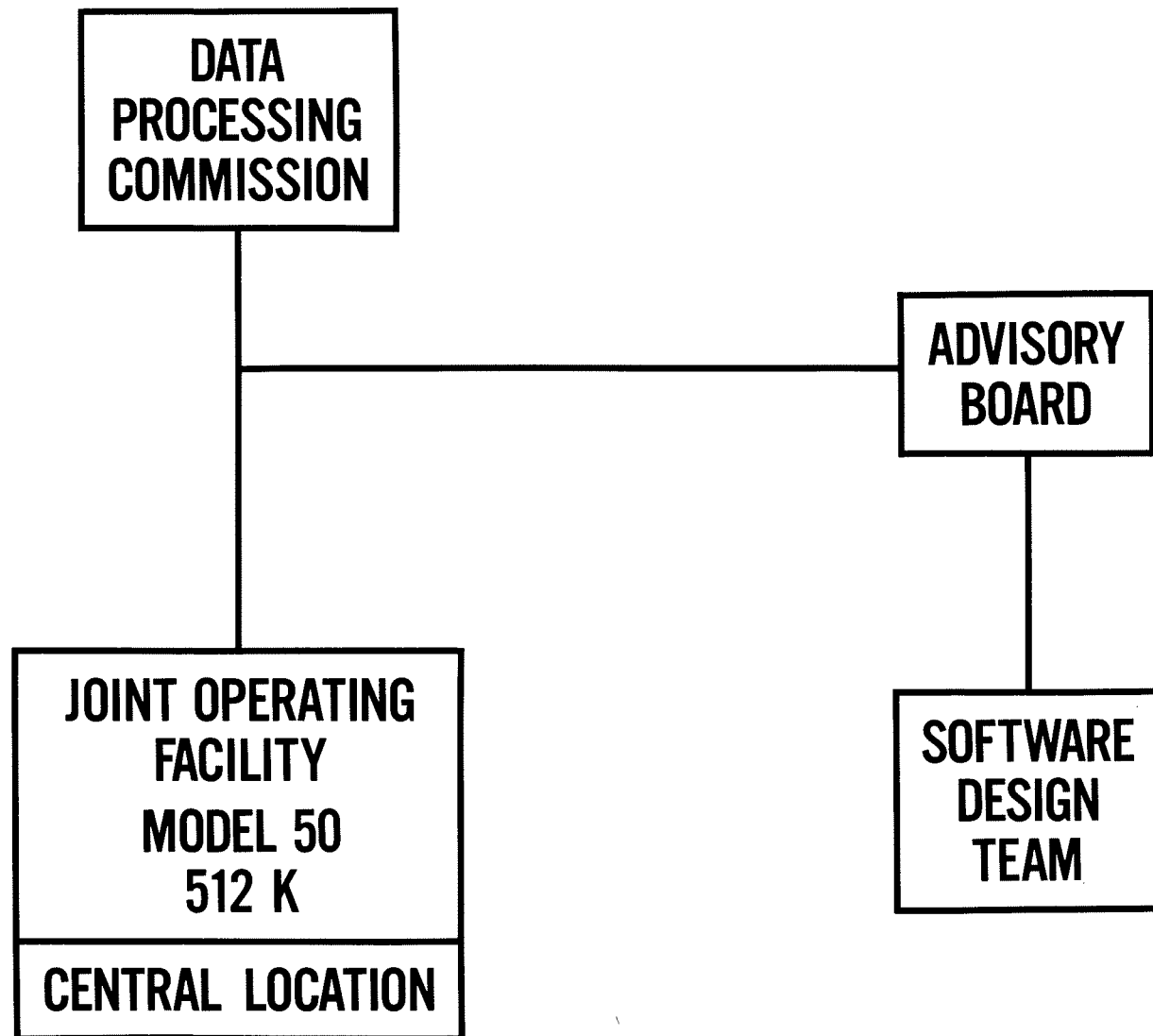
OVER 90 % UTILIZATION  
NORMAL SATURATION 80 %

# 1969 - 1970 (Phase I)



**NOTE: MODEL 20 TO BE PHASED OUT AND WORK  
ABSORBED BY JOINT OPERATING FACILITY**

## 1970 - 1971 (Phase II)



# **HARDWARE COST COMPARISON**

THOUSANDS OF DOLLARS PER MO.

<b>TODAY</b>	<b>33</b>
<b>1969 - 70</b>	<b>50</b>
<b>1970 - 71</b>	<b>50</b>

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## **PHYSICAL CHARACTERISTICS**

### CONFIGURATION

**PHASE I (2 - MODEL 40's)**

**PHASE II (MODEL 50)**

### CAPABILITIES

**NO GROWTH POTENTIAL**

**25 % IMPROVEMENT  
IN INTERNAL SPEED**

**33 % LARGER CORE**

**100 % IMPROVEMENT  
IN TELEPROCESSING  
CAPABILITY**



