

Table 4.8-5 displays the average mil levy rates for each county in which the facilities would be built based on tax year 2008 data. The average county mil levy rates shown are calculated average mils of the combined state and county levies by school district within each county. Because individual school district levies vary within each county, for calculation purposes, an average mil levy rate by county is used here for the purpose of estimating property tax impacts to the counties and state.

Table 4.8-5 Mil Levy Rates and Property Tax Collections, Montana Counties in Which Project Facilities Would be Located

County:	Tax Year 2008 (FY09) Total Property Tax Collections:	Tax Year 2008 (FY09) Average County Mil Levy:
Beaverhead County	\$4,344,473	508.28
Broadwater County	\$2,938,695	461.06
Deer Lodge County	\$4,211,255	659.06
Jefferson County	\$6,554,682	452.48
Madison County	\$12,450,782	471.76
Silver Bow County	\$23,319,388	635.24
Total:	\$53,819,275	

Source: Montana Taxation 2008 by the Montana Tax Foundation.

Based on the FY 2007/08 mil levies shown in Table 4.8-5, and the value of improvements on all land within the tax district boundaries, private as well as public property tax payments were calculated by county for different alternatives (Tables 4.8-6a and 4.8-6b). 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.

The estimated property tax payments shown in Tables 4.8-6a and 4.8-6b were calculated based on the assumption that the MSTI transmission line would be Class 9 property as defined by Montana Code (MCA 15-6-141). Class 9 property includes, “. . . centrally assessed allocations of an electric power company that owns or operates transmission or distribution facilities or both . . .” Class 9 property is taxed at 12% of market value. *NorthWestern’s property tax payments are calculated annually by the Montana Department of Revenue (MDOR) and include a market factor adjustment for all of NorthWestern’s utility property in Montana. This factor is adjusted annually by the MDOR and is dependent upon the MDOR’s assessment of the company’s value based upon such variables as the company stock price. For tax year 2008, this market factor was 0.56. It is unknown if the tax assessment of the MSTI line will also include a market factor calculation or if it will be treated as a standalone tax assessment. Therefore, the estimated property tax payments in Montana were calculated both as a standalone tax assessment shown in table 4.8-6a; and adjusted with an assumed market factor of 0.56 in table 4.8-6b. The difference between these two tables is the estimated range of potential property tax impacts in Montana by county.* For example, it is estimated that for Alternative A1, the portion of the transmission line in Beaverhead County would have a market value of \$5,574,118. This property would be taxed at 12% of the estimated market value, or \$668,894. The average mil levy rate for the county is 508.28 (see Table 4.8-5). Therefore, the property tax in

Beaverhead County would be the levy rate multiplied by \$668,894, or \$339,987 assuming a standalone project tax assessment or \$191,503 using the 2008 MDOR calculated market factor.

The Montana legislature recently enacted tax breaks for “clean and green” transmission lines (Class 14) (MCA 15-6-157), which are taxed at 3% of market value. No analysis or comparison was performed with the assumption that the transmission line would be Class 14 property because it is not known at this time whether the MSTI project would qualify for this tax break. *However, since the purpose of the project is to provide necessary transmission capacity to new alternative energy sources in Montana, it is reasonable to assume some amount of the MSTI line could be assessed as Class 14 property.*

Table 4-8.6a Property Tax Payments by County, All Alternatives, Class 9 No Market Factor

