

ANALYSIS

Consent Agenda – Various Agencies Requests for Approval to Apply for Federal Grants

The following state agencies seek retroactive approval to submit grant applications to various federal agencies. Retroactive approval is necessary for grant applications with deadlines that fell before the submittal dates for the September and November 2021 meetings of the Joint Interim Committee on Ways and Means, and for which prior legislative approval had not been obtained. All agencies submitted advance notification to legislative leadership of their intent to apply for the grants as required by the Department of Administrative Services and Legislative Fiscal Office.

Item 23: Employment Department – Short Time Compensation

Analyst: Michelle Deister

Request: Approve, retroactively, the submission of a federal grant application to the U.S. Department of Labor in the amount of \$1,264,460 to improve and promote the Short Time Compensation Program.

Analysis: On July 2, the Oregon Employment Department (OED) provided notice of intent to apply for grant funds. Short Time Compensation is known as Work Share in Oregon, and the program can be used by employers to avoid layoffs by reducing hours worked. Employees can maintain some employment hours as well as health insurance and some unemployment insurance benefits, while employers can maintain a skilled workforce during a period of economic decline. Funds will be utilized as follows: to educate employers, the public and workers about Short Time Compensation so they are aware that it is a potential option in the event of a future downturn; and to modernize program processes through the agency's Information Technology and business process modernization effort, with self-service plan filing and amendments, automatic processing of claims certification, and development of compliance review.

The grant application was due August 20. No matching funds or additional positions are required. The agency may return to the legislature for additional expenditure limitation in the event it is needed.

Item 24: Employment Department – Unemployment Insurance Accessibility

Analyst: Michelle Deister

Request: Approve, retroactively, the submission of a federal grant application to the U.S. Department of Labor in the amount of \$4,562,000 to promote equitable access to Unemployment Compensation programs.

Analysis: On September 28, 2021, the Oregon Employment Department provided notice of its intent to apply for funds. If awarded, Oregon will use the grant award to increase awareness and build relationships with historically underserved communities and analyze and remove barriers to unemployment compensation access. Funds will support communications in languages other than

English, data analysis, one-on-one application and service assistance, and targeted outreach. The grant does not require any state match and the application was due on October 18, 2021.

The grant period is from January 1, 2022 and ends September 30, 2023. If its application is successful, the Employment Department will return to legislature for additional limitation and position authority.

Item 37: Oregon Department of Transportation – Transportation Innovation Council

Analyst: Michelle Deister

Request: Approve, retroactively, the submission of a federal grant application to the Federal Highway Administration in the amount of \$100,000 to test the utility and longevity of an unconventional paving material.

Analysis: On July 14, the Oregon Department of Transportation (ODOT) provided notice of its intent to apply for grant funds, which would fund the use of Ultra High-Performance Concrete on a bridge overlay project currently assumed in ODOT's delivery plans. ODOT will using the material will allow ODOT to test and evaluate the concrete's durability and longevity helping to determine its cost effectiveness and suitability for broader application. ODOT proposes to match the grant award with \$164,943 in highway funds, for a total project cost of \$264,943. The Willow Creek Bridge project on which the material will be utilized is currently assumed in project delivery plans.

The grant application was due August 7, 2021 and no additional expenditure limitation is required.

Item 38: Oregon Department of Transportation – Advanced Congestion Management Technologies

Analyst: Michelle Deister

Request: Approve, retroactively, the submission of a federal grant application to the Federal Highway Administration in the amount of \$2,000,000 for an Advanced Transportation and Congestion Management Technologies Deployment grant.

Analysis: On August 9, the Oregon Department of Transportation provided notice of intent to apply the grant, which was due on August 23, 2021. ODOT proposes to match the grant with \$2 million in State Highway Funds which already programmed into the Statewide Transportation Improvement program for the purpose of implementing connected vehicle applications. Oregon is currently developing a Connected Vehicle Ecosystem to enable information sharing between vehicles and the highway system utilizing in-vehicle systems and roadside technology. This information will help to provide insights on system use to improve planning, travel times, and reduce crashes. If awarded, the grant and subsequent data collected will also help to improve the design of projects that may be subject to road usage charging and building on a previous grant of \$5 million received and applied toward initial planning.

No additional position authority or expenditure limitation will be needed in the event that the grant is awarded.

