3.4 SOCIOECONOMICS

This section addresses potential impacts from the Preferred Route, Proposed Route, and Route Alternatives during construction, operations, and decommissioning. The section analyzes the potential impacts the Project's activities could have on population, economic conditions, housing, property values, education, public services, and tax revenues. The counties crossed by the Preferred Route, Proposed Route, and Route Alternatives and the communities located within the vicinity of the proposed facilities comprise the overall socioeconomic Analysis Area.

The BLM's Preferred Routes for each segment of the Project are listed below. Where applicable, the preferred route identified by another federal agency or a county or state government is also noted. The BLM's Preferred Routes only apply to federal lands. If approved, the BLM's Preferred Routes could affect private lands adjacent to or between federal areas; however, decisions on siting and construction requirements for non-federal lands are under the authority of state and local governments (see Table 1.4-1 for permits that would be required and Section 3.17.1.3 for a description of the regulatory requirements).

- **Segment 1W:** The BLM's Preferred Route is the Proposed Route (Figure A-2). This route is also the State of Wyoming's preferred route.
- **Segment 2:** The BLM's Preferred Route is the Proposed Route (Figure A-3). This route is also the State of Wyoming's preferred route.
- **Segment 3:** The BLM's Preferred Route is the Proposed Route, including 3A (Figure A-4). This route is also the State of Wyoming's preferred route.
- **Segment 4:** The BLM's Preferred Route is the Proposed Route (Figures A-5 and A-6) except within the Caribou-Targhee NF. The portion of this route in Wyoming is also the State of Wyoming's preferred route. The Forest Service's preferred route is the Proposed Route within the NF incorporating Alternative 4G (Figure A-6).
- **Segment 5:** The BLM's Preferred Route is the Proposed Route incorporating Alternatives 5B and 5E, assuming that WECC reliability issues associated with 5E are resolved (Figure A-7). Power County's preferred route is the Proposed Route incorporating Alternatives 5C and 5E (Figure A-7).
- **Segment 6:** The BLM's Preferred Route is the proposal to upgrade the line voltage from 345 kV to 500 kV (Figure A-8).
- **Segment 7:** The BLM's Preferred Route is the Proposed Route incorporating Alternatives 7B, 7C, 7D, and 7G (Figure A-9). The Proposed Route in the East Hills and Alternative 7G will be microsited to avoid sage-grouse PPH. Power and Cassia Counties' preferred route is Alternative 7K (Figure A-9).
- **Segment 8:** The BLM's Preferred Route is the Proposed Route incorporating Alternative 8B (Figure A-10). This is also IDANG's preferred route.

- **Segment 9:** The BLM's Preferred Route is the Proposed Route incorporating Alternative 9E, which was revised to avoid PPH and the community of Murphy (Figure A-11). Owyhee County's preferred route is Alternative 9D (Figure A-11).
- **Segment 10:** The BLM's Preferred Route is the Proposed Route (Figure A-12).

3.4.1 Affected Environment

This section discusses those aspects of the environment that could be impacted by the Project. It starts with a discussion of the Analysis Area considered, identifies the issues that have driven the analysis, and characterizes the existing conditions within the Analysis Area.

3.4.1.1 Analysis Area

The transmission line segments that comprise the Proposed Route together extend approximately 990 miles in Wyoming and Idaho.[1] The counties crossed by each segment and the approximate length of each segment are identified in Table 3.4-1.

Table 3.4-1. States and Counties Crossed by Segment

Segment[1/]	State	Counties[2/]	Proposed Route Transmission Length (miles)[3/]
1W(a)	Wyoming	Converse, Natrona, Carbon	74
1W(c)[4/]	Wyoming	Converse, Natrona, Carbon	74
2	Wyoming	Carbon, Sweetwater	92
3	Wyoming	Sweetwater	46
3A	Wyoming	Sweetwater	5
4	Wyoming	Sweetwater, Lincoln	130
4	Idaho	Bear Lake, Franklin, Bannock	67
5	Idaho	Bannock, Power (Oneida)	56
7	Idaho	Bannock, Power, Cassia, (Oneida)	118
8	Idaho	Jerome, Lincoln, Gooding, Elmore, Ada, (Canyon), Owyhee	132
9	Idaho	Cassia, Twin Falls, Owyhee, Elmore	162
10	Idaho	Cassia, Twin Falls, Jerome	34
Total			**990**

1/ Segment 6 is not included here because no new transmission line construction would be required along Segment 6 to operate this line segment at 500 kV, except in the vicinity of the Borah and Midpoint Substations, where approximately 10 new structures would be required, 5 at each substation.
2/ Counties are shown by segment in order from east to west. Counties shown in parentheses (Canyon and Oneida Counties, Idaho) are not part of the Proposed Route, but are crossed by Route Alternatives to Segments 5, 7, and 8, as shown.
3/ Numbers are approximate; columns may not sum exactly due to rounding.
4/ Except as noted in Section 2.4.2.1, Segment 1W(c) is a rebuild of an existing 230-kV line from the existing Dave Johnston Power Plant to the proposed Aeolus Substation.

The length of transmission line by county ranges from less than 5 miles in Lincoln County, Idaho, to approximately 147 miles in Carbon County, Wyoming (Table 3.4-2). Note the total mileage identified for Carbon County includes part of the existing line that would be rebuilt as Segment 1W(c). Two other counties have more than 100 miles of new transmission line under the Proposed Route: Owyhee County, Idaho, and

[1] The Project no longer has a route in Nevada.

Sweetwater County, Wyoming. The transmission line would cross more counties in Idaho than Wyoming; the overall length of new transmission line would also be longer in Idaho than in Wyoming, 570 miles versus 421 miles, respectively (Table 3.4-2).

Table 3.4-2. Miles by County (Proposed Route)

State/County	Total County Length Crossed by Proposed Route (miles)	State/County	Total County Length Crossed by Proposed Route (miles)
Wyoming		**Idaho**	
Carbon[1/]	147	Ada	28
Converse[1/]	43	Bannock	51
Lincoln	60	Bear Lake	37
Natrona[1/]	35	Cassia	72
Sweetwater	136	Elmore	72
Total	**421**	Franklin	16
		Gooding	28
		Jerome[2/]	31
		Lincoln	3
		Owyhee	110
		Power[2/]	68[2/]
		Twin Falls	55
		Total	**570**

1/ Total miles include the existing 230-kV transmission line that would be rebuilt as Segment 1W(c).
2/ Total miles include the short length of existing transmission line that would be rebuilt as part of Segment 6, 0.3 mile and 0.2 mile in Jerome and Power Counties, respectively.

The Route Alternatives include the same group of counties as the Proposed Action, with two additions: Canyon and Oneida Counties, Idaho. These counties would be crossed under Route Alternatives to parts of Segments 5, 7, and 8 (see Table 3.4-1).

The Proposed Action would involve four separate Engineering, Procurement, and Construction (EPC) contracts. Two of these contracts would involve the same general geographic area, extending west from the Populus Substation in Bannock County, Idaho, to the Hemingway Substation in Owyhee County, Idaho, and are combined here to form one Analysis Area (EPC 3). The facilities and counties covered by each EPC contract are identified in Table 3.4-3 and referred to in this section as the EPC Analysis Areas.

Table 3.4-3. Project Components and Affected Counties by Region

EPC Analysis Area	Transmission Line Segments[1/]	Transmission Line Length (miles)	Substations	Affected Counties[2/]
1 (Eastern)	1W(a), 1W(c), 2, 3, 3A	290	Windstar, Dave Johnston, Heward, Shirley Basin, Aeolus	**Wyoming:** Carbon, Converse, Natrona, Sweetwater
2 (Central)	4	198	Anticline, Jim Bridger, Populus (RMP)	**Wyoming:** Lincoln, Sweetwater **Idaho:** Bannock, Bear Lake, Franklin
3 (Western)[3/]	5, 6, 8, 7, 9, 10	502	Populus (IPC), Borah, Midpoint, Cedar Hill, Hemingway	**Idaho:** Ada, Bannock, Canyon, Cassia, Elmore, Gooding, Jerome, Lincoln, Oneida, Owyhee, Power, Twin Falls

1/ Information is presented by segment and county in Tables 3.4-1 and 3.4-2.
2/ Canyon and Oneida Counties are included in the EPC 3 Analysis Area because they would be crossed by Route Alternatives to parts of Segments 5, 7, and 8.
3/ The Proposed Action consists of four EPC contracts. Two of these contracts cross the same general area and have been grouped together here as EPC 3.

3.4.1.2 Issues Related to Socioeconomics

The following socioeconomic-related issues were brought up by the public during public scoping (Tetra Tech 2009) and comments on the Draft EIS, were raised by federal and state agencies during scoping and agency discussions, or are issues that must be considered as stipulated in law or regulation:

- Whether sufficient housing would be available for temporary and permanent workers;
- Whether the temporary workforce would have detrimental effects on existing services in local municipalities;
- What the effects would be on population numbers;
- What the effects would be on economic conditions;
- Whether education or schools would be affected;
- Whether public services such as police or fire protection would be impacted;
- How the project would affect tax income to local governments;
- How development of the Project would impact municipal infrastructure and other planned development;
- How the presence of the transmission line would affect the quality of life and enjoyment of the land by local residents;
- What the economic impacts would be to individuals;
- How this Project would affect tourism and recreation;
- Whether construction or operations of the Project would disrupt delivery of any public utilities such as electricity or sewer;
- What municipalities and other population concentrations would be impacted; and

- Under what circumstances private land would be condemned, and what the effects of this would be.

3.4.1.3 Regulatory Framework

Wyoming requires that an Industrial Siting Permit from the Wyoming ISC be obtained. A major evaluation factor in granting that permit is the potential effects of the Project on the local social and economic environment. The Proponents report that the detailed information required by the regulations will be provided to the ISC once the preferred route is identified. Consultation with the ISC staff confirms that an Industrial Siting Permit application filed at the time of the Final EIS would meet that requirement. There is no similar requirement in Idaho.

3.4.1.4 Methods

The potential effects of the Proposed Route and Route Alternatives are evaluated with respect to the key aspects of the socioeconomic environment, including population, economic conditions, housing, property values, education, public services, and tax revenues. These evaluations employ different resource-specific analysis methods, which are described in their respective sections.

Key Project-related variables that are used in these analyses are projected construction and operation employment and expenditures. These variables are used in analyses at the EPC Analysis Area level and, where appropriate, the county level. Construction employment and spending estimates are disaggregated by county primarily based on the share of overall construction that would occur in that county. These estimates represent the best available information and a reasonable approximation of the likely distribution of potential impacts, but should not be considered precise forecasts. In most cases, estimated impacts are compared with existing conditions. Estimated property tax revenues, for example, are compared with total property tax revenues collected in 2011, by county.

Regional economic impacts are estimated by EPC Analysis Area using multi-county input-output models developed using Impact Analysis for Planning (IMPLAN) modeling software and data (Minnesota IMPLAN Group 2008). These models and the associated analysis methods are described in Section 3.4.2.2. Impacts to agriculture are assessed using information from a separate agricultural economic impact report that was developed at the request of Cassia and Power Counties, Idaho. This report, prepared by Schneider Consulting Services in conjunction with the counties and a task force of local area farmers, is included as Appendix K to this EIS.

Housing impacts are analyzed at two levels, by EPC Analysis Area and by segment, with a GIS-based commuting analysis used to identify areas where a potential shortage of temporary housing resources may exist.

3.4.1.5 Existing Conditions

Population

The 19 counties in the socioeconomic Analysis Area had a total estimated population of approximately 1.1 million in 2011 (Table 3.4-4). More than half of this total (56 percent)

Table 3.4-4. Demographic Characteristics in the Potentially Affected Counties

Geographic Area	2011 Population	Percent of 2011 Study Area Population	Land Area (Square Miles)	2011 Population Density (Persons/ Square Mile)	Population Change 1990 to 2000 (Percent)	Population Change 2000 to 2011 (Percent)	Net Migration 2000 to 2010	Projected Population Change 2011 to 2020 (Percent)
Wyoming	**568,158**	**NA**	**97,100**	**5.9**	**9**	**15**	**25,447**	**10**
Carbon	15,786	1.5	7,896	2.0	-6	1	-364	4
Converse	13,755	1.3	4,255	3.2	8	14	812	16
Lincoln	18,071	1.7	4,069	4.4	15	24	1,113	6
Natrona	76,366	7.2	5,340	14.3	9	15	4,639	8
Sweetwater	44,175	4.2	10,425	4.2	-3	17	-728	12
Idaho	**1,584,985**	**NA**	**82,747**	**19.2**	**29**	**22**	**136,598**	**9**
Ada	400,842	37.9	1,055	379.9	46	33	56,062	11
Bannock	83,691	7.9	1,113	75.2	14	11	-3,051	7
Bear Lake	6,001	0.6	971	6.2	5	-6	-875	-1
Canyon	191,694	18.1	590	324.9	46	46	36,628	14
Cassia	23,186	2.2	2,566	9.0	10	8	-1,301	9
Elmore	26,346	2.5	3,078	8.6	37	-10	-4,355	3
Franklin	12,850	1.2	665	19.3	23	13	91	8
Gooding	15,475	1.5	731	21.2	22	9	-568	7
Jerome	22,682	2.1	600	37.8	21	24	1,112	14
Lincoln	5,186	0.5	1,206	4.3	22	28	197	12
Oneida	4,215	0.4	1,200	3.5	18	2	-60	5
Owyhee	11,438	1.1	7,678	1.5	27	7	-364	5
Power	7,766	0.7	1,406	5.5	6	3	-460	6
Twin Falls	78,005	7.4	1,925	40.5	20	21	7594	10
County Total	**1,057,530**	**100.0**	**56,769**	**18.6**	**28**	**25**	**96,122**	**10**
United States	311,591,917	NA	3,531,905	88.2	13	11	NA	10

NA – not applicable
Sources: U.S. Census Bureau 2008, 2012c, 2012d, 2012e; Idaho Department of Labor 2012a; Wyoming Economic Analysis Division 2011a.

was concentrated in just two counties: Ada (38 percent) and Canyon (18 percent) Counties, Idaho. These two counties, located at the western end of the Analysis Area, include the cities of Boise and Nampa, with respective 2011 populations of 210,145 and 82,755 (U.S. Census Bureau 2012a).

Other relatively large cities in the overall socioeconomic Analysis Area include Pocatello and Twin Falls, Idaho, and Casper, Wyoming, with respective 2011 populations of 54,810, 44,564, and 55,988 (U.S. Census Bureau 2012a, 2012b). The presence of these cities is reflected in the population totals for their respective counties (Bannock, Twin Falls, and Natrona), which together comprised 23 percent of the total population in the overall socioeconomic Analysis Area in 2011 (Table 3.4-4).

Much of the overall socioeconomic Analysis Area is sparsely populated, with an average Analysis Area-wide population density of 18.6 persons per square mile, and population densities below 10 persons per square mile in 11 of the affected counties (compared to a national average of 88.2) (Table 3.4-4).

The Proposed Route and Route Alternatives are mainly located in unincorporated areas of the counties they cross. The Proposed Route would cross the city of Cokeville and the unincorporated community of Murphy (Table 3.4-5). Located in Lincoln County, Wyoming, Cokeville had an estimated population of 553 in 2011. Murphy, located in Owyhee County, Idaho had an estimated population of 97 in 2010. Murphy is a Census Designated Place (CDP), a concentration of population identified by the U.S. Census Bureau for statistical purposes. The Proposed Route would cross the impact area established for the city of Downey in Bannock County, Idaho. City impact areas, as used here, are areas of city impact established under Section 50-222 of the Idaho Code (see Section 3.17 – Land Use and Recreation).

Table 3.4-5. Population for Communities Crossed by the Proposed Route or Route Alternative

Community	County	Population		Percent Change 2000 - 2011	Segment/ Route Alternative[1/]
		2000	2011		
Wyoming					
Cokeville[2/]	Lincoln	508	553	5	4
Idaho					
Downey[3/]	Bannock	612	632	3%	4
Kuna[2/,3/]	Ada	6,436	15,548	142%	8B
Melba[3/]	Canyon	455	521	15%	8B
Murphy CDP[2/,4/]	Owyhee	N/A	97	N/A	9, 9E (rev.), 9G, 9H

1/ This column identifies the Proposed Route segment or Route Alternative that would cross the affected community.
2/ The Proposed Route or Route Alternative would cross this community.
3/ The Proposed Route or Route Alternative would cross the Impact Area for this community, as established under Section 50-222 of the Idaho Code.
4/ Data provided in the 2011 column are for 2010; the most recent available for CDPs.
CDP – Census Designated Place; NA – not available
Sources: U.S. Census Bureau 2000a, 2012a, 2012b

Route Alternatives would cross the city of Kuna in Ada County, Idaho, as well as the city impact areas established for Kuna and the city of Melba in Canyon County, Idaho (Table 3.4-5). The population of Kuna, the largest of these communities, has more than doubled since 2000, and city planning documents anticipate it will again more than double over the next 15 years, with a total population of 35,670 projected for 2025 (City of Kuna 2009b).

In addition to communities that would be crossed, a number of communities are located within 1 mile of the Proposed Route or Route Alternatives (Table 3.4-6).

The population data presented in Tables 3.4-4 through 3.4-6 and discussed here and in following sections were primarily compiled from 1990, 2000, and 2010 U.S. Census data and more recent U.S. Census population estimates. These data are used rather than state and local estimates so that estimates presented for different geographic areas are based on a consistent set of assumptions.

Table 3.4-6. Population for Communities Located within 1 Mile of the Proposed Route or Route Alternatives

Community	County	Population		Percent Change 2000–2011	Segment Route/ Alternative[1/]
		2000	2011		
Wyoming					
Glenrock[2/]	Converse	2,251	2,562	14%	1W(a), 1W(a)-B
Rawlins[2/]	Carbon	9,019	9,203	2%	2
Rolling Hills[2/]	Converse	458	434	-5%	1W(a)-B
Superior[2/]	Sweetwater	243	339	40%	4
Taylor CDP[2/3/]	Lincoln	90	90	0%	4B, 4C, 4D, 4E
Idaho					
Albion[4/]	Cassia	262	269	3%	7F
American Falls[4/]	Power	4,093	4,428	8%	5, 5E
Eden CDP[3/]	Jerome	412	410	0%	10
Glenns Ferry[2/4/]	Elmore	1,601	1,284	-20%	8A
Hagerman[2/]	Gooding	776	873	13%	8A
Rockland[2/]	Power	314	292	-7%	7

1/ This column identifies the Proposed Route segment(s) and/or Route Alternative(s) that would pass within 1 mile of the identified community.
2/ The Proposed Route or Route Alternative would pass within 1 mile of this community.
3/ Data provided in the 2011 column are for 2010; the most recent available for CDPs.
4/ The Proposed Route or Route Alternative would pass within 1 mile of the Impact Area for this community, as established under Section 50-222 of the Idaho Code.
CDP – Census Designated Place; NA – not available
Sources: U.S. Census Bureau 2000a, 2012a, 2012b

Population Trends

The population of Wyoming increased from 1990 to 2000, but at a slower rate than the national average (Table 3.4-4). The population in Wyoming also increased between 2000 and 2011, this time at a faster rate than the national average (15 percent versus 11 percent). Population has increased in all of the affected counties in Wyoming since 2000, with increases above the national average in four of these counties (Table 3.4-4). A recent review of land use trends in Wyoming suggests that these summary data may mask annual trends in population, which indicate that statewide percent increases in

population in 2006–2007 were higher than in the preceding 5 years, with Wyoming jumping from 31st to 9th place nationally in annual statewide population increase (University of Wyoming 2009a). This trend continued, with Wyoming ranked 1st in 2008–2009 and experiencing the largest statewide annual increase in population in the country (U.S. Census Bureau 2010). This was no longer the case in 2010–2011 with Wyoming falling back to 29th place (U.S. Census Bureau 2012f).