Estimated Construction Value

County:	A1: Preferred Route	A2: Parallel Colstrip Lines	A3: Max. Utility Corr.	B1: Preferred Route	B2: Sheep Creek	B3: I-15 Dell Valley	AB1: Townsend / Mill Creek / Stateline Route
Beaverhead	\$5,574,118	\$4,458,295	\$4,483,447	\$112,687,525	\$112,416,006	\$101,145,484	\$80,453,185
Broadwater	\$198,103,123	\$151,459,959	\$175,183,458	\$0	\$0	\$0	\$225,106,256
Deer Lodge	\$136,000,454	\$154,853,437	\$137,437,567	\$0	\$0	\$0	\$4,618,145
Jefferson	\$58,907,750	\$53,593,945	\$29,606,490	\$0	\$0	\$0	\$42,350,480
Madison	\$0	\$0	\$0	\$0	\$0	\$0	\$25,391,490
Silver Bow	\$65,404,843	\$40,851,306	\$60,841,036	\$0	\$0	\$0	\$5,717,387
Totals:	\$463,990,288	\$405,216,942	\$407,551,998	\$112,687,525	\$112,416,006	\$101,145,484	\$383,636,943

Estimated Property Taxes on Project Value

County:	A1: Preferred Route	A2: Parallel Colstrip Lines	A3: Max. Utility Corr.	B1: Preferred Route	B2: Sheep Creek	B3: I-15 Dell Valley	AB1: Townsend / Mill Creek / Stateline Route
Beaverhead	\$339,987	\$271,929	\$273,463	\$6,873,256	\$6,856,695	\$6,169,262	\$4,907,157
Broadwater	\$10,960,491	\$8,379,855	\$9,692,410	\$0	\$0	\$0	\$12,454,499
Deer Lodge	\$10,755,895	\$12,246,925	\$10,869,552	\$0	\$0	\$0	\$365,236
Jefferson	\$3,198,572	\$2,910,043	\$1,607,572	\$0	\$0	\$0	\$2,299,545
Madison	\$0	\$0	\$0	\$0	\$0	\$0	\$1,437,441
Silver Bow	\$4,985,726	\$3,114,042	\$4,637,833	\$0	\$0	\$0	\$435,829
MT Tax Totals:	\$30,240,671	\$26,922,793	\$27,080,831	\$6,873,256	\$6,856,695	\$6,169,262	\$21,899,707

Percent Increase on Property Taxes Based on Total 2008 State and County Property Taxes

County:	A1: Preferred Route	A2: Parallel Colstrip Lines	A3: Max. Utility Corr.	B1: Preferred Route	B2: Sheep Creek	B3: I-15 Dell Valley	AB1: Townsend / Mill Creek / Stateline Route
Beaverhead	7.83%	6.26%	6.29%	158.21%	157.83%	142.00%	112.95%
Broadwater	372.97%	285.16%	329.82%	0.00%	0.00%	0.00%	423.81%
Deer Lodge	255.41%	290.81%	258.11%	0.00%	0.00%	0.00%	8.67%
Jefferson	48.80%	44.40%	24.53%	0.00%	0.00%	0.00%	35.08%
Madison	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	11.54%
Silver Bow	21.38%	13.35%	19.89%	0.00%	0.00%	0.00%	1.87%
MT % Totals:	56.19%	50.02%	50.32%	12.77%	12.74%	11.46%	40.69%

**Table 4-8.6b Property Tax Payments by County, All Alternatives, Class 9 with 0.56
Market Factor**

Estimated Construction Value

County:	A1: Preferred Route	A2: Parallel Colstrip Lines	A3: Max. Utility Corr.	B1: Preferred Route	B2: Sheep Creek	B3: I-15 Dell Valley	AB1: Townsend / Mill Creek / Stateline Route
Beaverhead	\$5,574,118	\$4,458,295	\$4,483,447	\$112,687,525	\$112,416,006	\$101,145,484	\$80,453,185
Broadwater	\$198,103,123	\$151,459,959	\$175,183,458	\$0	\$0	\$0	\$225,106,256
Deer Lodge	\$136,000,454	\$154,853,437	\$137,437,567	\$0	\$0	\$0	\$4,618,145
Jefferson	\$58,907,750	\$53,593,945	\$29,606,490	\$0	\$0	\$0	\$42,350,480
Madison	\$0	\$0	\$0	\$0	\$0	\$0	\$25,391,490
Silver Bow	\$65,404,843	\$40,851,306	\$60,841,036	\$0	\$0	\$0	\$5,717,387
Totals:	\$463,990,288	\$405,216,942	\$407,551,998	\$112,687,525	\$112,416,006	\$101,145,484	\$383,636,943