Item 39: Oregon Department of Transportation – Accelerated Innovation Deployment

Analyst: Michelle Deister

Request: Approve, retroactively, the submission of a federal grant application to the Federal Highway Administration in the amount of \$1,000,000 for an Accelerated innovation Deployment Development Grant to support the Interstate Bridge Replacement Project.

Analysis: In August, the Oregon Department of Transportation submitted a letter requesting to appear before the Interim Joint Committee on Ways and Means to request permission to apply for the grant, which was due on September 28, 2021. The Accelerated Innovation Deployment Development Grant program is available for projects which implement proven, innovative technologies and practices. If awarded, the grant will offset some costs associated with implementing a digital project design application known as “Digital Twin”, which gives ODOT and Washington’s Department of Transportation the ability to design various aspects of the project in three dimensions, with geospatial, survey, and GIS data directly incorporated, rather than adding this information to later construction and deployment phases. The majority of costs associated with utilizing the application are not associated with acquiring it, but rather with development and implementation of requirements for system use, training engineer and program staff to use its capabilities to the fullest extent possible to input, retrieve and utilize the data, with the goal of increasing overall efficiency in this very complex multi-year project involving multiple partners and stakeholders. The application has utility for other complex transportation projects as well and may be operationalized on a broader scale.

Matching funds in the amount of \$500,000 will be provided by the Washington Department of Transportation, which is a partner in the Interstate Bridge Replacement project. Grant funding must be obligated within three years of a successful award.

Recommendation: The Legislative Fiscal Office recommends that the Joint Interim Committee on Ways and Means approve the 5 requests to apply for federal grants, en bloc, with the understanding that if the funds are awarded the agencies will return to the Legislative Assembly for approval of any necessary Federal Funds or Federal Funds as Other Funds expenditure limitation and position authority.



Oregon

Kate Brown, Governor

Employment Department

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Salem, Oregon 97311

(503) 947-1394

TTY-TDD 711

www.Employment.Oregon.gov

October 12, 2021



Senator Elizabeth Steiner Hayward, Co-Chair
Senator Betsy Johnson, Co-Chair
Representative Dan Rayfield, Co-Chair
Joint Interim Committee on Ways and Means
900 Court Street NE
H-178 State Capitol
Salem, Oregon 97301-4048

Dear Co-Chairpersons:

Nature of the Request

The Oregon Employment Department (OED) is requesting retroactive approval to apply for two federal grants in the aggregate amount of \$1,264,460 from the US Department of Labor to improve and promote the Short Time Compensation (STC) Program, known as Work Share in Oregon. A 10-day request to apply letter was filed with this committee on July 2, 2021, and OED is now requesting retroactive approval to apply.

Agency Request

OED wants to participate in two grant opportunities offered by the US Department of Labor, which were received on May 10, 2020, and has a grant application deadline of December 31, 2023. This grant will not require any state match or any additional positions/FTE. The additional expenses itemized in this grant application are covered in the costs of the Modernization project that is already underway at OED. OED applied for this grant on August 20, 2021.

STC is a program employers can use to avoid layoffs. Rather than laying off one group of employees, employers can reduce the hours worked by a larger group of employees. Employees benefit by staying employed, retaining their existing health benefits and receiving unemployment insurance benefits to partially make up for their reduced wages. The employers benefit by retaining a skilled workforce in spite of economic conditions. One of these grant opportunities provides funds for making improvements to STC programs while the other is available to help educate the public about STC so it can be most effectively and widely used to help businesses and workers.

The planned improvements include: 1) increased system efficiency through modernization; 2) self-service accessibility for employers to administer and manage their STC plans; and 3) automatic processing of weekly claim certifications without, or with significantly less, human intervention.

Modernizing program processes will help make the STC tool available to the Oregon workforce system as cost-effectively as possible and it will help Oregon employers understand and apply to the program. These actions will help to lower the overall cost of unemployment, and help support more timely Work Share benefit payments and more ability to rapidly expand the number of people and businesses the Work Share program serves. This and is aligned with OED's mission of supporting business and promoting employment.

The planned promotions include: 1) conducting presentations about the Work Share program to existing and potential employers; 2) create and maintain a database of employer organizations including contact information and meeting dates to ensure Oregon maintains contact with employers who may be interested in Work Share; 3) leverage and monitor outreach tools to ensure timely and adequate responses to employers' needs; 4) utilize tools to promote Work Share to educate and inform employers of the program.