Idaho, in contrast, experienced rapid population growth in the 1990s, with statewide population increasing at more than twice the national average, and large increases in most of the Analysis Area counties, especially in the more densely populated Ada and Canyon Counties (Table 3.4-4). Idaho has continued to experience large relative gains in population since 2000, with relatively large net gains in Ada and Canyon Counties. Relatively large gains also occurred in Lincoln, Jerome, and Twin Falls Counties over this time period, but gains elsewhere in the Analysis Area counties in Idaho have been more modest, with population actually decreasing in some counties from 2000 to 2011 (Table 3.4-4). The statewide percent increases in population in 2008–2009 and in 2010–2011 in Idaho ranked 12th and 16th nationally, respectively (U.S. Census Bureau 2010, 2012f).

Components of Population Change

Population growth results from either natural increase (more births than deaths) or net in-migration, when more people move to an area than leave. From 2000 to 2010, births exceeded deaths in all five affected Wyoming counties, with three of these counties (Converse, Lincoln, and Natrona) also experiencing net in-migration; Carbon and Sweetwater Counties both experienced net out-migration over this period (Table 3.4-4).

The number of births exceeded the number of deaths in all of the affected counties in Idaho, and Ada and Canyon Counties also experienced large absolute and relative increases in population from net in-migration. However, seven of the affected Idaho counties experienced net out-migration, which in Bear Lake and Elmore Counties resulted in a net loss of population (i.e., out-migration exceeded the gain from natural increase) (Table 3.4-4).

Population Projections

National population projections prepared by the U.S. Census Bureau (2008) forecast that the U.S. population will increase by 10 percent between 2010 and 2020. Population projections for Wyoming anticipate a statewide increase in population of 10 percent between 2011 and 2020 (Wyoming Economic Analysis Division 2011a). Population is expected to continue to increase in all five of the affected Wyoming counties (Table 3.4-4).

The statewide population in Idaho is projected to increase by 9 percent between 2011 and 2020. Population is projected to increase in all of the affected counties, with the exception of Bear Lake County where population is projected to decrease by about 1 percent. Larger than state average increases are projected for the two larger counties (Ada and Canyon) and also Jerome and Lincoln Counties (Table 3.4-4).

Economic Conditions

The U.S. Department of Agriculture (USDA) Economic Research Service (ERS) developed a set of county typology codes in 2004 designed to capture differences in economic and social characteristics at the county level. These codes consist of six non-overlapping categories of economic dependence (farming, mining, manufacturing, federal/state government, services, and non-specialized) and seven overlapping categories of policy-relevant themes, including non-metropolitan recreation area and retirement destination. The economic dependence categories are assigned based on the share of average annual labor and proprietors' income and/or the share of total employment associated with the identified categories. The ERS assigned all counties to one of the economic dependence categories based on data from 1998 to 2000 (Table 3.4-7).

Table 3.4-7. Economic Conditions in the Potentially Affected Counties

County	Economic Type	Employment[1/]		Unemployment Rates[2/]			
		Number of Jobs 2010	Percent Change 2000 to 2010	Annual 2011 (Percent)	July 2012 (Percent)	July 2011 (Percent)	Net Change (Percent)
Wyoming	**NA**	**385,721**	**18**	**6.0**	**5.6**	**6.0**	**-0.4**
Carbon	Non-specialized[3/]	9,919	4	6.5	5.4	5.9	-0.5
Converse	Mining	8,297	18	4.8	4.3	4.7	-0.4
Lincoln	Non-specialized[4/]	9,931	24	8.3	7.2	7.2	-0.0
Natrona	Mining	52,286	20	5.9	5.0	5.6	-0.6
Sweetwater	Mining	29,611	23	5.1	4.7	4.9	-0.2
Idaho	**NA**	**877,367**	**12**	**8.7**	**7.5**	**8.9**	**-1.4**
Ada	Non-specialized	263,700	15	7.9	6.4	7.9	-1.5
Bannock	Federal/State Government	44,115	3	7.9	7.0	8.0	-1.0
Bear Lake	Non-specialized[3/]	3,099	10	5.4	4.6	5.7	-1.1
Canyon	Manufacturing[4/]	76,224	17	10.8	8.7	11.6	-2.9
Cassia	Farming	13,715	8	6.7	5.5	7.0	-1.5
Elmore	Federal/State Government	13,604	-2	8.9	7.8	9.7	-1.9
Franklin	Farming	5,659	18	5.6	4.5	5.5	-1.0
Gooding	Farming	8,275	3	6.5	5.3	6.7	-1.4
Jerome	Farming	11,392	16	7.8	6.7	7.9	-1.2
Lincoln	Farming	2,326	16	12.3	10.4	13.5	-3.1
Oneida	Non-specialized[4/]	2,104	15	5.1	4.2	5.4	-1.2
Owyhee	Farming	4,272	6	5.0	4.6	5.0	-0.4
Power	Farming	4,348	-17	9.1	7.9	10.2	-2.3
Twin Falls	Non-specialized	44,688	10	8.0	6.7	8.2	-1.5
United States	**NA**	**173,767,400**	**5**	**8.9**	**8.3**	**9.1**	**-0.8**

1/ Total employment includes self-employed individuals. Employment data are by place of work, not place of residence, and, therefore, include people who work in the area but do not live there. Employment is measured as the average annual number of jobs, both full- and part-time, with each job that a person holds counted at full weight.
2/ Unemployment data are seasonally adjusted for the United States, states, and counties in Idaho. Data for the counties in Wyoming are not seasonally adjusted. Net change is the difference in the rates between July 2011 and July 2012.
3/ Non-metropolitan Recreation county
4/ Retirement Destination county
Sources: Idaho Department of Labor 2012b, 2012c; U.S. Bureau of Economic Analysis 2012a, 2012b; USDA Economic Research Service 2004; Wyoming Department of Workforce Services 2012a, 2012b

The ERS typology identifies three of the Analysis Area counties in Wyoming as mining-dependent, with the other two identified as non-specialized (i.e., they did not meet the dependence ratios of one of the other categories). Seven of the counties in Idaho are farming-dependent, one is manufacturing-dependent, two are federal/state government-dependent, and the remaining four counties are identified as non-specialized. Two of the Analysis Area counties are also identified as non-metropolitan recreation counties and three are identified as retirement destinations (Table 3.4-7).

The ERS typology offers one broad approach to classifying counties based on their economic characteristics. Location quotients, which compare the share of a county's employment with a benchmark region, in this case the affected states (Wyoming and Idaho), offer another measure of economic specialization.

The location quotients for the Analysis Area counties in Wyoming suggest that the economies of these counties in 2010 were broadly similar to the state as a whole. Converse, Natrona, and Sweetwater Counties were relatively specialized in mining in 2010, as suggested by the ERS typology, with location quotients for mining ranging from 1.2 in Natrona County to 2.5 in Sweetwater County. It may also be noted that the state of Wyoming, as a whole, is specialized in mining, with 8 percent of statewide employment in the mining sector compared to 0.7 percent nationwide (U.S. Bureau of Economic Analysis 2012a). Using the United States as a benchmark, all of the affected Wyoming counties were specialized in mining, with county/national location quotients ranging from 7.2 (Carbon County) to 28.5 (Sweetwater County).

Nine of the Analysis Area counties in Idaho had 2010 farm employment location quotients greater than 2.0, ranging from 3.0 to 6.0, indicating that farm employment accounted for more than twice as much of total employment in these counties as it did statewide. These counties included the seven identified as farming-dependent in Table 3.4-7, as well as Bear Lake and Oneida Counties. Elmore County was specialized in the military government sector with a 2010 location quotient of 25.5, as indicated by the presence of the Mountain Home Air Force Base in the southwestern corner of the county (U.S. Bureau of Economic Analysis 2012a).

Total Employment Trends

The total number of jobs in Wyoming increased at the national average in the 1990s (20 percent), with employment increasing in four of the five affected Wyoming counties. The exception was Carbon County, where the number of jobs decreased by 200, or 2 percent, between 1990 and 2000 (U.S. Bureau of Economic Analysis 2008). Total employment in Wyoming increased at more than three times the national average between 2000 and 2010 (18 percent versus 5 percent), with the total number of jobs increasing in all five Analysis Area counties, including Carbon County (Table 3.4-7).

Total employment in Idaho increased at more than twice the national average (43 percent versus 20 percent) between 1990 and 2000, with the total number of jobs increasing in all of the affected Idaho counties. The largest relative and absolute increase occurred in Ada County, home to the city of Boise, which experienced a 66 percent increase in the number of jobs over this period (U.S. Bureau of Economic Analysis 2008). Total employment in Idaho also increased at a faster rate than the national average between

2000 and 2010 (12 percent versus 5 percent), with the total number of jobs increasing in most of the affected Idaho counties, with the exceptions of Power County, which experienced a net decrease of 17 percent over this period, and Elmore County, which experienced a smaller net decrease of 2 percent (Table 3.4-7).

Unemployment Rates

The statewide unemployment rate in Wyoming was 6.0 percent in 2011 compared to a national rate of 8.9 percent. Unemployment rates in the potentially affected Wyoming counties were all below the national average, ranging from 4.8 percent to 8.3 percent (Table 3.4-7). The statewide rate in Idaho was very similar to the national rate (8.7 percent versus 8.9 percent). Ten of the potentially affected Idaho counties had annual unemployment rates below the state average; rates in the other four counties ranged from 8.9 percent to 12.3 percent.

Unemployment rates declined between July 2011 and July 2012 nationally, in both states, and in all of the affected counties (Table 3.4-7). Statewide seasonally adjusted unemployment rates in Wyoming and Idaho were below the national average (5.6 percent and 7.5 percent, respectively, versus 8.3 percent) (Table 3.4-7).

Seasonally adjusted unemployment data are not available for counties in Wyoming. Seasonal adjustment is a statistical technique that adjusts monthly unemployment statistics to account for fluctuations in employment that occur as a result of seasonal events, such as changes in weather, harvests, major holidays, and school schedules. The seasonally unadjusted unemployment rate in Wyoming in July 2012 was lower than the adjusted number, 5.3 percent versus 5.6 percent. The unadjusted rate in one of the affected Wyoming counties—Lincoln—was higher than the adjusted state average (Table 3.4-7).

In Idaho, the statewide unemployment rate decreased between July 2011 and July 2012, from 8.9 percent to 7.5 percent. Seasonally adjusted unemployment rates were higher than the state average in four of the affected Idaho counties: Canyon (8.7 percent), Elmore (7.8 percent), Lincoln (10.4 percent), and Power (7.9 percent) (Table 3.4-7).

Agriculture

Land in farms accounted for almost half of the total land area in Wyoming in 2007 and 22 percent of Idaho. In the Wyoming counties, land in farms as a share of total land area ranged from 13 percent (Lincoln County) to 87 percent (Converse County). In Idaho, this share ranged from 15 percent (Lincoln County) to 74 percent (Owyhee County) (Table 3.4-8). Average farm sizes ranged from 110 acres in Canyon County, Idaho, to 7,570 acres in Carbon County, Wyoming. Viewed as a percent of total market value, livestock, poultry, and products tended to account for a larger share than crops, with some exceptions, including Bannock, Oneida, and Power Counties in Idaho (Table 3.4-8).

The total number of acres in farms decreased in both states between 1997 and 2007, with a net reduction in acres of 12 percent in Wyoming and 5 percent in Idaho. In the potentially affected Wyoming counties, the total number of acres in farms increased in Sweetwater County by 4 percent over this period, but decreased in the other four counties. The largest decrease occurred in Natrona County, where the total number of acres dropped by 23 percent between 1997 and 2007. In Idaho, the number of acres in

Table 3.4-8. Summary of Agriculture by County and State, 2007

Geographic Area	Number of Farms	Land in Farms (acres)	Percent of Total Land Area[1/]	Average Farm Size (acres)	Percent of Total Market Value of Agricultural Products Sold	
					Crops	Livestock, Poultry, and Products
Wyoming	**11,069**	**30,169,526**	**49**	**2,726**	**18**	**82**
Carbon	287	2,172,544	43	7,570	3	97
Converse	435	2,366,020	87	5,439	9	91
Lincoln	535	342,630	13	640	23	77
Natrona	413	2,181,451	64	5,282	17	83
Sweetwater	244	1,486,395	22	6,092	30	70
Idaho	**25,349**	**11,497,383**	**22**	**454**	**41**	**59**
Ada	1,323	191,477	28	145	29	71
Bannock	937	321,870	45	344	60	40
Bear Lake	445	233,112	37	524	16	84
Canyon	2,368	260,247	39	110	41	59
Cassia	644	644,740	39	1,001	28	72
Elmore	381	346,550	18	910	25	75
Franklin	739	224,902	53	304	20	80
Gooding	665	223,068	48	335	8	92
Jerome	604	188,753	49	313	20	80
Lincoln	258	117,377	15	455	16	84
Oneida	463	313,775	41	678	64	36
Owyhee	620	569,305	74	918	25	75
Power	336	451,198	50	1,343	81	19
Twin Falls	1,296	439,537	36	339	30	70

1/ Percent of total area is the land in farms divided by the total respective county or state land area.
Source: USDA 2007

farms either remained the same or slightly increased in 4 of the 14 potentially affected counties over this period. Total acres in farms decreased in the other 10 Idaho counties, with the largest reductions occurring in Canyon, Ada, and Owyhee Counties, where the number of acres dropped by 29 percent, 20 percent, and 18 percent, respectively (USDA 2002, 2007).

Agricultural employment accounted for a relatively small share of total employment in the potentially affected Wyoming counties, as well as five of the Idaho counties (Table 3.4-9). In the other nine Idaho counties, agricultural employment accounted for more than 10 percent of total employment (see the discussion above under Economic Conditions).

Table 3.4-9. Agricultural Employment, 2010

State/County	Total Employment[1/]	Farm Employment[1/]	Farm Employment as a Percent of Total Employment	Location Quotient[2/]
Wyoming	**385,721**	**12,548**	**3**	**2.1**
Carbon	9,919	370	4	1.1
Converse	8,297	519	6	1.9
Lincoln	9,931	600	6	1.9
Natrona	52,286	485	1	0.3
Sweetwater	29,611	267	1	0.3

Table 3.4-9. Agricultural Employment, 2010 (continued)

State/County	Total Employment[1/]	Farm Employment[1/]	Farm Employment as a Percent of Total Employment	Location Quotient[2/]
Idaho	**877,367**	**37,389**	**4**	**2.8**
Ada	263,700	1,762	1	0.2
Bannock	44,115	959	2	0.5
Bear Lake	3,099	496	16	3.8
Canyon	76,224	3,242	4	1.0
Cassia	13,715	1,773	13	3.0
Elmore	13,604	866	6	1.5
Franklin	5,659	945	17	3.9
Gooding	8,275	2,118	26	6.0
Jerome	11,392	1,888	17	3.9
Lincoln	2,326	524	23	5.3
Oneida	2,104	476	23	5.3
Owyhee	4,272	1,079	25	5.9
Power	4,348	748	17	4.0
Twin Falls	44,688	2,118	5	1.1

1/ Total full- and part-time employment includes self-employed individuals (see Table 3.4-7, footnote 1).
2/ The location quotient is a relative measure of industry specialization that compares the percentage of employment concentrated in each sector in the study region with a benchmark region. The benchmarks used here are the states of Wyoming and Idaho for their respective counties, with the U.S. used as the benchmark for the two states. A location quotient of 1.0 indicates that the study region has the same percentage of employment in this sector as the benchmark region does. Location quotients above or below 1.0 indicate that the study region is over or under represented in this sector, respectively.
Source: U.S. Bureau of Economic Analysis 2012a

Timber

Clearing along the ROW for six of the proposed transmission line segments would require the removal of merchantable timber. Annual harvest totals for the affected Wyoming counties are presented for 2005 and 2010, the most recent years available, in Table 3.4-10. These counties together accounted for about 18 percent of the statewide timber harvest in Wyoming in 2010, with nearly all of this harvest taking place in Lincoln County (Table 3.4-10).

Table 3.4-10. Timber Harvest in Affected Wyoming Counties, 2005 and 2010 (MBF)

	2005		2010[1/]				
			Harvest by Ownership				
County	Total Harvest	Percent of State Total[2/]	National Forest	Private[3/]	Other[4/]	Total	Percent of State Total[2/]
Carbon	44	–	–	45	–	45	0.1
Converse	974	2	27	11	–	38	0.1
Lincoln	995	2	1,092	20	–	1,112	17.3
Natrona	1,653	3	27	7	–	33	0.1
Sweetwater	–	–	–	–	–	–	–
Total	**3,666**	**7**	**1,146**	**83**	**0**	**1,228**	**18**

1/ Data for 2010 are preliminary.
2/ Total statewide harvest in Wyoming in 2005 and 2010 was 64,037 MBF and 33,074 MBF, respectively.
3/ Private ownership includes Tribal harvest. Wyoming has no large tracts of timberland owned by individuals or companies.
4/ Other includes BLM and state harvest.
MBF – thousand board feet
Sources: University of Montana 2009a, 2012

Harvest data by all ownerships are not readily available at the county level for the affected counties in Idaho (Bannock, Bear Lake, Cassia, Franklin, Oneida, and Power Counties) (University of Montana 2009b). These counties are part of an aggregated area referred to by the University of Montana (2009b) as "other counties" in southeastern Idaho; this area includes the entire southeastern Idaho region with the exceptions of Fremont, Lemhi, Clark, and Caribou Counties. Approximately 7,000 thousand board feet (MBF) were harvested in this other counties area in both 2001 and 2006, the most recent years available (University of Montana 2009b). Harvest in these counties accounted for approximately 1 percent of the total statewide harvest in Idaho in 2006.

Timber employment estimates developed by Headwaters Economics (2012a) using data from the U.S. Census identified a total of 582 timber jobs in Wyoming in 2010. Timber accounted for less than 20 jobs in four of the five potentially affected Wyoming counties. In Natrona County, the timber industry accounted for an estimated 166 jobs in 2010, most of which were concentrated in wood products manufacturing.

Estimated employment in the timber industry in Idaho accounted for 8,280 jobs in 2010 (Headwaters Economics 2012a). More than 100 timber jobs were identified in five of the potentially affected Idaho counties: Ada (686 jobs), Canyon (673 jobs), Cassia (161 jobs), Owyhee (107 jobs), and Twin Falls (221 jobs) Counties. Estimated timber employment in the other potentially affected Idaho counties ranged from 0 to 37 jobs.

Recreation and Tourism

Recreation and tourism is not classified or measured as a standard industrial category and, therefore, employment and income data are not specifically collected for this sector. Components of recreation and tourism activities are instead captured in other industrial sectors, primarily the retail sales and services sectors.

Estimates of travel-related spending and associated employment for 2010–2011 prepared for Wyoming Travel and Tourism found that travel-related employment in Carbon County accounted for a larger share of total employment than in the state as a whole, while travel-related employment in the other four Analysis Area counties in Wyoming accounted for a smaller than statewide share (Table 3.4-11). These estimates are primarily based on travel-related spending on accommodation, food and beverages, local transportation, recreation and entertainment, and shopping. While these estimates include business travel, as well as recreation and tourism-related travel,

Table 3.4-11. Travel-Related Economic Impacts in Wyoming, 2011

Geographic Area	Travel Spending ($million)	Travel-Related Employment	Percent of Total Employment[1/]	Tax Receipts	
				Local ($million)	State ($million)
Carbon	152.3	1,210	12.9%	2.5	4.0
Converse	45.5	560	5.8%	0.8	1.1
Lincoln	70.7	710	6.6%	0.6	2.0
Natrona	284.2	2,600	4.6%	4.2	6.9
Sweetwater	178.7	1,770	5.2%	2.9	4.6
Wyoming	**2,938.1**	**29,860**	**7.7%**	**52.0**	**68.4**

1/ The percent of total employment is based on 2010 data because total employment information will not be available until April 2013.
Source: Dean Runyan Associates 2012

they provide a useful indication of the relative importance of recreation and tourism to the local economies in the counties that would be affected by the proposed Project.

Separate estimates of recreation and tourism-related employment for 2010 developed by Headwaters Economics (2012b) based on the economic sectors that, at least in part, provide goods and services to visitors, were higher than those presented in Table 3.4-11, with recreation and tourism-related employment estimated to account for 19 percent of total covered employment in Wyoming. Estimates for the potentially affected counties in Wyoming ranged from 13 percent for Lincoln County to 20 percent for Carbon County.