Estimated Property Taxes on Project Value

County:	A1: Preferred Route	A2: Parallel Colstrip Lines	A3: Max. Utility Corr.	B1: Preferred Route	B2: Sheep Creek	B3: I-15 Dell Valley	AB1: Townsend / Mill Creek / Stateline Route
Beaverhead	\$191,503	\$153,168	\$154,032	\$3,871,466	\$3,862,138	\$3,474,931	\$2,764,031
Broadwater	\$6,173,664	\$4,720,081	\$5,459,398	\$0	\$0	\$0	\$7,015,186
Deer Lodge	\$6,058,422	\$6,898,267	\$6,122,441	\$0	\$0	\$0	\$205,725
Jefferson	\$1,801,644	\$1,639,126	\$905,490	\$0	\$0	\$0	\$1,295,254
Madison	\$0	\$0	\$0	\$0	\$0	\$0	\$809,660
Silver Bow	\$2,808,286	\$1,754,031	\$2,612,330	\$0	\$0	\$0	\$245,487
MT Tax Totals:	\$17,033,518	\$15,164,673	\$15,253,690	\$3,871,466	\$3,862,138	\$3,474,931	\$12,335,343

Percent Increase on Property Taxes Based on Total 2008 State and County Property Taxes

County:	A1: Preferred Route	A2: Parallel Colstrip Lines	A3: Max. Utility Corr.	B1: Preferred Route	B2: Sheep Creek	B3: I-15 Dell Valley	AB1: Townsend / Mill Creek / Stateline Route
Beaverhead	4.41%	3.53%	3.55%	89.11%	88.90%	79.99%	63.62%
Broadwater	210.08%	160.62%	185.78%	0.00%	0.00%	0.00%	238.72%
Deer Lodge	143.86%	163.81%	145.38%	0.00%	0.00%	0.00%	4.89%
Jefferson	27.49%	25.01%	13.81%	0.00%	0.00%	0.00%	19.76%
Madison	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.50%
Silver Bow	12.04%	7.52%	11.20%	0.00%	0.00%	0.00%	1.05%
MT % Totals:	31.65%	28.18%	28.34%	7.19%	7.18%	6.46%	22.92%

Table 4.8-7 Land Ownership and Value Built, Alternative A1 (Preferred Route)

Alternative A1: Preferred			Cost	Cost With	With Substation
County	Land Jurisdiction	Miles	(\$1,392,410/ mile)	Engineering, Procurement, Management (8.7% Additional)	Costs (8.7% Additional)
Beaverhead	BLM	0.91	\$ 1,271,404	\$ 1,381,622	
	Private	2.61	\$ 3,629,980	\$ 3,944,662	
	State of Montana - FWP	0.16	\$ 228,063	\$ 247,834	
Broadwater	BLM	1.58	\$ 2,193,301	\$ 2,383,438	
	Private	17.39	\$ 24,217,985	\$ 26,317,440	\$ 164,237,914
	State of Montana - ST	3.29	\$ 4,580,039	\$ 4,977,083	
	Water	0.12	\$ 172,315	\$ 187,252	
Deer Lodge	Private	3.78	\$ 5,260,117	\$ 5,716,116	\$ 134,668,075
	State of Montana - FWP	0.88	\$ 1,226,090	\$ 1,332,379	
Jefferson	BLM	5.39	\$ 7,500,544	\$ 8,150,766	
	Private	25.88	\$ 36,039,822	\$ 39,164,111	
	State of Montana - ST	3.75	\$ 5,219,042	\$ 5,671,481	
	USDA FS	3.91	\$ 5,449,020	\$ 5,921,395	
Silver Bow	BLM	2.60	\$ 3,621,844	\$ 3,935,821	
	Private	34.84	\$ 48,510,468	\$ 52,715,835	
	State of Montana - ST	2.86	\$ 3,975,490	\$ 4,320,125	
	State of Montana - FWP	0.38	\$ 529,337	\$ 575,225	
	USDA FS	2.55	\$ 3,550,082	\$ 3,857,838	
Total		112.88	\$ 157,174,942	\$ 170,800,423	\$ 469,706,411
Total Private		84.50	\$ 117,658,371	\$ 127,858,164	\$ 426,764,152