Oregon will also implement an integrity process to ensure program compliance and to review grant effort effectiveness.

Action Requested

Approve the submission of two federal grant applications by the Oregon Employment Department to the US Department of Labor, in a combined amount of up to \$1,264,460, to educate the public and improve the Short Time Compensation (STC) Program, known as the Work Share Program in Oregon.

Legislation Affected

None.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David Gerstenfeld', with a long horizontal flourish extending to the right.

David Gerstenfeld, Acting Director
Oregon Employment Department



Oregon

Kate Brown, Governor

Employment Department

875 Union Street NE

Salem, Oregon 97311

(503) 947-1394

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www.Employment.Oregon.gov

October 11, 2021

Senator Elizabeth Steiner Hayward, Co-Chair
Senator Betsy Johnson, Co-Chair
Representative Dan Rayfield, Co-Chair
Joint Interim Committee on Ways and Means
900 Court Street NE
H-178 State Capitol
Salem, Oregon 97301-4048



Dear Co-Chairpersons:

Nature of the Request

The Oregon Employment Department (OED) is requesting retroactive approval to apply for a federal grant in the aggregate amount of \$4,562,000 from the US Department of Labor to promote equitable access to Unemployment Compensation (UC) programs. A 10-day request to apply was filed with this committee on September 28, 2021 and OED is now requesting retroactive approval to apply.

Agency Request

OED wants to participate in the grant opportunity offered by the US Department of Labor, which was received on August 17, 2021 and has a grant application deadline of October 18, 2021. This grant will not require any state matching obligation.

OED is requesting \$4,562,000 from USDOL which will be used to increase awareness and build relationships with Oregon's historically underserved communities, better understand access barriers faced by these communities, and promote equitable access to Unemployment Insurance (UI) programs. This awareness and use will be accomplished by:

- Creating communication in multiple languages and formats that don't already exist.
- Conducting in-person and/or virtual outreach in historically underserved communities.
- Providing one-on-one services to facilitate and assist use of the UI system to those with barriers.
- Conducting historical analysis of UI reciprocity rates in underserved communities.
- Creating quarterly analyses of ongoing UI reciprocity rates in underserved communities.
- Analyze outcomes of our UI fraud prevention and identification tools to see if there are any disparate impacts, and determining if we have correctly identified underserved communities that would benefit from future outreach efforts.

Work relating to this grant opportunity would begin on January 1, 2022 and end on September 30, 2023. OED expects to submit a request at a later date for additional limitation and positions if the grant is received.

Action Requested

Approve the submission of the federal grant application by the Oregon Employment Department to the US Department of Labor, in the amount of \$4,562,000, to promote equitable access to UC Programs.

Legislation Affected

None.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David Gerstenfeld', with a large, sweeping flourish extending to the right.

David Gerstenfeld, Acting Director
Oregon Employment Department



Oregon

Kate Brown, Governor

Department of Transportation

Office of the Director

355 Capitol St NE

Salem, OR 97301

October 18, 2021

Senator Elizabeth Steiner Hayward, Co-Chair
Senator Betsy Johnson, Co-Chair
Representative Dan Rayfield, Co-Chair
Interim Joint Committee on Ways & Means
900 Court Street NE
H-178 State Capitol
Salem, OR 97301-4048

Dear Co-Chairpersons:

NATURE OF THE REQUEST

The Oregon Department of Transportation (ODOT) Transportation Development Division requests retroactive approval to apply for a State Transportation Innovative Council (STIC) incentive grant for \$100,000 (\$100,000 in Federal Funds with \$164,943 in State Highway Fund match) from the Federal Highway Administration (FHWA).

BACKGROUND

The FHWA STIC Incentive program provides resources to help STICs foster a culture of innovation and make innovations standard practice in their states. Through the program, FHWA makes available funding up to \$100,000 per state per federal fiscal year to support or offset the costs of standardizing innovative practices in a state transportation agency or other public sector STIC stakeholder. The program is administered by FHWA's Center for Accelerating Innovation (CAI). The grant application was due August 7, 2021.

STIC Incentive funding may be used to conduct internal assessments; build capacity; develop guidance, standards, and specifications; implement system process changes; organize peer exchanges; offset implementation costs; or conduct other activities the STIC identifies to address Federal Technology and Innovation Deployment Program goals.