Estimates of travel and tourism employment developed by Headwaters Economics (2012b) are presented for Idaho in Table 3.4-12. These data indicate that travel and tourism accounted for an estimated 15 percent of total covered employment in Idaho in 2010. Travel and tourism ranged from just 3.4 percent of total employment in Power County to 20.9 percent in Bear Lake County. Other potentially affected counties where travel and tourism accounted for a relatively large share of total employment include Bannock (18 percent), Elmore (20 percent), and Oneida (18 percent) Counties (Table 3.4-12).

Recreation on federally managed and other public lands in Wyoming and Idaho involves developed sites and also dispersed activities, such as hiking, off-highway vehicle (OHV) use, hunting, and fishing. Recreation opportunities are offered to the public on all National Forest System (NFS) lands and BLM-managed lands where legal access exists. Existing recreation resources in the general vicinity of the proposed Project were avoided during the initial route selection studies wherever possible in order to limit the potential impact of the Project on these areas.

Table 3.4-12. Travel and Tourism-Related Employment in Idaho, 2010

County/State	Total Private Employment	Percent of Total Private Employment				
		Travel and Tourism Related				Non-Travel and Tourism
		Retail Trade and Passenger Information	Arts, Entertainment, & Recreation	Accom-modation and Food	Total Travel & Tourism	
Ada	164,035	3%	2%	9%	14%	86%
Bannock	24,888	4%	2%	12%	18%	82%
Bear Lake	941	6%	2%	12%	21%	79%
Canyon	41,278	3%	1%	9%	13%	87%
Cassia	6,751	4%	3%	9%	16%	84%
Elmore	4,237	4%	0%	16%	20%	80%
Franklin	1,932	4%	0%	9%	13%	87%
Gooding	2,539	4%	2%	8%	14%	86%
Jerome	5,418	5%	1%	6%	11%	89%
Lincoln	652	7%	0%	6%	13%	87%
Oneida	572	4%	2%	13%	18%	82%
Owyhee	1,604	3%	0%	9%	12%	88%
Power	2,148	1%	1%	2%	3%	97%
Twin Falls	26,792	4%	1%	10%	15%	85%
Idaho	**487,875**	**3%**	**2%**	**11%**	**15%**	**85%**
United States	111,970,095	3%	2%	10%	15%	85%

Source: Headwaters Economics 2012b

Leisure visitors to Wyoming in 2011 ranked natural attractions and outdoor recreation as important reasons for their visit, with each visitor engaging in an average of 4.5 activities per trip (Strategic Marketing and Research, Inc. 2012). The 2011 survey provided estimates of the percentage of visitors participating in an activity, as well as the percentage of visitors who were motivated to visit the state by that activity. Almost half of all leisure visitors participated in a scenic drive (47 percent), visited a national park (45 percent), and went hiking or backpacking (43 percent); 32 percent engaged in wildlife watching, 26 percent visited an historic site, and 20 percent went camping (Strategic Marketing and Research, Inc. 2012). The shares of visitors motivated to visit the state to participate in each activity were as follows: scenic drive – 17 percent; visit a national park – 30 percent; hiking or backpacking – 14 percent; wildlife watching – 10 percent; visit a historic site – 4 percent; and camping – 8 percent.

Visitors to Idaho also ranked natural attractions and outdoor recreation as important reasons why they visited the state (D.K. Shifflet & Associates 2007). Of visitors who came to Idaho for overnight leisure trips between 2003 and 2005, 24 percent engaged in sightseeing, 12 percent camped, 10 percent hiked or biked, 8 percent visited national or state parks, 6 percent participated in eco-tourism, and 5 percent visited historic sites.

Natural Amenities and Quality of Life

Natural amenities and local quality of life have been recognized as important factors contributing to the economic prospects of rural communities in the American West (Rudzitis and Johnson 2000; Hill et al. 2009). While natural amenities do not directly generate income in the same sense as oil and gas exploration or a tourism lodge, they can influence household and business location decisions and act to attract and retain residents and businesses that are not otherwise constrained with respect to their location.

Residents attracted to an area by natural amenities and quality of life factors can support communities and local economics in several ways. First, residents attracted to a region may earn a substantial proportion of their income from non-job-related sources (non-labor income) that are independent of local economic activity. Much of this income will then be spent locally, resulting in additional employment and income in the community. Second, residents bring with them important skills and energy that constitute valuable assets for the community. Broadly termed “human capital” by economists, these skills (and the energy with which residents apply them) can earn additional outside income as well as provide essential social resources to the community. These residents may also help attract and retain businesses that are dependent on a skilled labor force, but otherwise relatively footloose from a location standpoint.

Non-labor income and its contribution to local economies is directly measurable. Retirees comprise the most common source of non-labor income in many rural communities because retirees are not geographically constrained by work and may be freer to choose where they live. Components of non-labor income potentially influenced by natural amenities include investment income (dividends, interest, and rent) and age-related transfer payments. Non-labor income data compiled for 2010 by Headwaters Economics (2012b) from the U.S. Bureau of Economic Analysis is summarized in Table 3.4-13 by potentially affected county.

Table 3.4-13. Components of Non-Labor Income, 2010

County/State	Total Personal Income ($ million)	Labor Earnings[1/]	Dividends, Interest, and Rent[2/]	Age-Related Transfer Payments[3/]	Other Transfer Payments[4/]
Carbon	625,439	61%	22%	11%	6%
Converse	618,291	67%	19%	9%	5%
Lincoln	655,287	60%	24%	10%	6%
Natrona	3,818,869	64%	23%	8%	6%
Sweetwater	2,013,050	74%	15%	7%	4%
Wyoming	**26,184,352**	**62%**	**24%**	**8%**	**6%**
Ada	15,715,284	69%	17%	8%	6%
Bannock	2,448,385	62%	14%	13%	11%
Bear Lake	178,373	59%	15%	18%	8%
Canyon	4,439,911	58%	14%	14%	14%
Cassia	748,104	63%	16%	12%	9%
Elmore	938,383	71%	12%	8%	9%
Franklin	339,270	67%	14%	13%	7%
Gooding	592,469	69%	14%	10%	7%
Jerome	676,900	68%	13%	10%	8%
Lincoln	148,953	67%	11%	12%	9%
Oneida	118,324	59%	15%	17%	8%
Owyhee	342,138	65%	15%	12%	8%
Power	199,242	59%	17%	13%	11%
Twin Falls	2,483,508	60%	17%	12%	10%
Idaho	**51,695,954**	**62%**	**18%**	**11%**	**9%**
United States	12,743,579,426	65%	17%	10%	8%

1/ Labor income consists of earnings by place of work (wages and salaries and proprietor's income) adjusted to place of residence.
2/ Dividends, interest, and rent includes money earned from investments (personal dividend income, personal interest income, and rental income).
3/ Age-related transfer payments is an aggregation developed by Headwaters Economics that consists of Medicare, retirement and disability insurance benefits.
4/ All other components of transfer payments, including payments associated with poverty and welfare including Medicaid and income maintenance.
Source: Headwaters Economics 2012b

Non-labor income accounted for 38 percent of total personal income in 2010 in both Wyoming and Idaho, compared to 35 percent in the U.S. (Table 3.4-13). Investment income and age-related transfer payments together accounted for 32 percent and 29 percent of total personal income in Wyoming and Idaho, compared to 27 percent in the U.S. In the potentially affected Wyoming counties, investment income and age-related transfer payments ranged from 22 percent of the total in Sweetwater County to 34 percent in Lincoln County. In the potentially affected Idaho counties, investment income and age-related transfer payments ranged from 20 percent of total personal income in Elmore County to 33 percent in Bear Lake County (Table 3.4-13).

The role of "human capital" in local economies is not directly measurable, but it is undoubtedly substantial. The skills possessed by a community's population can be essential in determining its adaptability to negative shocks and its ability to take advantage of new economic opportunities. Skilled employees, for example, constitute a key resource for existing or potential employers, and local entrepreneurs can help identify and grow new business opportunities if they exist. Equally important are the

skills and energy residents can bring to local government and other community organizations.

Housing

Construction of the proposed transmission line is expected to draw workers from outside the region. The majority of these workers would either temporarily relocate to the Analysis Area or take up overnight lodging on weekdays, commuting from their permanent residences on Sunday nights and returning home Friday evenings. Few of these workers would be expected to permanently relocate to the Analysis Area and the average non-local worker would be expected to rent an existing housing unit, stay in hotels or motels, or reside in an RV or mobile home for the duration of their employment on the Project.

Housing Units

According to the U.S. Census Bureau (2000b, 2012i), the number of housing units in the United States increased by about 16.4 million, or 14.2 percent, between 2000 and 2011 (Table 3.4-14). The Census Bureau defines a housing unit as a house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied or intended to be occupied as separate living quarters.

The number of housing units in Wyoming increased at a faster rate than the national average over this period (18.6 percent versus 14.2 percent), and increases were above the national average in three of the five Analysis Area counties in Wyoming (Table 3.4-14). The exceptions were Carbon and Converse Counties where the number of housing units increased by just 3.1 percent and 14.1 percent, respectively, over this period.

Table 3.4-14. Housing Data by State and County

State/County	Housing Units					Hotel and Motel Rooms[4/]	RV Spaces[5/]
	2011[1/]	Change 2000 to 2011 (%)[1/]	Rental Property 2010 (%)[2/3/]	Rental Vacancy Rate 2010 (%)[2/]	Estimated Available Rental Units 2010[2/]		
Wyoming	**265,528**	**18.6**	**30**	**9.4**	**7,304**	**6,707**	**1,421**
Carbon	8,563	3.1	26	16.5	365	1,415	568
Converse	6,466	14.1	27	7.3	127	489	175
Lincoln	9,046	32.4	20	17.8	319	266	120
Natrona	34,400	15.1	30	9.1	921	2,534	368
Sweetwater	19,258	21.0	30	16.8	934	2,003	190
Idaho	**674,394**	**27.8**	**29**	**8.5**	**16,360**	**11,446**	**2,895**
Ada	161,083	35.9	32	7.9	4,038	6,520	731
Bannock	33,401	14.8	32	8.0	864	1,455	529
Bear Lake	3,964	21.3	13	15.8	81	170	60
Canyon	69,774	45.5	30	8.9	1,840	935	540
Cassia	8,392	6.7	30	7.5	191	469	98
Elmore	12,220	16.1	37	12.4	564	307	273
Franklin	4,591	18.6	20	6.0	54	55	12
Gooding	6,105	10.9	34	8.2	169	16	137
Jerome	8,204	22.2	34	6.2	168	284	95

Table 3.4-14. Housing Data by State and County (continued)

State/County	Housing Units					Hotel and Motel Rooms[4/]	RV Spaces[5/]
	2011[1/]	Change 2000 to 2011 (%)[1/]	Rental Property 2010 (%)[2/3/]	Rental Vacancy Rate 2010 (%)[2/]	Estimated Available Rental Units 2010[2/]		
Lincoln	2,005	21.4	29	12.7	72	–	–
Oneida	1,921	9.5	16	4.0	12	21	46
Owyhee	4,776	7.3	28	7.8	104	–	45
Power	2,931	3.1	25	7.8	58	54	165
Twin Falls	31,374	22.6	34	7.6	798	1,160	164
United States	**132,312,404**	**14.2**	**34**	**9.2**	**4,137,567**	**na**	**na**

1/ Data for 2011 are from the U.S. Census Bureau (U.S. Census Bureau 2012g, 2012h). Data for 2000 used to estimate the change from 2000 to 2011 are from the U.S. Census Bureau (U.S. Census Bureau 2000b).
2/ Data for 2010 are from the 2010 U.S. Census (U.S. Census Bureau 2011a).
3/ This is the share of total housing units that are identified as rental properties in the 2010 Census.
4/ Hotel, motel, and bed and breakfast inn data are for communities located within 20 miles of the proposed transmission line summarized here by county (Smith Travel Research 2008; Visit Idaho 2008; Wyoming Tourism 2008).
5/ RV space data are also for communities located within 20 miles of the proposed transmission line and summarized here by county (Visit Idaho 2008; Wyoming Tourism 2008).

The number of housing units in Idaho increased at almost twice the national average, with an increase of 27.8 percent from 2000 to 2011. The largest absolute and relative increases in the number of housing units in the Analysis Area counties in Idaho occurred in Ada and Canyon Counties, with respective increases of 35.9 percent (approximately 42,600 housing units) and 45.5 percent (approximately 21,800 housing units) that reflected the rapid population growth that occurred in these counties over the same time period. Elsewhere in the Idaho Analysis Area counties, the total number of housing units increased at rates below the state average (Table 3.4-14). Although below the state average, other potentially affected counties in Idaho with relatively large increases in housing units included Twin Falls (22.6 percent), Jerome (22.2 percent), Lincoln (21.4 percent), and Bear Lake (21.3 percent) Counties.

The total share of the housing stock classified as rental property in 2010 was below the national average (34 percent) in both Wyoming (30 percent) and Idaho (29 percent). Average rental vacancy rates were slightly higher than the national average (9.2 percent) in Wyoming (9.4 percent) and lower in Idaho (8.5 percent) (Table 3.4-14). Rental housing vacancy rates were higher than the Wyoming state average (9.4 percent) in three of the five Analysis Area counties in 2010. In Idaho, four of the potentially affected counties had rental vacancy rates above the corresponding state average (8.5 percent) (Table 3.4-14).

Hotels and Motels

Hotel and motel vacancy rates vary seasonally and geographically. Data compiled for cities in the Wyoming Analysis Area and adjacent counties indicate that vacancy rates peak during the winter and dip sharply in the summer months. Hotel and motel vacancy rates generally range from 10 to 20 percent in June through August to 40 to 60 percent and above in December and January. In the Casper area (Natrona County), for example, vacancy rates from April 2005 to June 2007 ranged from lows of 10 to 15 percent during

the summer to more than 40 percent in the winter (PacifiCorp Energy 2007). In the Rock Springs area (Sweetwater County), average monthly vacancy rates from January 2006 to March 2012 ranged from 21 percent in August to more than 55 percent in December (FMC Wyoming Corporation 2012).

The numbers of hotel and motel rooms located in and around the communities within 20 miles of the proposed transmission line route are identified by county in Table 3.4-14. The identified communities are located within 20 miles of the proposed transmission line at its closest point. There are stretches of the line, particularly in the more sparsely populated counties in Wyoming, that are farther than 20 miles from one of these communities. These numbers are estimates developed from data compiled by Smith Travel Research for hotels, motels, and bed and breakfast inns with 15 or more rooms, and from data available on the Wyoming and Idaho state tourism Web sites (Smith Travel Research 2008; Wyoming Tourism 2008; Visit Idaho 2008). These data do not necessarily account for all of the existing hotel, motel, and bed and breakfast rooms within 20 miles of the proposed transmission line because the Smith Travel Research data does not include establishments with less than 15 rooms, and the data compiled on the state tourism Web sites, which do include hotels, motels, and bed and breakfast inns with less than 15 rooms, are for participating businesses only. The hotel and motel data summarized in Table 3.4-14 do, however, represent a reasonable approximation of the number of hotel and motel rooms based on the best available data.

A total of 6,707 hotel and motel rooms were identified in and around communities within 20 miles of the proposed transmission line route in Wyoming (Table 3.4-14). A further 11,446 rooms were identified in and around the Idaho communities within 20 miles of the proposed transmission line route. The largest concentrations of hotel and motel rooms occur in and around the major communities in the overall socioeconomic Analysis Area. The cities of Rawlins and Casper accounted for more than two-thirds (70 percent) of the hotel and motel rooms located within 20 miles of the proposed transmission line in Wyoming. In Idaho, the city of Boise alone accounted for about half (47 percent) of the identified hotel rooms, with the cities of Pocatello and Twin Falls together accounting for a further 21 percent.

Recreation Vehicle Park Capacity

More than 4,300 RV spaces were identified in RV parks in and around communities within 20 miles of the proposed transmission line (Visit Idaho 2008; Wyoming Tourism 2008). The largest concentration of RV spaces in the potentially affected Wyoming counties are, like the supply of hotel and motel rooms, located in and around the larger cities, with almost half (48 percent) located in Rawlins and Casper. Approximately 17 percent of the RV spaces in the Idaho counties were located in and around the city of Boise. Other communities in Idaho that accounted for relatively large shares of RV spaces include Caldwell (Canyon County) (12 percent) and Lava Hot Springs (Bannock County) (11 percent) (Table 3.4-14).

The RV data summarized in Table 3.4-14 were compiled from information available on the Wyoming and Idaho state tourism Web sites (Wyoming Tourism 2008; Visit Idaho 2008). These data are for participating businesses only and do not necessarily represent all the available RV spaces within 20 miles of the proposed transmission line.

They do, however, represent a reasonable approximation of the supply of RV spaces based on the best available data.

Property Values

Approximately 44 percent of the land required for construction and operations of the Proposed Action is privately owned. The remaining 56 percent is managed by federal (BLM, Bureau of Reclamation, Forest Service) or state agencies. All of the new transmission line segments require new ROWs that would involve a combination of ROW grants and easements between the Proponents and federal, state, and local governments; other companies (e.g., utilities and railroads); and private landowners (including fee acquisition). ROWs for transmission line facilities on private lands would be obtained in fee simple or perpetual easement by Rocky Mountain Power and as perpetual easements by Idaho Power. Land for substation or regeneration sites would be obtained in fee simple where located on private land.

Education

The total number of school districts, schools, students, and teachers are summarized by county in Table 3.4-15. Schools and students tend to be concentrated in the more heavily populated counties, with the two most populated counties (Ada and Canyon Counties, Idaho), together accounting for 42 percent of the identified schools and 55 percent of the students.

Table 3.4-15. School Districts in the Analysis Area – Selected Characteristics (2009/2010)

State/County	Number of School Districts	Total Number of Schools	Total Number of Students	Total Number of Teachers	Student/Teacher ratio (Average)[1/]
Wyoming					**12.3**
Carbon	2	16	2,451	231	10.6
Converse	2	12	2,365	210	11.3
Lincoln	2	13	3,240	246	13.2
Natrona	1	34	12,116	824	14.5
Sweetwater	2	27	7,634	527	14.5
Idaho					**18.1**
Ada	5	121	64,950	3,543	18.3
Bannock	2	36	13,728	704	19.5
Bear Lake	1	6	1,124	64	17.5
Canyon	8	71	34,230	1,805	19.0
Cassia	1	17	5,051	291	17.3
Elmore	3	12	4,540	253	18.0
Franklin	2	8	3,054	156	19.6
Gooding	5	11	2,803	183	15.3
Jerome	2	8	4,253	239	17.8
Lincoln	3	5	1,070	72	14.8
Oneida	1	5	913	53	17.1
Owyhee	4	13	2,466	157	15.7
Power	3	7	1,650	108	15.3
Twin Falls	8	33	12,670	723	17.5

1/ This is the average student/teacher ratio per state/county. Student teacher ratios also vary by school district and individual school within counties. The largest variation between school districts is in Twin Falls County, Idaho where student-teacher ratios range from 6.7 to 18.1.
Source: U.S. Department of Education 2012.

Student/teacher ratios are also summarized by county in Table 3.4-15. Student/teacher ratios, calculated by dividing the total number of students by the total number of full-time equivalent teachers, are a common measure used to assess the overall quality of a school. The national average student teacher ratio for the 2009/2010 school year (the most recent available data) was 15.0. The statewide average ratio in Wyoming was below the national average (12.3 students per teacher versus 15.0 students per teacher), and all of the potentially affected Wyoming counties had student/teacher ratios below the national average (Table 3.4-15).

In Idaho, the statewide average was higher than the national average (18.1 students per teacher versus 15.0 students per teacher), and this was also the case for all but one of the potentially affected Idaho counties, with average student/teacher ratios ranging from 14.8 to 19.6.

It should also be noted that student/teacher ratios vary by school district and by school within each county. The largest variation by school district in the overall Analysis Area counties occurred in Twin Falls County, where student/teacher ratios ranged from 6.7 students per teacher to 18.1 students per teacher.