Impacts of Alternative A1 on socioeconomic conditions of employment, income, population and housing are not readily segregated from those of the combined Preferred Route (Montana), detailed in Section 4.8.5.3, being essentially the same as those described for its northern part.

Impacts on Fiscal Conditions

As shown in Tables 4.8-6a&b, property taxes generated by Alternative A1 are estimated to range in total between \$17 million and \$30 million or (32% to 56% of FY 2007/08 collections) for the combined county and state taxes in which property taxes would be paid.

The breakdown of property taxes paid by Alternative A1 among counties would be: Beaverhead County, \$191,503 to \$339,987 (4% to 8% of FY 2007/08 collections); Broadwater County, \$6,173,664 to \$10,960,491 (210% to 373% of FY 2007/08 collections); Deer Lodge County, \$6,058,422 to \$10,755,895 (144% to 255% of FY 2007/08 collections); Jefferson County, \$1,801,644 to \$3,198,572 (27% to 49% of FY 2007/08 collections); and Silver Bow County, \$2,808,286 to \$4,985,726 (12% to 21% of FY 2007/08 collections).

A2: PARALLEL COLSTRIP LINES ROUTE

The total construction cost for A2 facilities is an estimated \$441.8 million. Of the total cost, \$137.9 million is estimated for the Townsend substation, \$128.9 million for the Mill Creek Substation, and \$147.3 million for transmission lines. These costs are shown in Table 4.8-8.

Table 4.8-8 Land Ownership and Value Built, Alternative A2 (Parallel Colstrip Lines)

A2: Parallel Colstrip lines			Cost	Cost With	With Substation
County	Land Jurisdiction	Miles	(\$1,113,678/ mile)	Engineering, Permitting, Procurement (8.7% Additional)	Costs (8.7% Additional)
Beaverhead	BLM	0.91	\$ 1,016,895	\$ 1,105,050	
	Private	2.61	\$ 2,903,333	\$ 3,155,023	
	State of Montana - FWP	0.16	\$ 182,410	\$ 198,223	
Broadwater	BLM	4.63	\$ 5,157,487	\$ 5,604,590	
	Private	13.84	\$ 15,417,132	\$ 16,753,642	\$ 154,674,116
	Water	0.12	\$ 137,821	\$ 149,768	
Deer Lodge	Private	8.94	\$ 9,950,959	\$ 10,813,607	\$ 139,765,566
	State of Montana - FWP	0.88	\$ 980,652	\$ 1,065,664	
	USDA FS	11.59	\$ 12,903,595	\$ 14,022,206	
Jefferson	BLM	11.95	\$ 13,313,506	\$ 14,467,653	
	Private	13.71	\$ 15,270,255	\$ 16,594,032	
	State of Montana - ST	0.20	\$ 222,432	\$ 241,715	
	USDA FS	18.42	\$ 20,512,333	\$ 22,290,546	
Silver Bow	BLM	2.60	\$ 2,896,826	\$ 3,147,951	
	Private	26.99	\$ 30,056,571	\$ 32,662,173	
	State of Montana - ST	1.64	\$ 1,825,480	\$ 1,983,730	
	State of Montana - FWP	0.38	\$ 423,374	\$ 460,077	
	USDA FS	2.15	\$ 2,390,171	\$ 2,597,375	
Total		121.72	\$ 135,561,234	\$ 147,313,023	\$ 441,752,705
Private Land		66.09	\$ 73,598,251	\$ 79,978,476	\$ 374,418,158

Impacts of A2 on socioeconomic conditions would in generally likely be somewhat less than those of the Preferred Route (A1), because the cost of construction for Alternative A2 is slightly less. Although detailed construction worker schedule has not been prepared for Alternative A2, its slightly lower cost likely means a slightly lower workforce, and hence increases on income, population, and housing demand would be somewhat less.