ODOT has identified a project that meets program criteria.

Structural Overlay at Willow Creek Bridge

Willow Creek Bridge is located in Lane County at MP 3.03 on OR569 (Beltline Highway). The bridge is 78 feet wide and 49 feet long, a single span, and consists of 19 side-by-side 4-foot pre-stressed concrete slabs. Since the original construction in 1973, two concrete bridge deck overlays were constructed at Willow Creek Bridge. Thin conventional concrete overlays have risks like cracking. These risks can result in short service life as seen in the two previous overlays.

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Ultra High Performance Concrete (UHPC) is the recommended overlay because it has superior bond, strength, and durability properties compared to conventional concrete. The UHPC overlay and stiffening steel beams will provide a better bridge deck system and are anticipated to increase the service life of the structural overlay. In addition, UHPC has been used successfully as a structural overlay material in several states, but not yet in Oregon. Ultimately, this project will help support ODOT's efforts to maintain and provide a reliable transportation system.

Total Project Cost: \$264,943

STIC Request: \$100,000

ODOT's Match: \$164,943

Matching state funds for this project will be provided by ODOT's Statewide Project Delivery Branch.

AGENCY ACTION

ODOT applied for \$100,000 in State Transportation Innovation Council (STIC) incentive funds and matching state funds.

ACTION REQUESTED

ODOT requests retroactive approval to submit a grant application to FHWA for \$100,000 in STIC incentive funds and matching funds.

LEGISLATION AFFECTED

None.

Sincerely,



Kristopher W. Strickler
Director, Oregon Department of Transportation



Oregon

Kate Brown, Governor

Department of Transportation

Office of the Director

355 Capitol St NE

Salem, OR 97301

October 18, 2021

Senator Elizabeth Steiner Hayward, Co-Chair
Senator Betsy Johnson, Co-Chair
Representative Dan Rayfield, Co-Chair
Interim Joint Committee on Ways & Means
900 Court Street NEH-178 State Capitol
Salem, OR 97301-4048

Dear Co-Chairpersons:

NATURE OF THE REQUEST

The Oregon Department of Transportation (ODOT) Delivery and Operations Division, System and Intelligent Transportation System sections, requests retroactive approval to apply for an Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant for \$4.0 million (\$2.0 million in ATCMTD grant funds and \$2.0 million in matching state funds) from the Federal Highway Administration (FHWA).

BACKGROUND

The ATCMTD is a competitive grant program for the development and deployment of advanced transportation technologies at large scale to serve as national models and improve the safety, efficiency, system performance, and infrastructure return on investment. The program requires at least 50 percent in matching funds, and grant funds must be obligated by Sept. 30, 2024. The Notice of Funding Opportunity for this ATCMTD grant was published on June 22, 2021, and application were due no later than August 23, 2021. The award date has not been announced, but it is anticipated to be near the end of calendar year 2021.

ODOT has identified a project that meets program criteria. Oregon is currently developing a Connected Vehicle Ecosystem (CVE) to enable information sharing between vehicles and the highway system using in-vehicle systems and roadside technology. The CVE will support Road Usage Charging (RUC) and other key agency priorities.

The project to be funded by this grant application is designed to reduce crashes and improve mobility. This grant request leverages the existing RUC project investment to add safety and mobility applications to the CVE.

Combining data from moving connected vehicles, infrastructure, and other data sources will create a powerful ecosystem enabling a connected highway future. Public agencies will be able to gather data and insights on the transportation system and improve planning, management and operations, and significantly reduce crashes, improve travel times, and lower transportation-related greenhouse gas emissions. People will enjoy a more reliable and safe transportation experience, and freight providers will experience more predictability and cost savings.

ODOT recently received a \$5 million grant from the FHWA Surface Transportation System Funding Alternatives Program towards a \$10 million project to conduct the initial planning, design, and implementation of the CVE with a focus on RUC. The work being completed for the RUC applications can be leveraged for the safety and mobility applications by using the same platform, thereby reducing costs associated with deploying these multiple applications separately.

The funds from this grant, if awarded, would expand the platform to include:

- Two-way gathering and sharing of data from internet-connected vehicles that utilize the cellular network;
- Vehicles equipped with 5.9 GHz radios;
- ODOT central software systems (e.g., central signal system, active traffic management system, RealTime™); and
- The TriMet Next Generation Central Transit Signal Priority System, which provides transit location, on-time performance, and transit priority calls.