Public Services

Police and Fire Services

The number of police and fire departments whose jurisdictions either directly overlap or fall within 10 miles of the proposed transmission line are identified by county in Table 3.4-16. In general, the number of police and fire departments is directly related to the overall size and population of the county, as well as the number of larger communities within the county. There are multiple law enforcement agencies and providers in the potentially affected counties, including the state patrol, county sheriffs, and local police departments. In many cases mutual aid agreements between agencies allow members of one agency to provide backup to other agencies in emergency situations.

Table 3.4-16. Police and Fire Departments and Crime Rates by County

County	Police/Sheriff Departments		Fire Departments		Crime Rates (per 10,000 persons)	
	Number of Depts.[1/]	Approximate Distance to Nearest (miles) [2/]	Number of Depts.[1/]	Approximate Distance to Nearest (miles) [2/]	Violent Crimes	Total Crimes[3/]
Wyoming						
Carbon	6	< 1	6	< 1	3	34
Converse	2	< 1	1	< 1	9	45
Lincoln	4	< 1	2	< 1	7	120
Natrona	2	10	3	10	1	54
Sweetwater	5	< 1	6	< 1	6	51
Idaho						
Ada	8	6	6	6	4	38
Bannock	3	3	4	< 1	2	23
Bear Lake	3	2	2	2	5	67
Canyon	3	7	3	< 1	4	49
Cassia	2	8	2	3	19	270
Elmore	5	< 1	3	< 1	4	51
Franklin	2	16	1	16	11	39

Table 3.4-16. Police and Fire Departments and Crime Rates by County (continued)

County	Police/Sheriff Departments		Fire Departments		Crime Rates (per 10,000 persons)	
	Number of Depts.[1/]	Approximate Distance to Nearest (miles) [2/]	Number of Depts.[1/]	Approximate Distance to Nearest (miles) [2/]	Violent Crimes	Total Crimes[3/]
Gooding	4	3	3	< 1	13	51
Jerome	3	6	3	1	3	49
Lincoln	3	6	1	6	7	16
Oneida	1	15	1	15	10	104
Owyhee	2	23	1	2	16	145
Power	3	3	1	3	–	49
Twin Falls	4	8	5	2	6	39

1/ The number of police and fire departments whose jurisdictions either overlap or fall within 10 miles of the proposed transmission line.
2/ This is the estimated distance between the proposed transmission line and the closest police and fire department by county. In some cases, the closest department may be in an adjacent county.
3/ Total crimes include both violent (such as murder or rape) and non-violent crimes (such as arson and other crimes resulting in property damage).
Sources: Capitol Impact 2008; States and Capitols 2008; FBI 2007.

There are also multiple fire departments and districts providing fire protection and suppression services in the potentially affected counties. Many of these fire departments and districts are at least partially staffed by volunteers and tend to be housed in stations and fire houses in the larger communities.

There are police and fire services located within 10 miles of most stretches of the proposed transmission line. There are, however, some locations where the closest police and fire services are farther than 10 miles from the proposed transmission line (Table 3.4-16). Viewed at the county level, this tends to happen in large, less densely populated counties, and in counties where the proposed transmission line skirts along the edge of a county boundary. In some cases, the closest police or fire departments may be located in adjacent counties. Emergency 911 services are available along most of the Project's length, with the exception of the area near the communities of Arbon and Rockland in Power County, Idaho.

Crime rates per 10,000 persons are also summarized by county in Table 3.4-16. Violent crime rates were below 10 incidents per 10,000 people in all of the affected Wyoming counties. Total (both violent and non-violent) crime rates were noticeably higher in Lincoln County, with more than twice as many reported incidents there than in the next highest county. Four of the affected Idaho counties had violent crime rates of more than 10 incidents per 10,000 persons, and two of these counties, Cassia and Owyhee, had total crime rates that were substantially higher than the other Idaho counties (Table 3.4-16).

Health Care

The medical facilities located near the proposed transmission line are identified by location and region in Table 3.4-17. This summary divides the overall Analysis Area into four regions: Wyoming, and southeast, south-central, and southwest Idaho. Each region has at least one medical facility with life flight capacity. Access to facilities with life flight capacity is important due to the remote nature of many portions of the Project.

Table 3.4-17. Medical Facilities Located near the Project Area

Medical Facility/Location [1/]	Available Services
Wyoming	
Wyoming Medical Center, Casper, WY	Life Flight
Memorial Hospital of Converse County, Douglas, WY	24-hour emergency room; 911 service
Ivinson Memorial Hospital, Laramie, WY	24-hour emergency room; 911 service
Memorial Hospital of Carbon County, Rawlins, WY	24-hour emergency room; 911 service; ambulance service
Memorial Hospital of Sweetwater County, Rock Springs, WY	24-hour emergency room; 911 service
South Lincoln Medical Center, Kemmerer, WY	24-hour emergency room; 911 service; ambulance service
Southeast Idaho	
Airmed Life Flight, Salt Lake City, UT	Life Flight
Bear Lake Memorial Hospital, Montpelier, ID	24-hour emergency room; 911 service; ambulance service; Life Flight accessible (but no helicopter)
Caribou Memorial Hospital, Soda Springs, ID	24-hour emergency room; 911 service
Franklin County Medical Center, Preston, ID	24-hour emergency room; 911 service
Portneuf Medical Center, Pocatello, ID	Full 24-hour trauma center (including Life Flight helicopter); 911 service; ambulance service
Harms Memorial Hospital, American Falls, ID	24-hour emergency room; 911 service
Minidoka Memorial Hospital, Rupert, ID	24-hour emergency room; 911 service
South-Central Idaho	
Cassia Regional Medical Center, Burley, ID	24-hour emergency room; Life Flight accessible (but no helicopter); 911 service; ambulance service
St. Lukes Magic Valley Regional Medical Center, Twin Falls, ID	Full 24-hour trauma center (including Life Flight helicopter); 911 service; ambulance service
St. Benedicts Family Medical Center, Jerome, ID	24-hour emergency room; 911 service
Gooding County Memorial Hospital, Gooding, ID	24-hour emergency room; 911 service
Southwest Idaho	
St. Alphonsus Regional Medical Center, Boise, ID	Full 24-hour trauma center (including Life Flight helicopter); 911 service; ambulance service
St. Lukes Meridian Medical Center, Meridian, ID	24-hour emergency room (including Air St. Lukes helicopter); 911 service; ambulance service
Mercy Medical Center, Nampa, ID	24-hour emergency room; 911 service

1/ This overview divides the overall Socioeconomic Analysis Area as follows: Wyoming—all affected Wyoming counties; Southeast Idaho—the portion of the Project area from the Idaho/Wyoming border to Rupert, Idaho; South-Central Idaho—from Rupert, Idaho, west to Gooding, Idaho; and Southwest Idaho—from Gooding, Idaho, west to Melba, Idaho.

As previously noted, Emergency 911 services are available along most of the Project's length, with the exception of the area near the communities of Arbon and Rockland in Power County, Idaho.

Municipal Services

Rocky Mountain Power provides electricity to all or parts of the affected Wyoming counties, as well as Ada, Bannock, Bear Lake, and Franklin Counties in Idaho. Idaho Power provides electricity to all or parts of most of the affected Idaho counties, with the exceptions of Bear Lake and Franklin Counties, which are served by Rocky Mountain Power (Table 3.4-18). Other smaller electric companies also serve areas in the affected

Table 3.4-18. Municipal Services by County

State/County	Electricity	Gas
Wyoming		
Carbon	Carbon Power & Light, High Plains Power, Rocky Mountain Power, Yampa Valley Electric	Source Gas
Converse	Niobrara Electric, Rocky Mountain Power, Wheatland REA	MGTC Inc. Source Gas
Lincoln	Bridger Valley Electric Association, Lower Valley Electric, Rocky Mountain Power	Questar Gas Co. Lower Valley Energy
Natrona	High Plains Power, Rocky Mountain Power	Source Gas
Sweetwater	Bridger Valley Electric Association Rocky Mountain Power	Questar Gas Co. Source Gas
Idaho		
Ada	Idaho Power, Rocky Mountain Power	Intermountain Gas
Bannock	Idaho Power, Rocky Mountain Power	Intermountain Gas
Bear Lake	Rocky Mountain Power	Intermountain Gas
Canyon	Idaho Power	Intermountain Gas
Cassia	Albion Light, Burley Municipal, Declo Municipal, Idaho Power, Raft River Cooperative	Intermountain Gas
Elmore	Idaho Power	Intermountain Gas
Franklin	Rocky Mountain Power	Questar
Gooding	Idaho Power	Intermountain Gas
Jerome	Idaho Power	Intermountain Gas
Lincoln	Idaho Power	Intermountain Gas
Oneida	Idaho Power	Intermountain Gas
Owyhee	Idaho Power	Intermountain Gas
Power	Idaho Power	Intermountain Gas
Twin Falls	Idaho Power	Intermountain Gas

Sources: Fosberg 2010; IPUC 2007; Wyoming Public Service Commission 2007

counties (Table 3.4-18). Source Gas supplies all or parts of the affected Wyoming counties. Intermountain Gas is the main source of gas for the affected Idaho counties (Table 3.4-18).

There are numerous water system companies in the potentially affected counties that could provide water during the construction phase of the Project. In Wyoming, there are more than 200 water system companies serving customer bases that range from 20 to more than 55,000 (Wyoming Water Development Commission 2007). In Idaho, more than 2,100 water system companies serve customer bases ranging from 22 to 78,000 customers (IPUC 2007).

Tax Revenues

Sales, Use, and Lodging Taxes

The State of Wyoming levies a sales and use tax of 4 percent. (Note: tax rate percents in Wyoming are generally referred to as “cents” [Schroeder 2010]). Sales tax is levied on goods and services purchased within the state. Use tax is imposed on goods purchased tax-free outside Wyoming for use in Wyoming. These 4 cents of sales and use tax revenues are shared between the state (69 percent) and counties (31 percent). The award of a permit from the Wyoming ISC results in the state distribution of impact assistance payments. In general, these payments increase distribution of the state’s

sales and use tax levy to local governments from 31 percent to 40 percent. In the past, such payments have been about $100,000 per month for each month of construction.

In addition to the state levy of 4 percent (the 4 "cents" noted above), general purpose local governments can levy 3 percent. The fifth cent (or fraction of it) may be levied for general purposes. The sixth cent (or fraction of it) may be levied for specific purposes as authorized by an election. The seventh cent (or fraction of it) may be levied for economic development as authorized by an election. As a result, a local government might, for example, have a 1 percent sales and use tax of which one-quarter of a cent is for general use and three-quarters is for specific construction projects that may be finished in 2 years (Schroeder 2010). Revenue generated by these taxes accrues to the local government that imposes the tax.

Cities, towns, and counties in Wyoming may, by voter approval, impose an excise tax of up to 4 percent on all sleeping accommodations for guests staying less than 30 days. This tax also includes mobile accommodations such as tents, trailers, and campers. All lodging tax collections, less a 1 to 2 percent state administrative cost, are distributed to the government entity imposing the tax. At least 90 percent of these tax distributions must be used to promote travel and tourism within that entity's jurisdiction, with the remainder available to be used for general revenue.

Sales, use, and lodging tax revenues are summarized for 2011 by affected Wyoming county in Table 3.4-19.

Table 3.4-19. Sales, Use, and Lodging Tax Revenues in Wyoming Counties, Fiscal Year 2011

County/State	Type of Tax[1/]			
	Sales	**Use**	**Lodging**	**Total**
Carbon	22.4	2.6	0.4	25.4
Converse	24.2	2.6	0.2	27.0
Lincoln	14.4	7.2	0.1	21.7
Natrona	90.6	9.2	1.0	100.8
Sweetwater	76.4	15.6	0.5	92.6
Wyoming	**748.4**	**105.2**	**8.2**	**861.8**

Numbers are rounded to the nearest tenth so columns/rows may not sum exactly.
1/ Tax revenues are shown in millions of dollars.
Source: Wyoming Economic Analysis Division 2011b.

The sales and use tax rate in Idaho is 6 percent. Sales tax is levied on goods and services purchased within the state. Use tax is imposed on goods purchased tax-free outside Idaho for consumption, use, or storage in Idaho. Use tax is paid directly to the state, rather than to the seller of the good. The state also applies a travel and convention tax of 2 percent on hotel/motel occupants and campground users (Idaho State Tax Commission 2011). Long-term temporary residents (more than 30 days) are exempt from the travel and convention tax. Sales, use, and travel and convention tax revenues are summarized for 2011 by affected Idaho County in Table 3.4-20.

Table 3.4-20. Sales, Use, and Travel and Convention Tax Revenues in Idaho Counties, Fiscal Year 2011

County/State	Type of Tax Revenue[1/]			Total[1/]
	Sales	Use	Travel and Convention	
Ada	242.2	16.7	1.81	260.7
Bannock	24.8	1.4	0.39	26.6
Bear Lake	1.5	0.02	0.04	1.6
Canyon	39.1	2.4	0.21	41.7
Cassia	8.2	0.3	0.09	8.6
Elmore	6.0	0.1	0.08	6.2
Franklin	4.0	0.04	< 0.01	4.0
Gooding	2.0	0.4	0.01	2.4
Jerome	11.0	0.3	0.07	11.4
Lincoln	0.9	0.02	0.00	0.9
Oneida	1.3	0.02	0.00	1.3
Owyhee	1.5	0.03	0.00	1.5
Power	1.0	0.1	0.00	1.1
Twin Falls	27.8	1.4	0.33	29.5
Idaho	**1,098.0**	**74.4**	**6.67**	**1,179.1**

1/ Tax revenues are shown in millions of dollars.
Source: Idaho State Tax Commission 2012a

Ad Valorem and Property Taxes

The State of Wyoming levies ad valorem taxes on the assessed value of property. The assessed or taxable values for most properties are established on a county basis by the appropriate County Assessor and property is taxed at fair market value. Taxable values for electric utilities are an exception to this practice, with taxable values established by the State Ad Valorem Tax Division. Ad valorem tax revenues are summarized for the potentially affected Wyoming counties for 2011 in Table 3.4-21. The major beneficiaries of Wyoming ad valorem taxes are identified in Table 3.4-22.

Table 3.4-21. Ad Valorem Tax Revenues in Wyoming Counties, 2011

County	Locally Assessed Value[1/2/]	State Assessed Value[3/]	Total Assessed Value	2011 Property Tax Revenue[4/]
Carbon	235.4	679.7	915.1	58.9
Converse	181.1	670.2	851.3	51.1
Lincoln	390.8	554.6	945.4	59.4
Natrona	685.6	490.6	1,176.2	82.6
Sweetwater	628.0	1,915.2	2,543.2	170.7
Wyoming	**7,544.6**	**16,795.1**	**24,339.7**	**1,545.8**

1/ Assessed values and tax revenues are shown in millions of dollars.
2/ Locally assessed property includes agricultural, residential, industrial, and commercial land.
3/ State assessed property includes utilities and minerals.
4/ Property tax payments are based on mill levies that vary by and within each county. Total mill levies in the affected counties in 2011 ranged from 62.48 in Lincoln County to 71.55 in Sweetwater County. The totals presented here are for all taxing districts (County, Special Districts, Schools, and Municipal).
Source: Wyoming Department of Revenue 2011

Table 3.4-22. Beneficiaries of Ad Valorem Tax Revenues in Wyoming, 2010

Beneficiary	Percent of Total
School	53.9
County	18.1
Foundation Program	18.8
Special Districts	7.7
Municipalities	1.6
State	–
Total	**100.0**

Source: Wyoming Department of Revenue 2011

Property taxes in Idaho are based on a property's current market value, and most homes, farms, and businesses are subject to property tax. Property tax values for operating property, including industries engaged in electric generation, transmission, and distribution, are set by the Idaho State Tax Commission. The Idaho State Tax Commission appraises operating property using a unit appraisal approach, which values a group of property items as one entity. The market value of each unit is estimated using cost, income, and/or market approaches to valuation (Idaho State Tax Commission 2003). Property tax revenues are summarized for 2011 by affected Idaho county in Table 3.4-23. Table 3.4-24 shows how the total property tax dollars collected in Idaho in 2011 were distributed by beneficiary.

Table 3.4-23. Property Tax Revenues in Idaho Counties, Fiscal Year 2011

County	Real and Personal Property Assessed Value (County)[1/,2/,3/]	Operating Property Assessed Value (County)[1/,2/,4/]	Total Assessed Value (County)[1/,2/]	2011 Property Tax Revenue (County)[1/,2/]	2011 Property Tax Revenue (All Taxing Districts)[1/,5/]
Ada	23,874.5	692.0	24,566.5	81.6	391.7
Bannock	3,690.8	275.8	3,966.6	19.1	66.3
Bear Lake	638.1	103.5	741.6	2.2	4.9
Canyon	6,626.3	214.4	6,840.7	37.1	138.8
Cassia	1,092.2	62.6	1,154.8	3.9	11.8
Elmore	1,026.0	288.8	1,314.8	5.9	19.7
Franklin	532.3	70.0	602.2	2.7	6.3
Gooding	794.4	92.6	887.0	2.8	9.7
Jerome	1,019.8	94.4	1,114.2	5.4	17.1
Lincoln	228.8	67.5	296.3	1.0	3.4
Oneida	222.9	70.3	293.2	1.3	2.8
Owyhee	404.3	103.1	507.4	1.8	5.0
Power	569.4	165.4	734.8	3.2	12.0
Twin Falls	4,144.7	201.8	4,346.5	18.2	64.9
Idaho	**101,836.9**	**4,822.9**	**106,659.7**	**375.4**	**1,380.6**

1/ Assessed values and tax revenues are shown in millions of dollars.
2/ There are multiple taxing districts within each county. Values and revenues identified here as "County" are those assessed and generated by County government only; they do not include other taxing districts within each county.
3/ Real and personal property includes residential, industrial, and commercial property, and farms, timber, and mining.
4/ Operating property includes industries engaged in electric generation, transmission, and distribution.
5/ The total property tax revenues shown here are for all taxing districts within each county, including the county, towns, cities, and special taxing districts.
Source: Idaho State Tax Commission 2012b

Table 3.4-24. Beneficiaries of Property Tax Revenues in Idaho, 2011

Beneficiary	Percent of Total
School	28.5
County	27.2
City	27.2
Highway	6.4
Other	10.7
State	–
Total	**100.0**

Source: Idaho State Tax Commission 2011

Income Tax

Idaho imposes an income tax on individuals that ranges from 1.6 percent to 7.8 percent, depending on income, and also imposes a corporate net income tax of 7.6 percent. Income tax is one of the main sources of tax revenue in Idaho and generated $1,380.6 million in tax revenue in Fiscal Year 2011, 28 percent of total state and local tax revenues (Idaho State Tax Commission 2011). Wyoming does not have an income tax.

Ecosystem Services

Ecosystem services are the products of functioning ecosystems that often are available without direct costs to people who benefit from them (Kline 2006). These services have been described in a number of different ways including the typology developed by the Millennium Ecosystem Assessment (2005), which identifies four general categories of ecosystem services: provisioning, regulating, cultural, and supporting. Provisioning services include wild food, fresh water, and fiber. Regulating services are the benefits obtained from ecosystem impacts on natural processes, such as air quality, climate stabilization, water quality, and erosion. Cultural services include recreation, aesthetic, educational, and spiritual and religious benefits. Supporting services are the underlying processes that maintain the conditions for life on Earth, such as nutrient cycling and soil formation (Smith et al. 2011).

The concept of ecosystem services has emerged as a way of framing and describing the comprehensive set of benefits that people receive from nature. The BLM and Forest Service have been exploring use of these concepts to describe the benefits provided by forests, but the ecosystem service approach has not been applied operationally in a management context to date. The Forest Service's Pacific Northwest Research Station issued a technical report that attempts to define an economics research program to describe and evaluate ecosystem services (Kline 2006). More recently, the Pacific Northwest Research Station and the Deschutes National Forest have partnered to develop a place-based application to explore how this type of approach might be implemented by a national forest to enhance forest stewardship. The BLM is currently partnering with the U.S. Geological Survey to assess the feasibility of incorporating ecosystem values into RMPs and EISs using the San Pedro watershed in southeast Arizona as the pilot area.