Impacts on Fiscal Conditions

As shown in Tables 4.8-6a&b, property taxes generated by Alternative A2 in its first year are estimated to range in total between \$15 million and \$27 million or (28% to 50%) of FY 2007/08 collections) for the combined counties in which property taxes would be paid.

The breakdown of property taxes paid by Alternative A2 among counties would be: Beaverhead County, \$153,168 to \$271,229 (4% to 6% of FY 2007/08 collections); Broadwater County, \$4,720,081 to \$8,379,855 (161.7% to 285% of FY 2007/08 collections); Deer Lodge County, \$6,898,267 to \$8,379,855 (164% to 291% of FY 2007/08 collections); Jefferson County, \$1,639,126 to \$2,910,143 (25% to 44% of FY 2007/08 collections); and Silver Bow County, \$1,754,031 to \$3,114,042 (8% to 13% of FY 2007/08 collections).

A3: MAXIMIZE EXISTING UTILITY CORRIDOR ROUTE

The total construction cost for A3 facilities is an estimated \$462.3 million. Of the total cost, \$137.9 million is estimated for the Townsend substation, \$128.9 million for the Mill Creek Substation, and \$156.7 million for transmission lines. These costs are detailed in Table 4.8-9.

Table 4.8-9 Land Ownership and Value Built, Alternative A3 (Maximize Utility Corridors)

A3: Maximize Utility Corridors			Cost	Cost With	With Substation
County	Land Jurisdiction	Miles	(\$1,119,961/ mile)	Engineering, Permitting, Procurement, Management (8.7% Additional)	Costs (8.7% Additional)
Beaverhead	BLM	0.91	\$ 1,022,632	\$ 1,111,284	
	Private	2.61	\$ 2,919,712	\$ 3,172,822	
	State of Montana - FWP	0.16	\$ 183,439	\$ 199,341	
Broadwater	BLM	1.38	\$ 1,539,952	\$ 1,673,450	
	BOR	1.14	\$ 1,271,191	\$ 1,381,390	
	Private	25.83	\$ 28,926,548	\$ 31,434,187	\$ 169,354,661
	State of Montana - ST	2.21	\$ 2,477,959	\$ 2,692,773	
	Water	0.07	\$ 74,707	\$ 81,183	
Deer Lodge	Private	5.97	\$ 6,685,284	\$ 7,264,831	\$ 136,216,790
	State of Montana - FWP	1.00	\$ 1,123,391	\$ 1,220,777	
Jefferson	BLM	5.08	\$ 5,685,080	\$ 6,177,920	
	Private	24.33	\$ 27,244,654	\$ 29,606,490	
	State of Montana - ST	4.19	\$ 4,696,204	\$ 5,103,318	
Silver Bow	USDA FS	3.91	\$ 4,382,826	\$ 4,762,773	
	BLM	2.60	\$ 2,913,168	\$ 3,165,710	
	Private	42.82	\$ 47,957,329	\$ 52,114,746	
	State of Montana - ST	1.64	\$ 1,835,778	\$ 1,994,922	
	State of Montana - FWP	0.38	\$ 425,763	\$ 462,672	
	USDA FS	2.55	\$ 2,855,448	\$ 3,102,986	
	Total	128.77	\$ 144,221,066	\$ 156,723,576	\$ 462,295,027
	Private land	101.55	\$ 113,733,527	\$ 123,593,075	\$ 429,164,526

Impacts of A3 on socioeconomic conditions would in generally likely be somewhat less than those of the Preferred Route (A1), because the cost of construction for A3 is slightly less. Although a detailed construction worker schedule has not been prepared for Alternative A3, its slightly lower cost likely means a slightly lower workforce, and hence increases on income, population, and housing demand would be somewhat less.

