From: Nelson, Ketrina (FTA)
To: Bausch, Carl (FTA); Day, Elizabeth (FTA); Ryan, James (FTA)
CC: Borinsky, Susan (FTA)
Sent: 4/26/2010 6:58:20 AM
Subject: RE: Honolulu Rail Media Inquiry (job creation)

I'll defer her to their office. Thanks

From: Bausch, Carl (FTA)
Sent: Monday, April 26, 2010 12:57 PM
To: Day, Elizabeth (FTA); Nelson, Ketrina (FTA); Ryan, James (FTA)
Cc: Borinsky, Susan (FTA)
Subject: RE: Honolulu Rail Media Inquiry (job creation)

I believe those figures came out of Mayor Hannemann's office; we do not project job growth.

From: Day, Elizabeth (FTA)
Sent: Monday, April 26, 2010 12:32 PM
To: Nelson, Ketrina (FTA); Ryan, James (FTA); Bausch, Carl (FTA)
Cc: Borinsky, Susan (FTA)
Subject: RE: Honolulu Rail Media Inquiry (job creation)

Ketrina
The figures John Giorgis gave you are the estimates DOT is using for ARRA I believe. We do not typically estimate job creation for New Starts projects. I'm guessing that the figures that Honolulu has estimated are found in the environmental document. I have copied Carl Bausch and Jim Ryan on this email to see if they might be able to help respond.

From: Nelson, Ketrina (FTA)
Sent: Monday, April 26, 2010 11:51 AM
To: Day, Elizabeth (FTA); Weeks, Dwayne (FTA)
Cc: Borinsky, Susan (FTA)
Subject: Honolulu Rail Media Inquiry (job creation)
Importance: High

Good morning:

I did get some background information regarding the press inquiry below from John Giorgis (TBP) on job creation. **The reporter's question below about economic viability is what I need addressed by TPE**. Please provide a response. Thanks

I received an e-mail from a Honolulu reporter regarding job creation for their Honolulu rail line project. The reporter provided the following background information: The city estimates are 10,000 jobs a year during 8 years of construction -- including direct and indirect construction jobs, as induced jobs. Local economists and opponents say the numbers are lower -- 1,000 to 6,000 jobs.

Below are the reporter's questions:

Does the FTA have a methodology for determining job creation, or even criteria established to determine the economic viability of the project? I've seen national projections that say that each $1 billion invested in public transportation translates to 30,000 jobs, which is lower than Honolulu's projections. Any idea on how this can be reconciled?