3.4.2 Direct and Indirect Effects

This section addresses the No Action Alternative, Effects Common to All Action Alternatives, and the Comparison of Alternatives by Segment. The Effects Common to All

Action Alternatives section is organized to present first construction, then operations, followed by decommissioning effects from the Proposed Action. The following sections address effects on population, the economy and employment, housing, property values, education, public services, tax revenues, and ecosystem services. Route Alternatives are analyzed in detail below in Section 3.4.2.3.

EPMs are presented in detail within this section only if it is the first time they have been discussed in Chapter 3; all other measures are referenced or summarized. A comprehensive list of all EPMs and the land ownerships to which they apply can be found in Table 2.7-1 of Chapter 2.

Plan Amendments

Proposed amendments to BLM RMPs and MFPs are summarized in Table 2.2-1 of Chapter 2, while BLM plan amendments associated with other routes are summarized in Table 2.2-2. BLM plan amendments are discussed in detail in Appendices F-1 and G-1. Proposed amendments to Forest Plans are summarized in Table 2.2-3 of Chapter 2 and discussed in detail in Appendices F-2 and G-2. Amendments are needed to permit the Project to cross various areas of BLM-managed land and NFS lands. Effects described for areas requiring an amendment in order for the Project to be built would only occur if the amendment were approved. Amendments that alter land management designations could change future use of these areas. No amendments specific to socioeconomics are proposed for the Project and no impacts to socioeconomics resulting from approving the amendments beyond the impacts of the Project are anticipated.

3.4.2.1 No Action Alternative

Under the No Action Alternative, the BLM would not issue a ROW grant to the Proponents of Gateway West and the Project would not be constructed across federal lands. No land management plans would be amended to allow for the construction of this Project. No Project-related impacts to socioeconomics would occur. Current socioeconomic trends would continue, as would impacts associated with other existing and planned developments within the Analysis Area, including wind farms, oil and gas extraction, and coal, trona, phosphate mines. The demand for electricity, especially for renewable energy, would continue to grow in the Proponents' service territories.

If the No Action Alternative is implemented, the demand for transmission services, as described in Section 1.3, Proponents' Objectives for the Project, would not be met with this Project and the area would have to turn to other proposals to meet the transmission demand. Impacts similar to those described below may occur due to new transmission lines built instead of this Project. In the absence of this or similar projects, existing constraints coupled with projected increases in demand in the Proponents' service areas could result in insufficient supply to meet energy demand and an increase in the potential for supply outages. These potential impacts could have detrimental socioeconomic impacts, with negative impacts to existing businesses and economic activities, as well as businesses and economic activities that might otherwise consider locating in the affected service areas. According to McBride et al. (2008), the lack of construction of transmission lines could result in substantial adverse impacts on economic growth in the future, including loss of jobs in the Pacific Northwest region, which includes Idaho as well as Washington, Oregon, Montana, and several Canadian provinces.

3.4.2.2 Effects Common to All Action Alternatives

The following analysis is based on the Proposed Action. Most impacts are common to the Proposed Action and Route Alternatives. Differences between the Route Alternatives and the Proposed Route are discussed in Section 3.4.2.3.

Population

Construction

Estimated construction workforce requirements are summarized by EPC contract in Figures 3.4-1 through 3.4-4. These projections were developed for the various Project components by the Proponents' transmission engineering contractor using project planning computer software. These projections are based on estimated workforce requirements and construction timeframes and sequencing for each project component that were developed for the purposes of analysis. Overall, Project construction is expected to occur between June 2015 and December 2021, depending on permitting. The Proponents' proposed schedule identifies general construction time frames by segment and substation, generally 4 to 5 years (see Table 2.1-3). Construction times by segment are, however, expected to range from about 8 months to 27 months; substation construction times are expected to range from 2 to 9 months. This construction would take place within the broader time frames identified in Table 2.1-3 but the exact timing is unknown and may differ from the estimates used in this analysis.

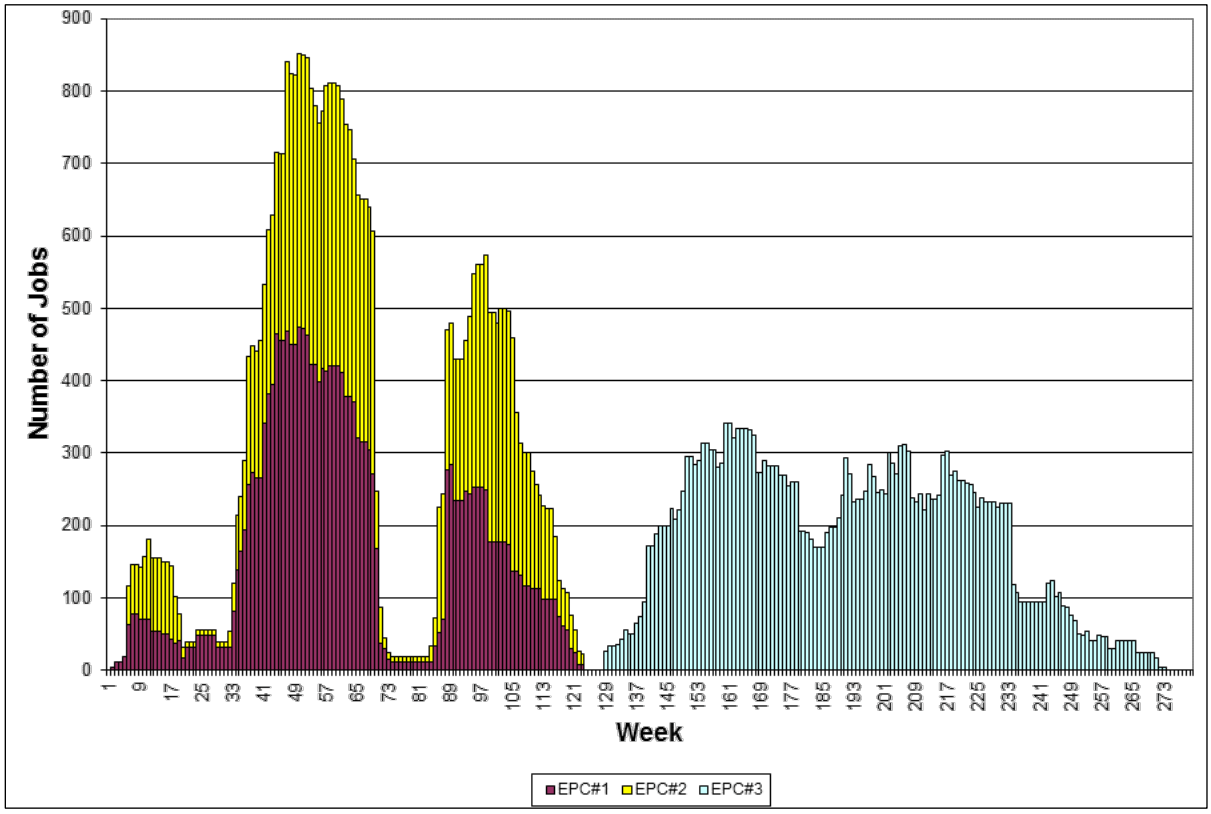

Figure 3.4-1. Total Project Labor Force by EPC Analysis Area and Week

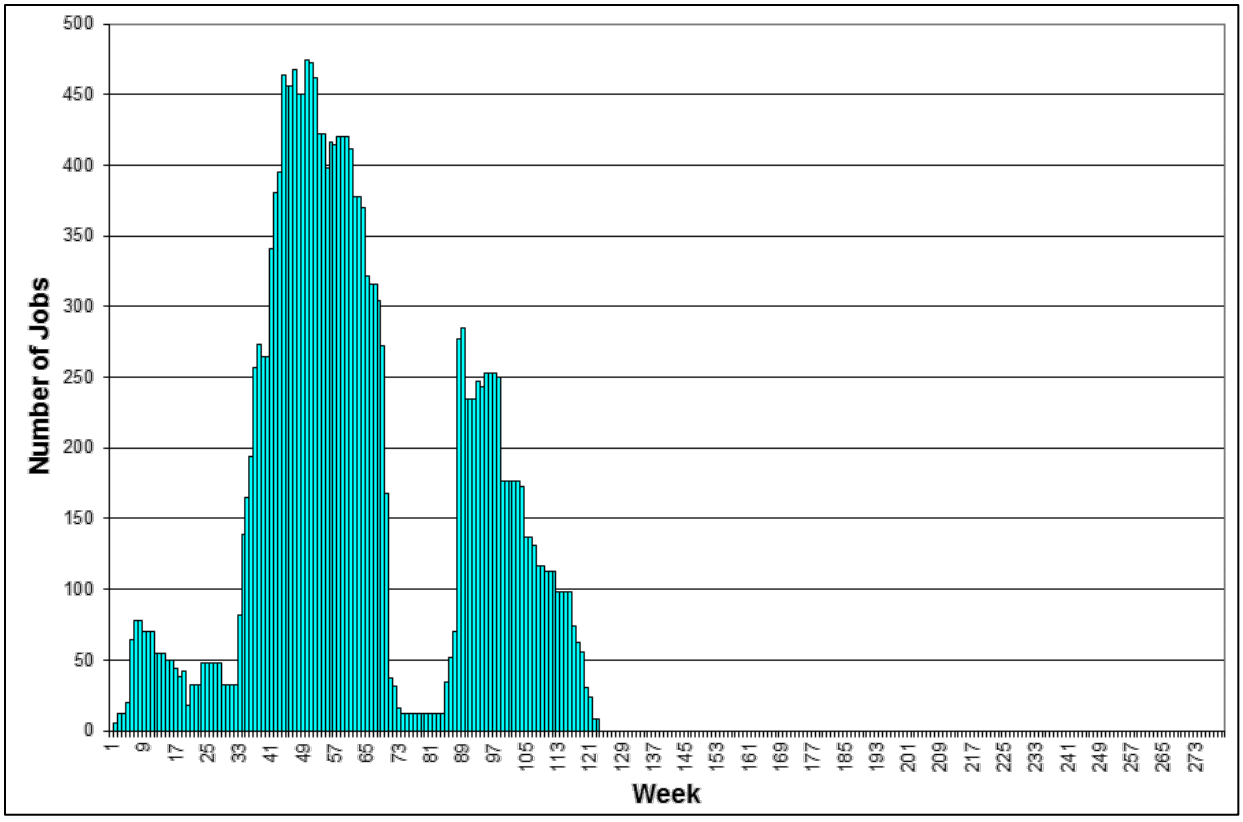

Figure 3.4-2. Project Workforce – EPC 1

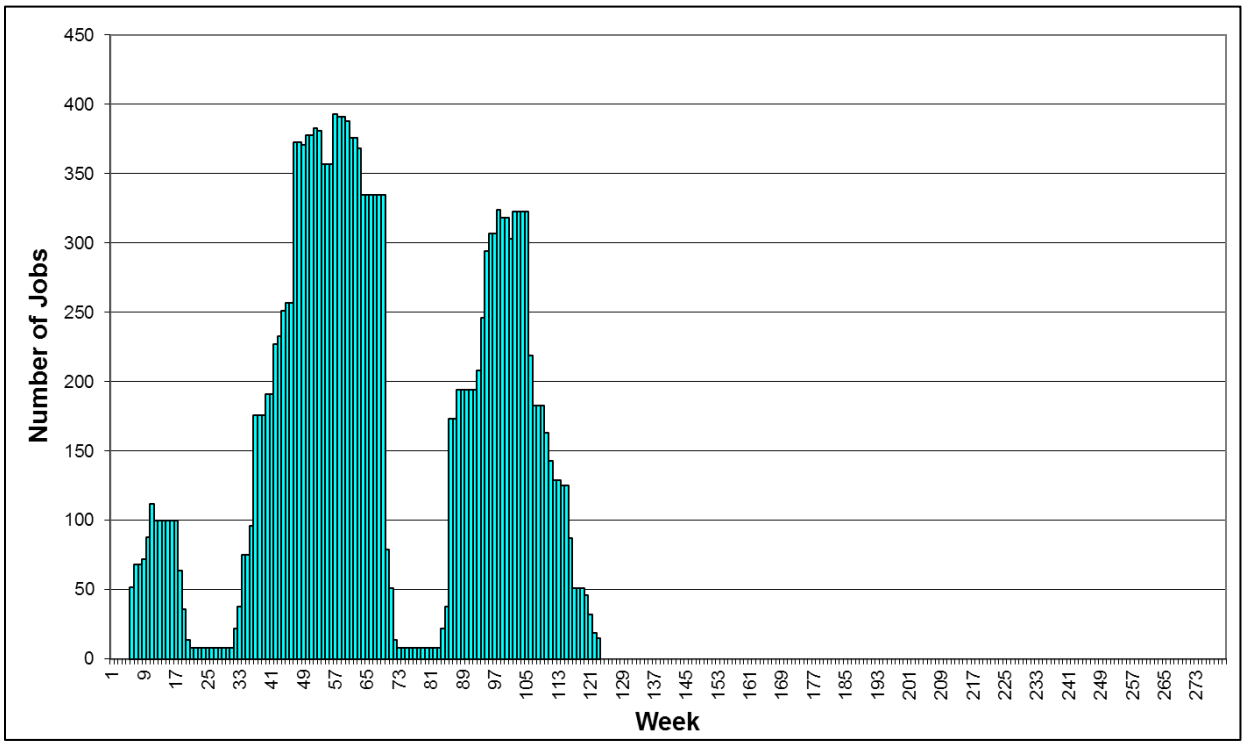

Figure 3.4-3. Project Workforce – EPC 2

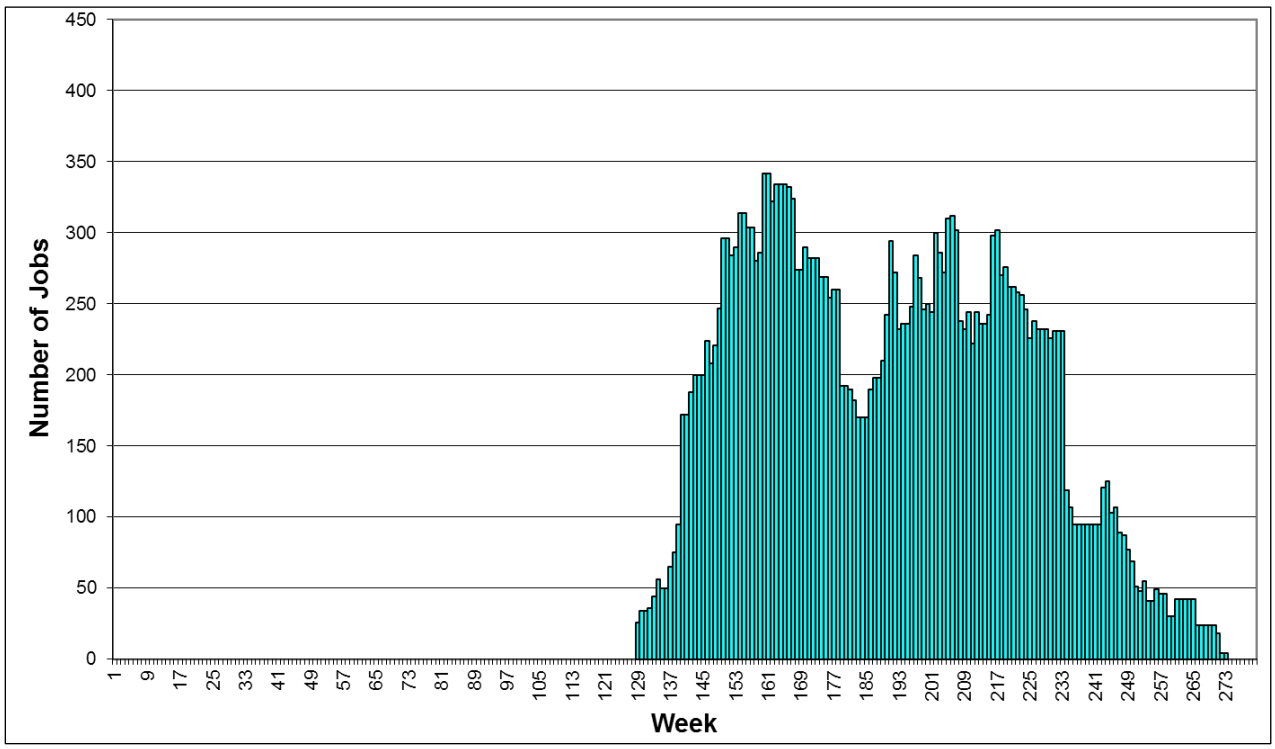

Figure 3.4-4. Project Workforce – EPC 3

In addition, the start of construction could be delayed based on permitting. This could affect the years identified in the following section, but would not be expected to substantially change the estimated impacts.

The proportion of workers likely to come from outside the Analysis Area would vary by EPC contract and over the construction period since the mix of labor categories or skills will vary. For the purposes of analysis, the Proponents estimate that during peak construction periods 20 percent of the workforce would be local (i.e., normally reside within commuting distance of the job sites), and would likely commute to and from their homes to work each day. The remaining 80 percent of the workforce would either temporarily relocate to the affected regions or commute in from their permanent residences on Sunday night and stay in overnight lodging on weekdays, returning home on Fridays.

Projected local and non-local employment totals are summarized for average weekly and peak employment by EPC Analysis Area in Table 3.4-25. Very few, if any, of the workers employed during the construction phase of the Project would be expected to permanently relocate to the area. Employment associated with the Gateway West Project would be temporary and the future availability of similar employment opportunities in the area is uncertain.

Less than 10 percent of the workers temporarily relocating to the Project areas would be expected to be accompanied by their families. This is mainly due to the nomadic nature

Table 3.4-25. Projected Construction Workforce by EPC Analysis Area

Workers	EPC 1	EPC 2	EPC 3
Average Weekly Forecast			
Commute to Job Site Daily [1/]	34	33	37
Move to the Affected Region Alone [2/]	122	120	134
Move to the Affected Region with Family [2/]	14	13	15
Total [3/, 4/]	**169**	**166**	**186**
Peak Employment Forecast			
Commute to Job Site Daily [1/]	95	78	68
Move to the Affected Region Alone [2/]	341	282	246
Move to the Affected Region with Family [2/]	38	31	27
Total [3/]	**474**	**391**	**342**

1/ Twenty percent of the average and peak workforce is expected to commute to and from the job site each day.
2/ Eighty percent of the average and peak workforce is expected to temporarily relocate to the Project area. Ten percent of workers temporarily relocating are assumed to be accompanied by their families for the purposes of analysis.
3/ Total average and peak employment estimates are based on the projected employment patterns illustrated in Figures 3.4-1 through 3.4-4.
4/ Average employment is estimated for each region based on the projected length of construction in that EPC region, not the overall Project construction period.

of the workers on this type of project. Workers would relocate along the line as necessary staying in each location for a fairly short period of time (several months as opposed to several years). These locations are typically not close to schools. For these reasons, workers working on these types of projects do not typically bring children. However, some may bring significant others if they do not have any dependents.

Although it is considered unlikely, 10 percent of the workers temporarily relocating to the four Analysis Areas are assumed, for the purposes of analysis, to be accompanied by their families, including school-age children. Data compiled as part of the 2000 Census indicate that the average number of children under 18 years old per family household in the United States was 0.9. The corresponding figures in Wyoming and Idaho were 0.9 and 1.0, respectively (U.S. Census Bureau 2004). The data presented in Table 3.4-25 assume an average relocating family size of two adults and one school-age child.

Table 3.4-26 compares the projected average and peak numbers of people temporarily relocating by EPC Analysis Area with the corresponding 2011 population totals. Projected temporary peak increases in population would be 0.3 percent or less of the existing population in all three areas, ranging from 0.04 percent of the 2011 population in the EPC 3 Analysis Area to 0.3 percent in the EPC 1 Analysis Area (Table 3.4-26).

The same comparison is provided at the county level in Table 3.4-27. Projected temporary peak increases in population range from 0.1 percent or less of the existing (2011) population in five of the affected counties to 1.8 percent in Bear Lake County, Idaho (Table 3.4-27).