Impacts on Fiscal Conditions

As shown in Tables 4.8-6a&b, property taxes generated by A3 are estimated to range in total between \$15 million and \$27 million or (28% to 50% of FY 2007/08 collections) for the combined counties in which property taxes would be paid.

The breakdown of property taxes paid by Alternative A3 among counties would be: Beaverhead County, \$154,032 to \$273,463 (4% to 6% of FY 2007/08 collections); Broadwater County, \$5,459,398 to \$9,692,410 (186% to 330% of FY 2007/08 collections); Deer Lodge County, \$6,122,441 to \$10,869,552 (145% to 258% of FY 2007/08 collections); Jefferson County, \$905,490 to \$1,607,572 (14% to 25% of FY 2007/08 collections); and Silver Bow County, \$2,612,330 to \$4,637,833 (11% to 20% of FY 2007/08 collections).

4.8.4.3 Mill Creek to State Line Segment

B1: PREFERRED ROUTE

The total cost for B1 facilities is an estimated \$112.7 million. There are no substation or shunt facilities planned for any of the “B” alternatives. These costs are detailed in Table 4.8-10.

Table 4.8-10 Land Ownership and Value Built, Alternative B1 (Preferred Route)

County	Land Jurisdiction	Miles	Cost With Engineering, Permitting, Procurement, Management (8.7% Additional)	
			Cost (\$1,191,049/mile)	
B1: Preferred				
	BLM	20.60	\$ 24,540,032	\$ 26,667,405
Beaverhead	Private	36.83	\$ 43,861,521	\$ 47,663,872
	State of Montana - ST	29.63	\$ 35,296,406	\$ 38,356,248
	Total	87.06	\$ 103,697,959	\$ 112,687,525
	Total Private Land	36.83	\$ 43,861,521	\$ 47,663,872

Impacts of Preferred Route (Alternative B1) on socioeconomic conditions of employment, income, population and housing are not readily segregated from those of the combined Preferred Route (Montana), previously detailed in Section 4.83.1.1, being essentially the same as those described for its southern part.

Impacts on Fiscal Conditions

As shown in Tables 4.8-6a&b, property taxes generated by Alternative B1 are estimated to range in total between \$3,871,466 and \$6,873,256 or (7% to 13% of FY 2007/08 collections). All of this impact would be generated in Beaverhead County.

B2: SHEEP CREEK ROUTE

The total cost for Alternative B2 facilities is an estimated \$112.4 million. There are no substation or shunt facilities planned for any of the “B” alternatives. These costs are detailed in Table 4.8-11.

Table 4.8-11 Land Ownership and Built Values, Alternative B2 (Sheep Creek)

			Cost	Cost With
			(\$1,190,960/ mile)	Engineering, Permitting, Procurement, Management (8.7% Additional)
County	Land Jurisdiction	Miles		
B2: Sheep Creek Beaverhead	BLM	44.84	\$ 53,396,778	\$ 58,025,740
	Private	33.70	\$ 40,138,089	\$ 43,617,656
	State of Montana - ST	6.01	\$ 7,153,074	\$ 7,773,173
	USDA FS	2.32	\$ 2,758,224	\$ 2,997,334
	USFS	0.00	\$ 1,935	\$ 2,103
	Total	86.86	\$ 103,448,100	\$ 112,416,006
	Total Private Land	33.70	\$ 40,138,089	\$ 43,617,656

Impacts of Alternative B2 on socioeconomic conditions would in generally likely be very slightly less than those of the Preferred Route (Alternative B1), because the cost of construction for Alternative B2 is slightly less. However, the constructed cost estimate differences are so small as to be unnoticeable. Although detailed construction worker schedule has not been prepared for Alternative B2, its slightly lower cost could mean a slightly lower workforce, and hence increases on income, population, and housing demand would be somewhat less.

