

From: [Rust, Lynn](#)
To: [document.control](#)
Cc: [Green, Frank](#); [Francis, Carley](#)
Subject: FW: CRC: Please advise on Job numbers
Date: Tuesday, September 20, 2011 9:24:49 AM
Attachments: [Jobs_CRC_9-19-11.docx](#)

Hello Doc Control,

Please file – Correspondence from Rachel Knutson, WSDOT, Strategic Assessment Office to Lynn Rust, Subject: Job Number Estimation for Drilled Shaft/Driven Pile Test Program.

Thanks

Lynn Rust
360.816.2177

From: Knutson, Rachel [mailto:KnutsoR@wsdot.wa.gov]
Sent: Monday, September 19, 2011 4:16 PM
To: Rust, Lynn
Cc: Lamphere, Todd
Subject: RE: CRC: Please advise on Job numbers

Lynn,

The attached job estimate has been calculated using WSDOT's preferred methodology endorsed by the Governor's Office of Financial Management (OFM) using the information you have provided.

Columbia River Crossing Drilled Shaft and Driven Pile Test Program

- This project is expected to support approximately 55 jobs.
 - This job estimate is based on a peak year expenditure of approximately \$4.7 million occurring in FY 2012.
 - This estimate includes direct, indirect, and induced jobs. The term "jobs" does not necessarily refer to FTE's or individuals working full-time full-year schedules.
 - This job estimate is unique to this project valued at approximately \$4.7 million, is based on information current as of 9/19/2011, and does not include other work related to the CRC project.

Additionally, although this is not the model WSDOT normally uses, we also ran the national CEA model for comparison. This model results in about 51 job years for this project, a similar job impact as the OFM model.

Please feel free to contact us with any additional questions.

Thanks,
Rachel

Rachel Knutson

Strategic Assessment Office
Washington State Department of Transportation
(360) 705-7529
knutsor@wsdot.wa.gov

-----Original Message Attached-----

From: "Rust, Lynn" <RustL@columbiarivercrossing.com>
Sent: Mon Sep 19 13:19:15 PDT 2011
To : "Lamphere, Todd" <LampheT@wsdot.wa.gov>
Subject: CRC: Please advise on Job numbers

Hi Todd,

As discussed, there is a possibility to receive funding thru FTA for the project below. FTA would also like a job number estimation from the project. They have to give the info to Washington DC by 2 pm today, but we didn't promise the job info to them today. We sent them information already, leaving the job portion out. Please calculate and send back. I would also appreciate your National CEA Model predictions. We are just completing our environmental phase, so we are actually in the PE phase, but have a construction contract going out the door. The work will happen under a construction contract, but is not permanent work.

Columbia River Crossing Drilled Shaft and Driven Pile Test Program

Cost Estimate: Construction - \$3.8 Million
Construction admin, permit compliance, engineering - \$0.9 Million
R/W - \$0
Total - \$4.7 Million

Time frame: Completion in the FY 2012
Ad date: November 2011
Construction to begin: January 2012
Contract time: Estimated 4 months

The Columbia River Crossing Drilled Shaft & Driven Pile Test Program will test the use of deep foundations for the Columbia River Crossing Project by constructing up to 3 drilled shafts and 5 driven piles in Oregon and Washington. The program will reduce cost and increase reliability of foundations for all bridges to be constructed as part of the Columbia River Crossing Project which has a benefit for both transit and highway users on the shared facility across the Columbia River. This program is anticipated to reduce the total foundation costs for the entire Columbia River Crossing Project by approximately 20% due to the site specific data and procedures that will be developed which will increase the knowledge during design and reduce the risk during construction. The design for the program is completed and advertisement for construction is scheduled for early November. Construction is scheduled to begin January 2012 and should be completed within 4 months.

If you have more questions, please ask.

Lynn Rust, PE
Project Delivery Engineering Manager
I-5 Columbia River Crossing Project
700 Washington Street
Vancouver WA 98660
360.816.2177

Front Desk: Toll Free 1.866.396.2726

*** eSafe scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

Columbia River Crossing Drilled Shaft and Driven Pile Test Program

- This project is expected to support approximately 55 jobs.
 - This job estimate is based on a peak year expenditure of approximately \$4.7 million occurring in FY 2012.
 - This estimate includes direct, indirect, and induced jobs. The term “jobs” does not necessarily refer to FTE’s or individuals working full-time full-year schedules.
 - This job estimate is unique to this project valued at approximately \$4.7 million, is based on information current as of 9/19/2011, and does not include other work related to the CRC project.

Background Information

How does WSDOT estimate the number of jobs created or saved?

WSDOT worked with the Governor’s Office of Financial Management (OFM) economists to estimate the number of jobs created or saved for each highway construction project. OFM maintains a nationally recognized model that is based on state data—typically updated every 5-10 years—that can be used to estimate the employment impact of highway construction projects.

Expenditures and the number of jobs created vary with each phase of the project, such as:

- Preliminary engineering (planning, design, cost estimating)
- Right-of-way purchasing
- Construction

These phases can occur over a number of years and carry different job-creation multipliers that are updated periodically by OFM.

For multi-year projects, WSDOT based estimates on the year with the greatest expenditures and the job multipliers for the project phase(s) in that year. In other words, this is the peak expenditure-year job estimate. This number was used to avoid over- or double-counting jobs.

Smaller, single-season construction project employment estimates are based on the total project cost. This is sometimes called a “job-years” estimate. This approach was taken because the fiscal year ends on June 30th, which is in the middle of the highway construction season.

Any time a multiplier is used, it is important to remember that it is only an estimate. Using the job multiplier at the beginning of a project gives a statewide “ballpark” estimate of the total number of jobs created or saved.

What types of jobs are included in the estimate?

The estimate produced by the multiplier includes more than just direct, on-the project jobs. While it does include direct jobs, it also includes indirect and induced jobs,

- **Direct Jobs:** The actual jobs created or saved from the new investment in highway construction. Examples of these types of jobs include highway construction workers, and project engineers.
- **Indirect Jobs:** These are jobs created or saved in industries supporting the direct spending. Examples of these types of jobs include workers in industries supplying asphalt and steel.
- **Induced Jobs:** These are jobs created by the re-spending of worker income on consumer goods and services, including food, clothing, and recreation.