Table 3.4-26. Projected Temporary Change in Population During Construction by EPC Analysis Area

Population	EPC 1	EPC 2	EPC 3
2011 Population[1/]	150,082	164,788	870,526
Average Employment Forecast			
Number of People Temporarily Relocating[2/]	163	159	179
As a Percent of 2011 Population	0.11	0.10	0.02
Peak Employment Forecast			
Number of People Temporarily Relocating[2/]	455	375	328
As a Percent of 2011 Population	0.30	0.23	0.04

1/ Population data are from the 2011 estimates prepared by the U.S. Census Bureau. These data are provided by county in Table 3.4-4.
2/ The number of people temporarily relocating assumes that 80 percent of the projected construction workforce would temporarily relocate to the county where they would be employed, with 10 percent of that total accompanied by their families (assuming an average family size of two adults and one child).

Table 3.4-27. Projected Temporary Change in Population During Construction by County

State/County	2011 Population[1/]	Average Employment Forecast		Peak Employment Forecast	
		Number of People Temporarily Relocating[2/]	Percent of 2011 Population	Number of People Temporarily Relocating[2/]	Percent of 2011 Population
Wyoming					
Carbon	15,786	86	0.5	230	1.5
Converse	13,755	17	0.1	42	0.3
Lincoln	18,071	47	0.3	127	0.7
Natrona	76,366	11	0.0	30	0.0
Sweetwater	44,175	126	0.3	360	0.8
Idaho					
Ada	400,842	28	0.0	79	0.0
Bannock	83,691	30	0.0	78	0.1
Bear Lake	6,001	40	0.7	110	1.8
Cassia	191,694	61	0.0	135	0.1
Elmore	23,186	28	0.1	104	0.4
Franklin	26,346	22	0.2	93	0.7
Gooding	12,850	20	0.1	52	0.3
Jerome	15,475	29	0.1	89	0.4
Lincoln	22,682	7	0.1	11	0.2
Owyhee	5,186	53	1.3	132	3.1
Power	4,215	33	0.3	96	0.8
Twin Falls	11,438	32	0.0	67	0.0

1/ Population data are from the 2011 estimates prepared by the U.S. Census Bureau (see Table 3.4-4).
2/ The number of people temporarily relocating assumes that 80 percent of the projected construction workforce would temporarily relocate to the county where they would be employed, with 10 percent of that total accompanied by their families (assuming an average family size of two adults and one child).

Operations

Long-term operations of the proposed transmission line and associated facilities would require an estimated permanent staff of approximately 12 Idaho Power employees, who would be based in Pocatello, Twin Falls, or Boise. These workers would all be expected to be hired locally. Existing Rocky Mountain Power staff would be responsible for operations and maintenance of the new transmission line and associated facilities

that would be owned and operated by Rocky Mountain Power. These estimated staffing requirements would have no noticeable impact on existing population levels in the potentially affected areas.

Decommissioning

When the Project is decommissioned, a labor force approximately equal to that needed for its construction would be deployed. Impacts to population from decommissioning are expected to be similar to those from construction.

Economy and Employment

Economic Conditions

Construction of the Proposed Action would result in a temporary increase in employment and income in the affected local economies. Employment associated with construction would be temporary and last only for the duration of the construction phase of the Project (see Figure 3.4-1). Jobs and income associated with operations of the Proposed Action would occur on an annual basis.

The total economic impacts of construction of the Proposed Action were estimated using input-output models that were developed using IMPLAN modeling software and data (Minnesota IMPLAN Group 2008). The proposed transmission line segments that comprise the Proposed Action extend an approximate total of 990 miles and cross 17 counties (5 counties in Wyoming and 12 counties in Idaho). Two additional counties would be crossed by one or more Route Alternatives: Canyon and Oneida Counties, Idaho.

The total affected area was divided into three regions for the purposes of analysis based on the three EPC Analysis Areas. Three separate multi-county IMPLAN models were developed to assess the potential impacts for each of these regions (see Figure 3.4-5). The three models consist mainly of the affected counties identified for each respective EPC Analysis Area in Table 3.4-3. Viewed in terms of counties, there is some overlap between the three Analysis Areas, with Sweetwater County, Wyoming, included in both the EPC 1 and EPC 2 Analysis Areas and Bannock County, Idaho, included in both the EPC 2 and EPC 3 Analysis Areas (Figure 3.4-5).

The three IMPLAN models were used to estimate the total (direct, indirect, and induced) change in output (sales), employment, and income that would occur in each Analysis Area as a result of the Proposed Action:

- The *direct* impact component consists of expenditures made specifically for the Proposed Action, such as construction labor and materials. These direct impacts generate economic activity elsewhere in the local economy through the multiplier effect, as initial changes in demand “ripple” through the local economy and generate indirect and induced impacts.
- *Indirect* impacts are generated by the expenditures by suppliers who provide goods and services to the construction Project or for Project operations.
- *Induced* impacts are generated by the spending of households who benefit from the additional wages and business income they earn through the above direct or indirect activity.

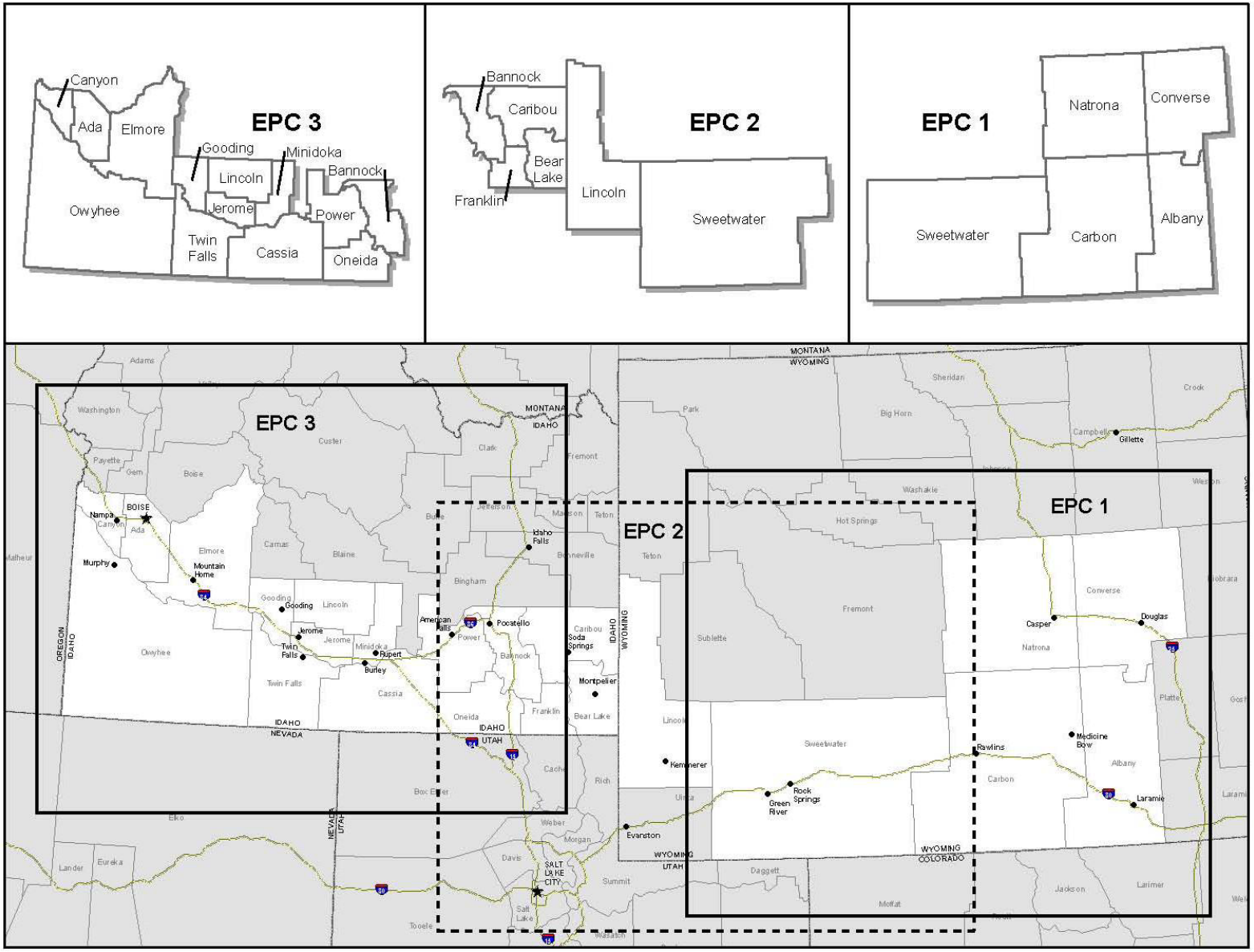

Figure 3.4-5. IMPLAN Model Analysis Areas

Separate estimates were developed for the construction and operations phases of the Project. Estimates are presented by EPC Analysis Area, and also by year because IMPLAN is a short-term model that estimates annual impacts.

Construction

Construction of the Proposed Action would generate economic activity in the EPC Analysis Areas in the form of Project-related expenditures on materials and supplies. The Project would also employ construction workers who would in turn be expected to spend much of their income within the Analysis Areas and increase output in the sectors that provide consumer goods and services.

Project-related expenditures are estimated by EPC Analysis Area and assumed to mainly comprise local expenditures on foundation materials, where available, and miscellaneous Project purchases, such as gas, parts, repairs, tires, and supplies (Table 3.4-28). Total full-time equivalent (FTE) employment is estimated by EPC Analysis Area and year based on the distribution of projected employment shown in Figures 3.4-1 through 3.4-4. These annual spending estimates and FTE employment projections were modeled as inputs to the sector of the IMPLAN model that includes power and communications transmission lines, new construction.

The income numbers presented in Table 3.4-28 represent the estimated amounts that would be spent locally by construction workers, by EPC Analysis Area and year. These estimates were developed from overall payroll and per diem payment estimates, which were adjusted to account for the type of construction-related job: transmission line- or substation-related, and whether the job was classified as supervisory, inspector, laborer, or electrical, as well as the assumed 20/80 division between local and non-local construction workers. Local workers (those who would commute daily to and from the job site) are assumed to spend their disposable income locally. Non-local workers temporarily relocating to the Analysis Areas are assumed, based on the Proponents' transmission engineering contractor's past experience with similar projects, to spend 60 percent of their disposable income in the Analysis Areas.

Table 3.4-28. Proposed Action Inputs Used for the Economic Impact Analysis

Analysis Area[1/]	2015	2016	2017	2018	2019	2020
Local Expenditures on Materials and Supplies ($000)						
EPC 1	1,598	18,651	3,854	–	–	–
EPC 2	738	9,330	9,542	–	–	–
EPC 3	–	–	–	11,510	10,911	2,049
Employment (FTE)						
EPC 1	17	362	167	–	–	–
EPC 2	33	319	211	–	–	–
EPC 3	–	–	–	301	366	111
Income ($000)						
EPC 1	691	15,859	7,055	–	–	–
EPC 2	1,380	13,767	8,991	–	–	–
EPC 3	–	–	–	13,982	15,845	4,495

FTE – Full-time Equivalent jobs

1/ Estimated expenditures and income are presented in thousands of dollars.

2/ The counties included in each EPC Analysis Area are shown in Figure 3.4-5.

The total (direct, indirect, and induced) estimated regional economic impacts are summarized by EPC Analysis Area and year in Table 3.4-29. These impacts—expressed in terms of local industrial output (sales), employment, and labor income—would be one-time annual impacts, as indicated, and would occur in the counties that constitute each EPC Analysis Area. Total estimated employment impacts are shown graphically by EPC Analysis Area and year in Figures 3.4-6 through 3.4-8.

Table 3.4-29. Proposed Action Projected Total (Direct, Indirect, and Induced) Economic Impacts

Analysis Area[1/,2/]	2015	2016	2017	2018	2019	2020
Output ($000)[3/,4/]						
EPC 1	2,554	35,845	10,328	0	0	0
EPC 2	1,931	21,656	18,338	0	0	0
EPC 3	0	0	0	29,507	30,581	7,274
Employment						
EPC 1	25	555	254	0	0	0
EPC 2	52	502	331	0	0	0
EPC 3	0	0	0	535	639	190
Labor Income ($000)[4/]						
EPC 1	960	12,939	3,513	0	0	0
EPC 2	668	7,658	6,736	0	0	0
EPC 3	0	0	0	10,240	10,507	2,442

1/ The counties included in each EPC Analysis Area are identified in Figure 3.4-5.
2/ All totals include direct, indirect, and induced impacts. Indirect and induced impacts would occur in industries throughout the Analysis Area economies, and not just those in the construction sector.
3/ Output is the sum of total (direct, indirect, and induced) output for all affected industries in the Analysis Area economy. Industrial output represents the total value of an industry's production.
4/ Estimated expenditures and income are presented in thousands of dollars.

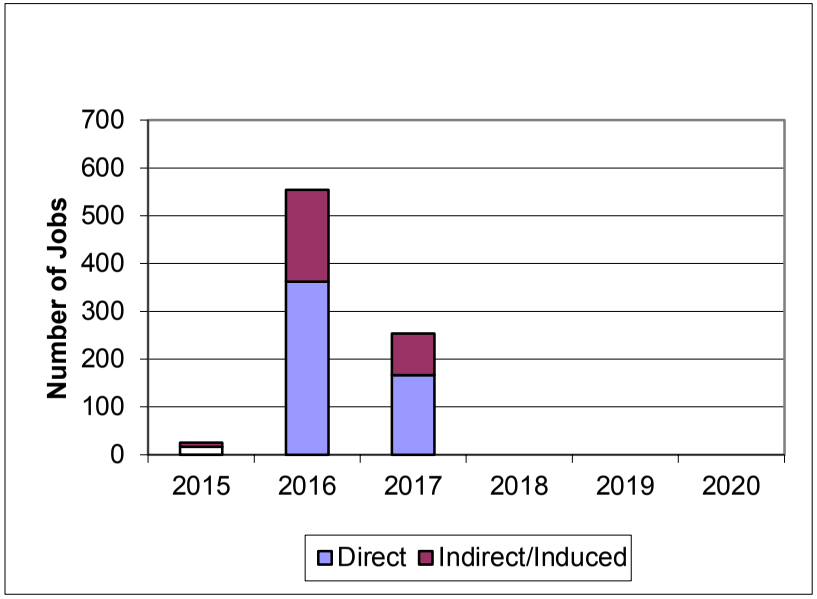

Figure 3.4-6. Total Employment – EPC 1

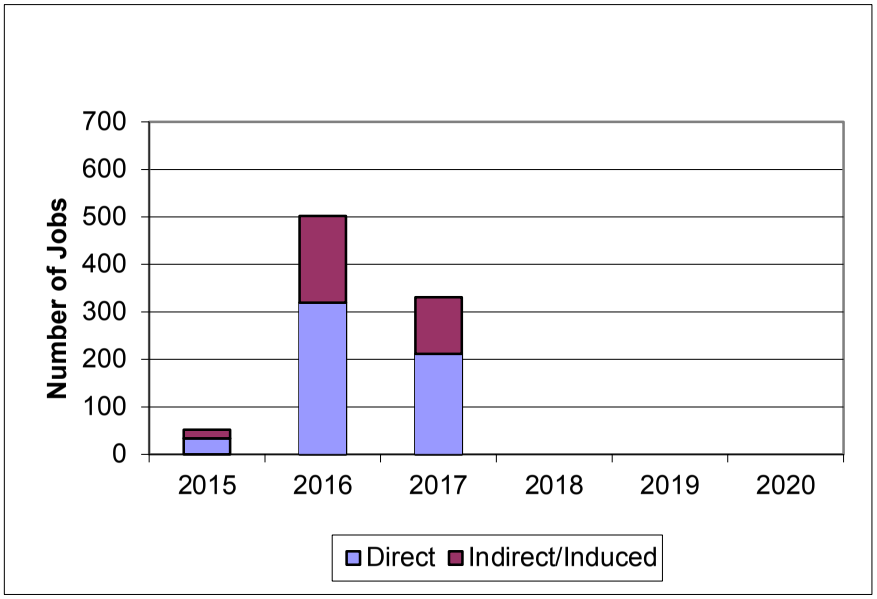

Figure 3.4-7. Total Employment – EPC 2

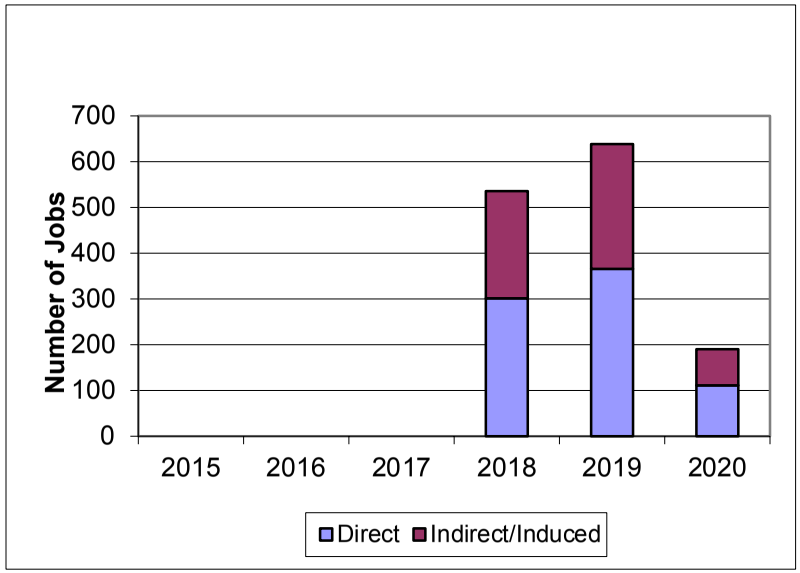

Figure 3.4-8. Total Employment – EPC 3

Operations

Operations of the Proposed Action would generate economic activity in the EPC Analysis Areas in the form of operations and maintenance-related expenditures on materials and supplies. These impacts are expected to be small, especially when compared to the construction-related impacts. Project operations would be centralized and rely upon the use of communications and automated controls. Local labor may be used when infrequent switching is necessary at the substations. Local expenditures are expected to be limited to occasional expenditures on gas and food by crew members.

Decommissioning

When the Project is decommissioned, a labor force approximately equal to that needed for its construction would be deployed. Local expenditures on materials and supplies and payments to workers would likely be similar, resulting in broadly similar economic impacts to those from construction.

Agriculture

The majority of the land crossed by the Proposed Route is used for agriculture, with agricultural land use ranging from about 85 percent to 98 percent of total land use within 500 feet of the proposed segments, with rangeland and pasture accounting for the majority of this use for all segments (Table 3.18-1). Livestock dominates the agricultural sectors of most of the affected counties in terms of total market value of agricultural products sold, with some exceptions, including Bannock, Oneida, and Power Counties in Idaho (Table 3.4-8). Potential impacts to agricultural land are discussed in Section 3.18 – Agriculture, and include the potential impacts to livestock grazing, crop production, and dairy farms and confined animal feeding operations. Impacts addressed include those associated with construction, operations, and decommissioning of the proposed Project.

Viewed in terms of agricultural operations in the potentially affected counties, total estimated construction and operations disturbance represents a very small share of the 17 million acres of land in farms in the 19 potentially affected counties and is unlikely to noticeably affect overall agricultural production and employment in any of the affected counties. Impacts could, however, be potentially significant to the individual operations affected, as discussed in Section 3.18 – Agriculture. The following sections address the potential economic impacts of the proposed Project on livestock production and cropland.

Cassia and Power Counties, Idaho, are participating as cooperating agencies in the Project. In this capacity, the two counties set up a task force consisting of local farmers to help assess the potential economic impacts of the Project on agricultural land in their counties. Following publication of the Draft EIS, Power and Cassia Counties requested that the BLM contract an agricultural specialist to work with the task force and prepare an assessment of the potential economic impacts to agricultural producers in their counties. This assessment, prepared by Schneider Consulting Services, is included in full as Appendix K to this EIS and referenced in the following sections.

Construction and Operations

Livestock Production

The proposed Project could affect the economic value of livestock production in the Analysis Area by increasing ranchers' costs and decreasing available forage. Potential impacts during construction could result from road construction providing increased access and related disturbance to livestock, temporary reductions in available forage, reductions in the palatability of forage due to construction-related dust, and impacts to livestock if fences are cut and gates left open. These issues would be addressed in the Agricultural Construction Mitigation Plan that would be prepared for the Project (see Appendix B).

