

After completion of construction, project operation and maintenance activities would have essentially no socioeconomic effects on the proposed project area. Personnel requirements would be negligible, and would place no extra burden on the housing market.

Impacts on Fiscal Conditions

Based on the FY 2007/08 mil levies shown in Table 4.8-5, and the value of improvements on public and privately-owned land shown in Table 4.8-15, property tax payments were calculated by county. These estimates show that the combined Preferred Route would yield estimated annual tax revenue payments between \$12 million and \$22 million to the Montana counties in which it is located, in the first year or 23% to 41% increase over the FY2007/08 collections. Due to depreciation of the project (typically straight-line depreciation over the Project life of about 40 years), this benefit would decline gradually each year.

After completion of construction, project operations and maintenance activities would have essentially no socioeconomic effects on the project area. Tax payments to local entities would be negligible, comprised of only retail sales taxes on any spending of workers' wages and minimal capital and operating supply purchases from the Study Area.

4.8.4.4 Townsend to Pipestone/Mill Creek to State Line Route

AB1: I-15 JEFFERSON VALLEY ROUTE

Impacts on Employment and Income

The Alternative AB1 construction workforce would peak at an estimated 160 workers, around spring 2012 before falling precipitously to completion of construction in February 2013. Only 40 of these workers would be hired from the Montana MSTI study area, with the remaining 120 being specialized workers imported to the area for construction.