



Good evening Co-chairs, Vice-chairs, and members of the committee, for the record my name is John Turner. My background includes 12 years in Hi-Tech private industry, 10 years working for ODOT as a business analyst, 11 years working for ODOT in IT.

Further shortfalls in ODOT's budget could have lasting repercussions beyond that of reduced service levels. ODOT's business is complex and institutional knowledge is key. ODOT needs the employees we have to be a viable organization, and once lost that functionality may not be recoverable. For example; there are instances where a specific data field is only valid if conditions from other fields are met. Or another field may have been used in 5 different manners over a period of decades, so you need to know what era the data was from in order to pull correct data. The term "Authorized Amount" is used in 3 different ways. In all cases you need institutional knowledge for the context. Note that this is not unique to ODOT; I saw it in private industry as well. Without this knowledge even a computer genius can't get correct information from legacy data systems. Losing institutional expertise could not only break ODOT, it could break it to the point it can't be fixed.

Here is a look at how a broken ODOT could easily play out: ODOT has two legacy mainframe systems from the 1980's which if they failed would be catastrophic. One controls project development, the other controls payments and funding. Without these, ODOT could not manage projects, pay bills, or receive Federal Funding. Though we used to have mainframe expertise in house, we now have one contractor in Tennessee we call if something breaks. Everyone else is gone. We are one employee deep in some places, and in this case we are none employee deep.

Another ramification of failure; Federal money is a huge portion of ODOT funding. As a condition of federal funding we need to track and report on how the money is spent. This requires an interplay between Project Managers who know the projects, IT who know the data systems and the federal interfaces, and the people in Finance who know how the funding is divvied up. Without all 3 the system breaks down. If ODOT's IT department collapses and we can't report on federal funds or divvy them out, the federal response would be severe. If ODOT were to be federally defunded it would be a first of its kind, and Oregon would make National news in a bad way.

Last of all, by my unofficial count ODOT once had around 5700 employees, and now has about 4400 employees. Management has been trying their best to trim employee count, and those of us left are those who are needed to keep ODOT functional. The remainder of us in the support services side of ODOT are those needed to keep ODOT functional.