The proposed Project could affect net earnings from livestock production in the following ways:

- Decrease forage from land taken out of production.
- Increase management costs associated with controlling additional noxious and invasive vegetation species introduced by Project construction equipment.
- Increase management costs associated with moving livestock around project-related structures and easements.

Total construction- and operations-related disturbance to rangeland and pasture is discussed by segment in Section 3.18.2.3. This analysis evaluates impacts in terms of acres of forage that would be temporarily (construction) or permanently (operations) unavailable for use.

The value of the grazing land that would be affected can be estimated using data compiled by the U.S. Department of Agriculture. In 2010, average cash rent paid per acre to landlords for pasture land was $4 in Wyoming (USDA 2010a). A cash rent value was not provided for pasture in Idaho, but the average in the other mountain states, including Wyoming, was $4.30 per acre, with values ranging from $2.20 per acre in New Mexico to $5.00 per acre in Colorado (USDA 2010a).

The value of the forage that would be affected can also be estimated using data compiled on the average grazing rates for cattle in Wyoming and Idaho. These rates in 2009 were $16 per Animal Unit Month (AUM) in Wyoming and $12.60 per AUM in Idaho (USDA 2010b). An AUM is the amount of forage required to sustain one cow for one month. Data compiled by the Wyoming Office of State Lands and Investment indicate that State grazing land has an average carrying capacity of 0.28 AUM per acre. Applying this ratio to both Wyoming and Idaho suggests an average value of forage of $4.48 per acre in Wyoming and $3.53 per acre in Idaho. Note that this may represent an overestimate of the average in some locations. The Rawlins and Kemmerer RMPs, for example, both identify AUM per acre ratios of 0.11 AUM per acre (BLM 2008a, 2008c).

The analysis prepared for Cassia and Power Counties identified a potential range of AUM rates from $1.35 to $35.00. For purposes of estimation, the County task force members and Schneider Consulting Services agreed to assume a value of $20 per AUM and a carrying capacity of 0.5 AUM per acre. The analysis also assumes that as

pasture can be difficult to secure, lost pasture land would require replacing feed with hay with an estimated cost of $27 to replace the feed from one acre. It also assumes land temporarily disturbed during construction would remove pasture from production for 2 years, one for construction and one for re-establishing a forage crop. Given this scenario, the Project would create one-time costs of $54 per acre for the 2 years lost production, and $75 per acre for revegetation. Ongoing annual costs were estimated to include $27 per acre for lost feed within permanently impacted areas and $150 per acre for weed control (Appendix K).

Overall impacts to livestock grazing are presented in acres of rangeland and pasture affected by segment in Section 3.18.2.3.

Cropland

The percent of the land within 500 feet of the proposed segments cultivated for crop production ranges from 0 percent for Segments 1W, 2, and 3 to 46 percent in Segment 10 (Table 3.18-1). Cropland in the Analysis Area includes irrigated cropland and dryland farming. Irrigation systems used in the area include pivot, wheel and hand line, and flood irrigation systems, and irrigated lands may have surface irrigation ditches and subsurface drainage systems (drain tiles).

The proposed Project could affect net earnings from cropland in the following ways:

- Reduce acreage available for cultivation and use due to the placement of transmission structures, access roads, and other proposed project uses.
- Increase irrigation costs due to limitations placed with respect to pivot irrigation systems.
- Increase costs due to the need to maneuver farming equipment around transmission structures.
- Increase management costs associated with controlling additional noxious and invasive vegetation species introduced by Project construction equipment.
- Reduce productivity as a result of construction-related soil compaction and erosion, and damage to drainage tiles.

Potential impacts to irrigated cropland and dryland farming would vary based on the design and location of the proposed transmission line structures and access roads relative to existing agricultural operations.

Irrigated Cropland

Total construction- and operations-related disturbance to irrigated cropland is discussed by segment in Section 3.18.2.3. This analysis evaluates impacts in terms of acres that would be temporarily (construction) or permanently (operations) unavailable for cultivation.

The value of the cropland that would be affected can be estimated using data compiled by the U.S. Department of Agriculture. In 2010, average cash rent paid per acre to landlords for cropland was $31 in Wyoming and $132 in Idaho. In Idaho, cropland was further divided in irrigated and non-irrigated land, with respective average rents in 2010 of $160 per acre and $60 per acre (USDA 2010b).

A recent assessment of the economic impacts of transmission line structures on agricultural operations was prepared for the Montana-Alberta Tie Ltd. 230-kV transmission line EIS (HydroSolutions and Fehringer 2007). This study specifically addressed the economic impact that the presence of transmission line structures would have on agricultural operations based on the "overlap areas" that would result from equipment having to pass through more than once to avoid structures. The basic sequence analyzed included pesticide use, fertilizer application, planning, in-crop spraying, harvesting, and post-harvest harrowing, and estimates included labor time and equipment costs. Estimates were developed for different transmission line structures (single pole and H-frame), structure locations (edge and interior), type of farming (dryland and irrigated), and dryland farming practice (spring wheat-fallow and continuous crop) (HydroSolutions and Fehringer 2007). Adjusted to 2011 dollars, the HydroSolutions and Fehringer estimates for irrigated fields ranged from $17 per structure for a single pole located along the edge of a field to $315 per structure for an H-frame structure located in the interior of the field.

The analysis by Schneider Consulting Services for agricultural impacts in Cassia County and Power County, Idaho (Appendix K) notes that one-time costs will vary for each crop depending on the time of year that the construction process begins and the operating costs that have been incurred up to that point. As an example, if construction began in March, estimated one-time costs per disturbed irrigated acre could range from $542 (wheat) to $1,920 (potatoes). These costs were assumed to increase as construction timing moves later in the production cycle.

Annual costs on irrigated land, including ownership costs, lost profit, duplication of operations (see "overlap areas" noted above), and expected weed control, could range from $447 per tower placed along the edge of a field to $1,112 per tower placed in the middle of a field. Schneider Consulting Services identified an additional per acre cost for potato crops that may be incurred as a result of soil compaction caused by substituting ground spraying near power lines where aerial spraying was previously employed. This additional cost was estimated to be $67 per acre each year. Schneider Consulting Services also noted that tower and road construction on farmland could create an erosion hazard that would require an investment in erosion control structures and/or revegetation and indicated that associated costs would vary greatly depending on the individual site.

Where sprinkler irrigation is used, additional costs for adjusting required equipment would vary based on the location of the tower in relation to the pivot center and the type of alternative system chosen. Depending on the location, pivots where used would be unable to traverse the entire circle and adjustments would be needed to accommodate the tower. The report prepared by Schneider Consulting Services discusses a number of potential solutions to this problem and the potential costs to implement them, with estimated costs ranging from $20 to $200 per pivot acre per year (see Appendix K).

Dryland Farming

Total construction- and operations-related disturbance to dryland farming is discussed by segment in Section 3.18.2.3. This analysis evaluates impacts in terms of acres that would be temporarily (construction) or permanently (operations) unavailable for

cultivation. As noted with respect to irrigated cropland, in 2010 the average cash rent paid per acre to landlords for cropland was $31 in Wyoming and $132 in Idaho, with an average rent of $60 per acre for non-irrigated cropland in Idaho (USDA 2010b).

Adjusted to 2011 dollars, the HydroSolutions and Fehringer (2007) estimates for dryland fields ranged from $15 per structure for a single pole located along the edge of a field to $193 per structure for an H-frame structure located in the interior of the field.

As noted for irrigated cropland, the analysis prepared for Cassia and Power Counties (Appendix K) indicates that one-time costs will vary depending on the time of year that the construction process begins based on the operating costs that have been incurred up to that point. As an example, if construction began in March, one-time costs per disturbed dryland acre could range from $78 (safflower) to $97 (hard white wheat). These estimated costs increase as construction timing moves later in the production cycle.

Annual costs on dry land, including ownership costs, lost profit, duplication of operations (see "overlap areas" noted above), and expected weed control were estimated to range from $165 to $171 per tower placed along the edge of a field and from $236 to $275 per tower placed in the middle of a field. In addition, as noted for irrigated cropland, tower and road construction on farmland could create an erosion hazard that would require an investment in erosion control structures and/or revegetation; associated costs would vary greatly depending on the individual site (see Appendix K).

Annual Cost Example

Annual costs incurred by farmers would continue indefinitely after construction is completed. These costs would vary based on the placement of towers, the crops grown, and the type of irrigation system. Using the costs estimated in the agricultural economic impact analysis prepared for Cassia and Power Counties by Schneider Consulting Services, this section provides an estimate of potential costs that could be incurred along four sections of Proposed Route 7 in Cassia County, each 2 miles long. The Proponents' proposed structure locations through these four areas are shown in Figure 3.18-2 in Section 3.18 – Agriculture of this EIS.

As discussed above, the analysis prepared by Schneider Consulting Services estimates the annual costs that would result from not producing a crop within the tower footprint and the extra cost of traversing around the tower for specific field operations. Farmers generally rotate the crops that they grow; therefore, the costs presented in Appendix K and used below include weighted averages for the typical crops grown (see Tables 2 and 3 in Appendix K).

A total of 37 towers would be placed along the 8 miles (four 2-mile sections) shown in Figure 3.18-2. These towers would be located as follows:

- Along the edge of fields with pivot irrigation systems – 24 towers
- In fields with wheel line irrigation systems – 2 towers
- In non-irrigated pasture – 9 towers
- In areas not used for crops – 2 towers

Assuming the towers are located as proposed, the following annual costs may be estimated using the costs estimated by Schneider Consulting Services (see Appendix K, Tables 2 and 3).

Two-mile section from 11.2 to 13.2 miles southeast of the proposed Cedar Hill Substation:

- 7 towers on the edge of an irrigated field at $447 per tower: $3,129
- 1 tower in an irrigated field at $1,112 per tower: $1,112
- Duplication costs: 7 towers at edge at $195 per tower: $1,365
- Duplication costs: 1 tower in a field at $839: $839
- **Annual Cost** **$6,445**

Two-mile section from 13.5 to 15.5 miles southeast of the proposed Cedar Hill Substation:

- 1 tower on the edge of an irrigated field at $447 per tower: $447
- 9 towers in pasture field at $177 per tower: $1,593
- Duplication costs: 1 tower at 195 per tower: $195
- **Annual Cost** **$2,235**

Two-mile section from 18.3 to 20.3 miles southeast of the proposed Cedar Hill Substation:

- 7 towers on the edge of an irrigated field at $447 per tower: $3,129
- 1 tower in an irrigated field at $1,112 per tower: $1,112
- Duplication costs: 7 towers at edge at 195 per tower: $1,365
- Duplication costs: 1 tower in a field at $839: $839
- **Annual Cost** **$6,445**

Two-mile section from 22.2 to 24.2 miles southeast of the proposed Cedar Hill Substation:

- 9 towers on the edge of an irrigated field at $447 per tower: $4,023
- 1 tower in an irrigated field at $1,112 per tower: $1,112
- Duplication costs: 9 towers at edge at 195 per tower: $1,775
- Duplication costs: 1 tower in a field at $839: $839
- **Annual Cost** **$7,749**

Decommissioning

Post-operations decommissioning of the transmission line would cause similar disturbance and disruption to agricultural lands and operations as construction. However, once reclamation is complete, areas would be restored to their prior condition.

As discussed in Section 3.18 – Agriculture, and below in this section under General Property Impacts and Compensation, the Proponents would negotiate damage-related issues, such as reductions in the acreage available for cultivation, with affected farmers during the easement acquisition process.

Timber

Construction

The ROW for the proposed transmission line segments would be 125 feet wide for a single-circuit 230-kV line and 250 feet wide for a single-circuit 500-kV line. ROW clearing would involve the removal of trees, as well as structures, structure-supported crops, brush, and other vegetation and potential fire and electrical hazards. ROW clearing for five of the proposed transmission line segments would require the removal of merchantable timber (Table 3.4-30).

Table 3.4-30. Projected Timber Harvest Volume and Estimated Value

Segment[1/]	State	Counties	Annual Harvest 2006/2010 (MBF)[2/]	Projected Harvest (MBF)[3/]	Projected as a Share of Annual Harvest (%)	Estimated Value ($000)[4/]
1W(a)	Wyoming	Converse, Natrona, Carbon	83	18	22%	1.4
1W(c)	Wyoming	Converse, Natrona, Carbon	83	175	210%	13.1
4[5/]	Wyoming	Sweetwater, Lincoln	1,112	249	3%	18.7
4[5/]	Idaho	Bear Lake, Franklin, Bannock	7,000			
5	Idaho	Bannock, Power, (Oneida)	7,000	381	5%	28.6
7	Idaho	Bannock, Power, Cassia	7,000	258	4%	19.4

1/ Information is only presented for segments that would require the removal of merchantable timber.
2/ Annual volumes are for 2010 for Wyoming counties and 2006 for Idaho counties. The volume used for the Idaho counties (7,000 MBF) is for the entire southeastern Idaho region (see the discussion in the Affected Environment section).
3/ Volume estimates are based on the following assumptions: 1) the entire ROW width would be cleared in all areas that cross conifer forest, with 125 feet cleared for a single-circuit 230-kV line and 250 feet cleared for a single-circuit 500-kV line; 2) an average volume of 7 MBF/acre; and 3) 50 percent of the cleared timber would be merchantable.
4/ Estimated values are based on an average value of $75/MBF.
5/ Segment 4 crosses counties in Wyoming and Idaho. The projected harvest (249 MBF) would be spread along the entire segment length and comprise 3 percent of the combined annual harvest for the affected Wyoming and Idaho counties (1,112 MBF plus 7,000 MBF) in 2010 and 2006, respectively.

A comparison between the projected harvest volumes and annual harvest volume data available for the counties that would be crossed suggests that projected harvest volumes would range from about 3 percent of annual harvest in 2010 for Segment 4 to about twice the 2010 annual harvest in the counties crossed by Segment 1W(c) (Table 3.4-30). In most cases the projected harvest volumes would not all be generated in one year.

The shares of annual harvest summarized in Table 3.4-30 may be slightly misleading. The timber industry accounts for a very small share of total employment in the counties that comprise the socioeconomic Analysis Area (see the discussion in the Affected Environment section) and the addition of the projected harvest volumes is not expected to support many jobs in the logging and saw mill sectors in these counties. The Forest Service estimates that nine direct FTE jobs are supported per 1,000 MBF harvested in Forest Service Region 4, which includes the states of Idaho, Nevada, Utah, and

Wyoming (Forest Service 2000). This suggests that the projected harvest volumes by segment would support approximately 9 jobs over several counties. Direct employment from timber clearing is included in the overall construction labor force estimates developed for the Project (see Figures 3.4-1 through 3.4-4) and the associated indirect and induced impacts are included in the overall indirect and induced impacts summarized in Figures 3.4-6 through 3.4-8.

The estimated value of timber that would be harvested is summarized by segment in Table 3.4-30. These estimates are based on an average stumpage value of $75 per MBF harvested. Prior to Project construction, a timber cruise would be performed on portions of the ROW that overlap BLM and Forest Service timbered areas to determine the volume of the timber before it is cut. The price of the timber would be negotiated according to 43 CFR Part 5402.0-6. Payment to Treasury would be made, or the sale of the timber would be complete, before the trees are cut. Other vegetative resources not normally measured in board feet but that would be sold and removed from public lands would be appraised and sold at the appraised value, as required under 43 CFR 5420.0-6 (see VEG-10 in Section 3.6.2.2).

Operations

Vegetation would be controlled during Project operations in accordance with the EPMs presented in the Operations and Maintenance Plan developed for this Project. Vegetation control may involve the occasional removal of danger trees over the life of the Project. These activities would provide some employment, but would have negligible effects on overall timber employment in the affected counties.

Segment 4 would cross 9.2 miles of the Caribou-Targhee NF. The majority of this length, 6.4 miles, would cross lands allocated to Management Prescription 5.2 – Forest Vegetation Management, which emphasizes scheduled wood-fiber production, timber growth, and yield (Forest Service 2003a). Maintenance of the 250-foot ROW (plus areas cleared along the ROW boundary to reduce visual impacts) across this Management Prescription would preclude this area from future timber management and reduce the acres available to the Caribou-Targhee NF to meet its allowable sale quantity for timber. This area, approximately 233 acres, would, however, comprise just 0.14 percent of the 163,900 acres allocated to this prescription in the 2003 Caribou NF ROD (Forest Service 2003d). As a result, Segment 4 would not be expected to noticeably affect the Caribou-Targhee NF's ability to meet its allowable sale quantity in the future.

Decommissioning

Once structures and facilities are removed, former uses could resume and forested areas could be replanted. It is unlikely that decompaction of soils would be 100 percent effective and, therefore, it is possible that forests reestablished in some areas would not be as productive as they might have been prior to Project construction and operations. These occurrences would be rare and small in extent and unlikely to noticeably affect post-decommissioning timber harvest activities.

Recreation and Tourism

Impacts to recreation and tourism could potentially occur as result of Project-related changes in the quantity or distribution of recreational opportunities within the Analysis Area, changes in the quality of recreation opportunities, or changes in recreation access.

Construction

Potential impacts to recreation are addressed in Section 3.17 – Land Use and Recreation of this EIS. Construction of the Project is not expected to permanently affect the quantity, use, or distribution of recreational opportunities in the Analysis Area, but could result in some short-term impacts. Potential construction-related impacts could include changes in hunting and wildlife viewing opportunities in the immediate vicinity of the Project if wildlife species are temporarily displaced during construction.

Short-term changes could also occur in the quality of recreation experiences in the immediate vicinity of the Project, with some recreation activities negatively influenced by the presence of construction noise, visual disturbance, or other humans. These types of short-term impacts could occur to designated recreation resources, including SRMAs, other special management areas, historic trails, and developed recreation facilities, as well as to dispersed activities, such as river rafting, fishing, hiking, and camping. The movement of vehicles and heavy equipment could also temporarily affect the recreation experience of visitors traveling the scenic byways that pass through the Analysis Area.

Construction of the Project may require temporary closure of some access roads for public safety reasons while construction crews move equipment in and out of remote areas. These potential impacts would be short-term and localized.

These types of construction-related impacts would be unlikely to alter the distribution of recreation-related expenditures and associated jobs and income within the Analysis Area.

Operations

Operation of the Project is not expected to preclude the use of any existing recreation areas or activities or affect the quantity or distribution of existing recreation opportunities. The primary operations impact to recreation would likely result from the visual effect of the transmission line on recreation activities near the Project. The visual presence of the proposed Project could have a detrimental effect on the recreation experience associated with recreation activities that typically benefit from a lack of human disturbance, including dispersed camping, hunting, wildlife viewing, and rafting.

The visual impact of the Project could also potentially affect the quality of the recreation experience in locations where the proposed Project would cross or be located near NHTs and other trails including stage and wagon roads that have potential historic significance. These types of potential impact are discussed further in Section 3.17 – Land Use and Recreation and visual impacts to historic trails are evaluated in detail in Section 3.3 – Cultural Resources. The Project could also have detrimental impacts on scenic byways by reducing the quality of the natural or rural landscapes that typically characterize these highways.

The extent of these effects would, however, depend on existing visual conditions in the affected areas, with impacts lower in those areas where high-voltage transmission lines

and other types of development are already present. Impacts would also vary based on the distance of the recreation area from the proposed transmission line and potential effects would tend to be greater in locations where the Project would be visible on the horizon. Site-specific visual impacts are evaluated in detail in Section 3.2 – Visual Resources.

Additional impacts could also result from operations and maintenance activities; however, these activities are expected to be infrequent and localized and are, therefore, not expected to substantially affect recreation areas or the experiences of those who use these areas (see Section 3.17 – Land Use and Recreation).

Operation of the Project is not expected to affect access to recreation opportunities in the Analysis Area. EPM LU-1 is proposed to assist agency and county law enforcement in minimizing unauthorized OHV use on public and private lands (see Section 3.17.2.2).

The types of localized visual impacts discussed above could potentially affect the quality of the recreation experience in some locations, but these types of impacts, including those to historic sites and trails, would be unlikely to alter the distribution of recreation-related expenditures and associated jobs and income within the Analysis Area.