Impacts on Fiscal Conditions

As shown in Tables 4.8-6a&b, property taxes generated by Alternative B2 are estimated range in to total between \$3,862,138 and \$6,856,695 or (7% to 13% of FY 2007/08 collections). All of this impact would be generated in Beaverhead County.

B3: I-15 ROUTE

The total cost for Alternative B3 facilities is an estimated \$101.1 million. There are no substation or shunt facilities planned for any of the “B” alternatives. These costs are detailed in Table 4.8-12.

Table 4.8-12 Land Ownership and Built Value, Alternative B3 (I-15 Route)

			Cost	Cost With
			(\$1,190,448/ mile)	Engineering, Permitting, Procurement, Management (8.7% Additional)
County	Land Jurisdiction	Miles		
B3: I-15 Route Beaverhead	BLM	14.42	\$ 15,190,197	\$ 16,507,033
	Private	45.44	\$ 47,872,865	\$ 52,022,959
	State of Montana - ST	28.49	\$ 30,013,614	\$ 32,615,491
	Total	88.35	\$ 93,076,676	\$ 101,145,484
	Total Private Land	45.44	\$ 47,872,865	\$ 52,022,959

Impacts of Alternative B3 on socioeconomic conditions would in general likely be very slightly greater than those of the Preferred Route (Alternative B1), because the cost of construction for Alternative B3 is slightly greater (\$105.4 million, versus \$103.9 million). However, the constructed cost estimate differences are so small as to be unnoticeable. Although a detailed construction worker schedule has not been prepared for Alternative B3, its slightly greater cost could mean a slightly higher workforce, and hence increases on income, population, and housing demand could be somewhat greater.

Impacts on Fiscal Conditions

As shown in Tables 4.8-6a&b, property taxes generated by Alternative B3 are estimated to range in total between \$3,474,931 and \$6,169,262 or (6% to 11% of FY 2007/08 collections). All of this impact would be generated in Beaverhead County.

4.8.4.3 Townsend to Pipestone/Mill Creek to State Line Route

AB1: I-15 JEFFERSON VALLEY ROUTE

In this section, impacts of this alternative on the study areas employment, income, population, low-income and minority populations (pursuant to environmental justice considerations), housing, public services, and fiscal conditions are described for the two alternatives (A1 and B1) that together make up the AB1: I-15 Jefferson Valley Route.

Impacts on Employment and Income

In Montana, the combined AB1 workforce would peak at an estimated 203 workers, around spring 2012 before falling precipitously to completion of construction in February 2013. Only 51 of these workers would be hired from the study area, with the remaining 154 being specialized workers imported to the area for construction.

Wage and benefit payments to locally-hired and imported construction workers would constitute benefits to the receiving households, and to the businesses and governments on which they spend their disposable after-tax incomes. Although the imported workers would earn substantial salaries (about \$45 per hour before overtime, plus union benefits), they are expected to spend money almost solely on local hotel/motels/RV facilities, restaurants, food stores, and miscellaneous retail goods near the routes and substations. The smaller portion (25%) of the construction workforce will earn both lower wages (about \$35 an hour before overtime and union benefits), and will live more diffusely around the MSTI study area. Therefore, their spending--and the employment and earnings of businesses supported by their spending--will tend to be less visible at any particular locations. The total wage bill for the combined AB1 Route is shown in Table 4.8-13, indicating \$37.9 million in wages and benefits, and \$31.8 million in disposable income increases. The nonlocal workers are expected to spend (assuming \$120 per day per worker) about \$10.8 million locally, while the local workers will reap approximately \$6.9 million in added household income. Thus, spending by imported workers would have the greater impact on the local economy, although in light of total activity, the increase would be small and short-term.