Total Project Cost:	\$4,000,000
Grant Request:	\$2,000,000
Matching Funds:	\$2,000,000

The \$2.0 million in State Highway Fund matching funds are already programmed in the Statewide Transportation Improvement Program (STIP) for projects to implement Connected Vehicle applications.

AGENCY ACTION

ODOT applied for \$4.0 million in Advanced Transportation and Congestion Management Technologies Deployment grant funds and state matching funds.

ACTION REQUESTED

ODOT requests retroactive approval to submit a grant application to FHWA for \$4.0 million in Advanced Transportation and Congestion Management Technologies Deployment grant funds and state matching funds.

LEGISLATION AFFECTED

None.

Sincerely,



Kristopher W. Strickler
Director, Oregon Department of Transportation



Oregon

Kate Brown, Governor

Department of Transportation

Office of the Director
355 Capitol St NE
Salem, OR 97301

October 18, 2021

Senator Elizabeth Steiner Hayward, Co-Chair
Senator Betsy Johnson, Co-Chair
Representative Dan Rayfield, Co-Chair
Interim Joint Committee on Ways & Means
900 Court Street NE
H-178 State Capitol
Salem, OR 97301-4048

Dear Co-Chairpersons:

NATURE OF THE REQUEST

In August 2021, the Oregon Department of Transportation (ODOT) submitted a letter requesting to appear before the Legislature in September 2021 for grant approval. Given the cancellation of the September Interim Committee on Ways and Means meetings, the Delivery and Operations Division, Interstate Bridge Replacement (IBR) Program, requests retroactive approval to apply for an Accelerated Innovation Deployment (AID) Demonstration Program grant from the Federal Highway Administration (FHWA) for \$1.0 million. The Washington Department of Transportation will supply \$500,000 in non-federal matching funds. No ODOT match is required.

This grant would support the IBR Program, which intends to replace the Interstate 5 bridges that cross the Columbia River and improve miles of adjacent approaches and interchanges. The IBR Program is currently estimated to cost between \$3.2 and \$4.8 billion. The Washington State Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT) have jointly agreed to develop and implement the IBR Program. Current ODOT funding for the IBR Program amounts to \$45 million in FHWA formula funds and State Highway Fund dollars.

BACKGROUND

The FHWA AID grant program provides incentive funding of up to \$1 million to accelerate the implementation of proven innovative practices and technologies, and encourage widespread adoption of transportation innovations through technology transfer. The program requires at least 20 percent in matching funds, and grant funds must be obligated within three years of the effective date of the grant award. The Notice of Funding Opportunity for this AID grant was published on July 1, 2021, and applications were due no later than September 28, 2021. The award date has not been announced, but it is anticipated to be near the end of calendar year 2021.

ODOT has identified an existing project known as a “Digital Twin” that is currently being implemented by the IBR Program team and meets program criteria. The grant, if awarded, would replace funds already dedicated by ODOT and WSDOT with Federal Funds, allowing the funding currently allocated to stretch further. A Digital Twin of the IBR project will give ODOT and WSDOT the ability to design various aspects of the project in three dimensions,

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with geospatial, survey, and GIS data directly incorporated, rather than adding this information to later construction and deployment phases. This technology can be applied not only to the Interstate 5 Bridge Project but to additional future projects as well.

The funds from this grant, if awarded, would support the IBR Program by offsetting some of the costs of the Digital Twin.

Grant Request:	\$1,000,000
Matching Funds:	\$ 500,000
Total:	\$1,500,000

The \$500,000 in non-federal matching funds will be provided by the Washington Department of Transportation. Providing more than the 20 percent minimum match is anticipated to increase the likelihood of receiving the grant.

AGENCY ACTION

On September 28, 2021, ODOT applied for \$1.5 million in FHWA Accelerated Innovation Deployment Demonstration Program grant funds and matching funds.

ACTION REQUESTED

ODOT requests retroactive approval to submit a grant application for \$1.5 million in FHWA Accelerated Innovation Deployment Demonstration Program grant funds and matching funds supplied by the Washington Department of Transportation.

LEGISLATION AFFECTED

None.

Sincerely,



Kristopher W. Strickler
Director, Oregon Department of Transportation