Decommissioning

Post-operations decommissioning of the transmission line would cause similar disturbance and disruption to recreation and tourism as construction. However, once reclamation is complete, areas would be restored to their prior condition.

Natural Amenities and Quality of Life

As discussed in the Affected Environment portion of this section, natural amenities and quality of life have been recognized as important factors that serve to attract and retain residents. It is, however, very difficult to determine the effect of the Project on local amenities and, further, on the economic activity that these amenities are believed to indirectly generate. In most cases and localities, the impacts of the Proposed Route and Route Alternatives relative to the No Action Alternative on amenities are not expected to be significant enough in themselves to result in measurable changes in economic activity.

Housing

Construction

Approximately 80 percent of the projected construction workforce is expected to temporarily relocate to the Analysis Area for the duration of their employment or, in some cases, commute in from their permanent residences on Sunday night and stay in overnight lodging on weekdays, returning home on Fridays. Approximately 10 percent of workers relocating to the Project area are assumed for the purposes of analysis to be accompanied by their families (see Tables 3.4-25 and 3.4-27). The remaining 20 percent of the workforce would be local and would likely commute to and from their homes to work each day.

Based on past experience with similar projects, the Proponents' transmission engineering contractor estimates that approximately 35 percent of non-local workers would provide their own housing in the form of RVs or pop-up trailers, with the remaining non-local workers expected to require rental housing (apartments/houses) (25 percent), mobile homes (5

percent), and motel or hotel rooms (35 percent). Construction workers, particularly those working in less populated areas, would be expected to commute long distances to the job site, with commutes of up to 90 minutes each way possible.

Existing housing resources, rental housing, hotels and motels, and RV spaces, tend to be concentrated in and around the larger communities in the Analysis Area. Workers temporarily relocating to the EPC Analysis Areas would generally be expected to reside in or near larger communities, where more housing options and services are available.

Table 3.4-31 compares projected peak housing demand by housing type with the estimated housing resources available by EPC Analysis Area. A detailed explanation of how the existing housing data were derived is provided in the Affected Environment discussion of this section. The comparison presented in Table 3.4-31 may overestimate the potential demand for housing because it assumes that none of the workers relocating to the area would share accommodation. Past experience with construction projects of this type indicates that a large share of workers temporarily relocating to the Analysis Area would likely share temporary accommodation with other Project workers. The WDEQ Industrial Siting Division has found that a large number of in-migrating workers rent a room in a house, or live five in a rented house (Schroeder 2010).

Table 3.4-31. Projected Housing Demand by Housing Type and EPC Analysis Area

Analysis Area[1/]	EPC 1	EPC 2	EPC 3
Projected Non-Local Employment[2/]			
Construction Duration (Weeks)	122	118	145
Average Employment (Jobs/Week)	135	133	149
Peak Employment (Jobs/Week)	379	313	274
Projected Peak Housing Demand[3/]			
RV Spaces	133	109	96
Rental Housing	114	94	82
Total Motel/Hotel Rooms	133	109	96
Estimated Available Housing Units[4/]			
RV Spaces	1,445	1,000	2,777
Available Rental Housing Units[5/]	2,347	2,252	8,878
Total Hotel and Motel Rooms	8,024	4,127	11,200
Available Hotel and Motel Rooms[6/]	787	413	1120
Projected Demand as a Share of Existing Resources			
RV Spaces	9%	11%	3%
Available Rental Housing Units	5%	4%	1%
Available Hotel and motel Rooms	17%	27%	9%

1/ The counties included in each EPC Analysis Area are identified in Figure 3.4-5.
2/ Eighty percent of the peak construction labor force is assumed to be non-local for the purposes of analysis.
3/ Projected housing demand is assumed to be divided as follows: RV spaces (35 percent); Rental Housing (30 percent; including Houses/Apartments [25 percent] and Mobile Homes [5 percent]); and Hotel and Motel Rooms (35 percent).
4/ A detailed explanation of how these data were derived is provided in the Affected Environment portion of this section. Available rental housing units are identified for the counties included in each Analysis Area. RV spaces and hotel and motel rooms are identified for communities located within 20 miles of the Proposed Action.
5/ Note that many of these available units include more than one bedroom and, if rented, would likely be occupied by more than one construction worker temporarily relocating to the area.
6/ Assumes that 10 percent of the hotel and motel rooms identified within 20 miles of the Proposed Action would normally be vacant and available for rent.

The available rental housing data summarized in Table 3.4-31 include houses, apartments, and mobile homes, many of which have more than one bedroom and, if rented, would likely be occupied by more than one construction worker.

The data presented in Table 3.4-31 also tend to underestimate the potential supply of available housing in the Analysis Area. The comparison in Table 3.4-31 assumes that only 10 percent of the identified hotel and motel rooms would normally be vacant and available for rent. This is likely an underestimate because hotel and motel vacancy rates vary seasonally and geographically, with vacancy rates tending to peak during the winter months and decrease during the summer. As a result, the 10 percent vacancy assumption likely understates the available supply of hotel and motel rooms for most of the year.

The data summarized in Table 3.4-31 indicate that there are sufficient housing resources to meet projected peak housing demand by EPC Analysis Area.

Construction of the proposed Project would involve transmission line and substation work (see Table 3.4-3). Workers employed to build the proposed substations would be stationary for the duration of construction activities and would be likely to seek out more permanent housing options, such as rental housing or apartments, in the vicinity of the substation construction site. Workers employed to install the transmission lines and towers would generally be more transient and more likely to move as construction advances.

Substation construction would in most cases involve substantially fewer workers than the transmission line segments, with peak labor forces by substation ranging from 12 to 60 workers. A review of housing resources within commuting distances of the proposed substations indicated that at least one large community is located within a one-hour drive of the proposed substation sites, with the exceptions of Heward, Shirley Basin, and Aeolus, which are all located more than 90 minutes' drive from the closest larger community, Rawlins. Workers employed to work on the Heward, Shirley Basin, and Aeolus Substations could reside in the smaller communities of Hanna, Medicine Bow, and Elk Mountain, but there may be insufficient housing resources in these communities to accommodate peak construction workforces, especially if the construction schedules for these substations coincide with one another and/or Segments 1W(a) and 1W(c).

While there may be sufficient housing resources when viewed from an EPC Analysis Area perspective, many of the counties crossed by the proposed transmission line segments have low population densities and parts of the segments cross undeveloped areas that are more than 90 minutes' commute from the closest larger community. This is addressed in the following analysis, which evaluates the availability of housing resources based on commuting distances and times to the proposed transmission line segments. This analysis compares projected housing demand by segment and housing type with the estimated available housing resources in communities within daily commuting distance. The analysis assumes that communities within a one-way drive of 90 minutes are within daily commuting distance. The analysis also assumes that only 10 percent of the identified motel and hotel rooms within this commuting distance would normally be vacant and available for rent.

Commuting distances and times were estimated using a GIS analysis that identified the quickest route from the surrounding communities to each segment by segment MP. This analysis took into account driving distances and road types (e.g., interstate highways, county roads, local unpaved roads) to estimate driving times. Distances and commuting times are estimated to the closest point on the existing road network.

The key findings of the segment-based housing analysis are as follows:

- Most segments would involve lengthy one-way commutes of 1 hour or more.
- Insufficient temporary accommodation appears to exist within 90 minutes' driving time of parts of Segment 1W but sufficient accommodation likely exists within 2 hours.
- Segment 4 has insufficient temporary accommodation within 90 minutes' driving time of parts of the segment, but sufficient accommodation likely exists within 2 hours.
- Segment 9 has insufficient temporary accommodation within 90 minutes' driving time of parts of the segment, but likely sufficient accommodation within 2 hours.
- Sufficient temporary accommodation likely exists within 90 minutes' driving time of the remaining segments.

The findings of this analysis are discussed by segment in the following paragraphs. Weeks in the following discussion refer to the overall Project construction schedule.

Segment 1W – Windstar to Aeolus

This segment would extend approximately 74 miles west and south across parts of Converse, Natrona, and Carbon Counties from the proposed Windstar Substation (1W[a]) and the Dave Johnston Power Plant Substation (1W[c]) near Glenrock, Wyoming, to the planned Aeolus Substation near Hanna, Wyoming. The larger communities within daily commuting distance of this segment (90 minutes) are located north and southwest of the segment. Casper, the largest community to the north, is within an estimated 90-minute driving distance of the first 29 miles of this segment.

This segment consists of two separate transmission lines—1W(a) and 1W(c)—that would be constructed in separate ROWs to meet reliability criteria but would, for the most part, follow the same alignment. Workforce requirements for the two transmission lines that comprise this segment would peak at 45 workers and 36 workers, respectively. The construction schedules for these two lines would overlap, with a combined peak workforce requirement of about 81 workers, with approximately 70 to 80 workers required from about week 93 to week 112. In addition, two proposed substations (Heward and Aeolus) are located along this segment, and modifications would also be required at the existing Shirley Basin Substation. The construction schedules for these projects and the two transmission lines (Segments 1W[a] and 1W[c]) would also likely overlap.

Adequate temporary housing resources likely exist within 90 minutes' driving time of the first 29 miles of this segment as it extends west, then south from the proposed Windstar Substation. There would be insufficient temporary housing resources available to accommodate estimated housing demand within 90 minutes of the remainder of the

line, but adequate housing resources likely exist between 90 minutes' and 2 hours' driving time from this part of the segment, mainly in Casper and Rawlins, the larger communities to the north and southwest of the segment.

The Proponents would evaluate potential housing mitigation for this part of the segment. Mitigation in this case would likely involve seeking temporary accommodation for workers in the larger communities located between 90 minutes' and about 2 hours' driving time from the affected parts of the segment, and the provision of transportation, in the form of buses or vans, to ensure that workers are able to travel safely to the site.

Segment 2 – Aeolus to Creston

This segment would extend approximately 92 miles west through parts of Carbon and Sweetwater Counties from the proposed Aeolus Substation to Creston. The largest community within commuting distance of this segment is Rawlins, which is within 90 minutes' driving time of all of the segment, and less than 60 minutes from most of the segment.

Workforce requirements for this segment would peak at approximately 146 workers in weeks 50 through 56, with more than 140 workers required from week 50 to week 62. Construction of this segment would extend over two construction seasons with a second peak in employment in weeks 88 through 98.

Adequate temporary housing resources exist within 90 minutes' driving time of this segment, with most of the workers temporarily relocating to work on this segment expected to reside in Rawlins for the duration of the construction period. Other smaller communities within daily commuting distance of parts of this segment include Hanna, Medicine Bow, and Saratoga.

Segment 3 – Creston to Anticline

This segment would be located entirely within Sweetwater County and extend approximately 46 miles west from Creston to the proposed Anticline Substation. The larger communities within commuting distance of this segment are Rawlins, Rock Springs, and Green River. At least two of these communities are within 90 minutes' driving time of the entire length of this segment, and in most locations all three are within 90 minutes. Workforce requirements for this segment would peak at approximately 116 workers in weeks 50 through 56, with more than 100 workers required from week 44 to week 69. Construction of this segment would extend over two construction seasons with a second peak in employment in weeks 88 and 89.

Adequate temporary housing resources exist within 90 minutes' driving time of the entire length of this segment, with most of the workers temporarily relocating to work on this segment expected to reside in Rawlins, Rock Springs, and Green River. Peak demand for temporary accommodation for workers employed on this segment would coincide with peak demand from workers employed on Segment 2. Most of the workers temporarily relocating to work on Segment 2 would likely reside in Rawlins, as would a share of the workers on Segment 3. Housing data compiled for Rawlins suggest that there would be sufficient available housing in this community to accommodate both groups of workers.

Segment 3A – Anticline to Bridger

This segment is a short 5.1-mile connecting 345-kV transmission line between the proposed Anticline Substation and the existing Jim Bridger Substation 345-kV yard. This segment is located approximately 30 minutes driving time from Rock Springs and within 90 minutes from Green River and Rawlins.

Segment 4 – Bridger to Populus

This segment would extend approximately 198 miles from the proposed Bridger Substation to the existing Populus Substation near I-15 in southern Bannock County, Idaho. This segment would cross Sweetwater and Lincoln Counties in Wyoming, as well as Bear Lake, Franklin, and Bannock Counties in Idaho. Rock Springs, Wyoming, the largest community within commuting distance (90 minutes) of the east side of this segment, is within an estimated 90-minute driving time of the first 85 miles of this segment. Pocatello, Idaho, is the largest community within commuting distance of the west side of the segment and is within 90 minutes of the first 15 miles or so of the west side of the segment. The city of Kemmerer, located in Lincoln County, Wyoming, is within 90 minutes' drive of parts of the central section of the segment (from about MPs 53 to 148).

This segment would be constructed over two spreads (east and west), with construction starting at each end and the crews moving toward one another. Workforce requirements for each spread would peak at about 180 workers and would extend over two construction seasons. The east spread would employ more than 130 workers from week 37 through 69 in the first construction season, and from week 86 to week 94 in the second. The west spread would employ more than 130 workers from week 47 through 69 and from week 95 to week 104.

Adequate temporary housing resources exist within 90 minutes' driving time of much of this segment, with most of the workers likely to commute from Rock Springs and Pocatello. There are, however, parts of this segment that are more than 90 minutes' drive from these larger communities. These locations include from about MPs 105 to 125 where there would be an insufficient number of available motel rooms (10 percent of the total estimated number) within 90 minutes to accommodate a projected demand for 43 rooms (35 percent of the projected peak non-local workforce). There does, however, appear to be sufficient temporary housing within 2 hours' drive of MPs 105 to 125.

The Proponents would evaluate potential housing mitigation for these parts of the segment. Mitigation in this case would likely involve seeking temporary accommodation for workers in the larger communities located between 90 minutes' and about 2 hours' driving time from the affected parts of the segment, and the provision of transportation, in the form of buses or vans, to ensure that workers are able to travel safely to the site.

Segment 5 – Populus to Borah

This segment would extend approximately 56 miles west through parts of Bannock and Power Counties, Idaho, from the planned Populus Substation to the existing Borah Substation. The largest community within commuting distance of this segment is Pocatello, which is within 90 minutes' driving time of the entire segment, and less than

60 minutes from about 80 percent of the segment. Workforce requirements for this segment would peak at approximately 116 workers in weeks 226 through 229, with more than 100 workers required from week 216 to week 233.

Adequate temporary housing resources exist with 90 minutes' driving time of the entire length of this segment, with most of the workers temporarily relocating to work on this segment expected to reside in Pocatello. Other smaller communities within daily commuting distance of parts of this segment include Lava Hot Springs, American Falls, Heyburn, and Rupert.

Segment 6 – Borah to Midpoint

This segment consists of the existing Midpoint-Kinport 345-kV transmission line that extends from the existing Borah Substation to the existing Midpoint Substation. The voltage of this line would be increased from 345 kV to 500 kV under the Proposed Action. No new transmission line construction would be required along Segment 6 to operate this line segment at 500 kV, except in the vicinity of the Borah and Midpoint Substations, where approximately 10 new structures would be required, 5 at each substation.

Segment 7 – Populus to Cedar Hill

This segment would extend approximately 118 miles west through parts of Bannock, Power, and Cassia Counties, Idaho, from the planned Populus Substation to the proposed Cedar Hill Substation. The larger communities within commuting distance of this segment are Pocatello to the east and Twin Falls to the west. One of these communities is within 90 minutes' driving time of the entire length of this segment. Workforce requirements for this segment would peak at approximately 146 workers in week 170, with more than 100 workers required from week 160 to week 192.

Adequate temporary housing resources exist within 90 minutes' driving time of the entire length of this segment, with most of the workers temporarily relocating to work on this segment expected to reside in Pocatello and Twin Falls. Other smaller communities within daily commuting distance of parts of this segment include American Falls, Heyburn, Burley, and Rupert. The representative construction schedule used for this analysis (see Figure 3.4-1) suggests that construction of this segment would not coincide in time with Segment 5 and workers on these two segments (Segments 5 and 7) seeking accommodation in Pocatello would be there at different times.

Segment 8 – Midpoint to Hemingway

This segment would extend approximately 131 miles west through parts of Jerome, Lincoln, Gooding, Elmore, Ada, and Owyhee Counties, Idaho, from the existing Midpoint Substation to the planned Hemingway Substation. The larger communities within commuting distance of this segment are Twin Falls to the east, Boise to the west, and Mountain Home near the central part of the segment. Workforce requirements for this segment would peak at approximately 146 workers in week 212, with more than 100 workers required from week 202 to week 233.

Adequate temporary housing resources exist within 90 minutes' driving time of much of the length of this segment, with most of the workers temporarily relocating to work on this segment expected to reside in Twin Falls, Mountain Home, and Boise.

Segment 9 – Cedar Hill to Hemingway

This segment would extend approximately 162 miles west through parts of Cassia, Twin Falls, Elmore, and Owyhee Counties, Idaho, from the proposed Cedar Hill Substation to the planned Hemingway Substation. The larger communities within commuting distance of this segment are Twin Falls to the east, Boise to the west, and Mountain Home near the central part of the segment. Workforce requirements for Segment 9 would peak at approximately 148 workers in weeks 150 to 152, with more than 100 workers required from week 140 to week 178.

Adequate temporary housing resources exist within 90 minutes' driving time of much of the length of this segment. Part of this segment, however, appears to be more than 90 minutes' drive from sufficient housing resources. There would be an insufficient supply of available motel rooms (10 percent of the total estimated number) within 90 minutes of parts of this segment (from about MPs 67 to 70 and from about MPs 94 to 130) to accommodate a projected demand for 43 rooms (35 percent of the projected peak non-local workforce). Adequate housing resources likely exist between 90 minutes' and 2 hours' driving time from this part of the segment, mainly in Boise, Nampa, and Twin Falls.

The Proponents would evaluate potential housing mitigation for these parts of the segment (from about MPs 67 to 70 and from about MPs 94 to 130). Mitigation in this case would likely involve seeking temporary accommodation for workers in the larger communities located between 90 minutes' and about 2 hours' driving time from the affected parts of the segment, and the provision of transportation, in the form of buses or vans, to ensure that workers are able to travel safely to the site.

Segment 10 – Midpoint to Cedar Hill

This segment would extend approximately 34 miles south through parts of Jerome, Twin Falls, and Cassia Counties from the existing Midpoint Substation to the proposed Cedar Hill Substation. The largest community within commuting distance of this segment is Twin Falls, which is less than 40 minutes' drive from the entire segment. Workforce requirements for this segment would peak at approximately 110 workers in weeks 206 and 207, with more than 100 workers also required from week 197 to week 200.

Adequate temporary housing resources exist with 90 minutes' driving time of the entire length of this segment, with most of the workers temporarily relocating to work on this segment expected to reside in Twin Falls. Other smaller communities within daily commuting distance of parts of this segment include Jerome, Gooding, Heyburn, and Rupert.

Mitigation

As discussed above, construction activities would extend approximately 990 miles across two states and multiple counties, and some of the areas crossed have limited housing resources. Housing shortages could occur in some locations if the Proposed

Action coincides in time and space with other construction or development projects that involve large transient workforces. This type of scenario could result in fewer housing resources being available than is normally the case.

The Proponents should address these types of potential housing shortages prior to construction by updating the housing analysis to reflect current conditions at the time of construction, including EPC-specific housing demands by community and housing type, the available supply of housing units, and projected demand from other sources, based on average demand patterns and demand from other large permitted and scheduled projects. In addition, the Proponents will be required by the WDEQ to develop a detailed housing plan for the Wyoming portion of the Project as part of the Wyoming ISC process.

Operations

There would be no new expected demand for short- or long-term housing during the operations phase of the Proposed Action because the estimated permanent staff of 12 Idaho Power employees would be recruited locally, and, therefore, no operations-related impacts to housing resources are expected.

Decommissioning

When the Project is decommissioned, a labor force approximately equal to that needed for its construction would be deployed. Impacts from decommissioning are expected to be similar to those from construction and the Proponents would evaluate potential mitigation for those areas where insufficient housing resources are available within a 90-minute commute.

Property Values

General Property Impacts and Compensation

As noted in the Affected Environment section, all of the new transmission line segments would require new ROWs that would involve a combination of ROW grants and easements between the Proponents and federal, state, and local governments; other companies (e.g., utilities and railroads); and private landowners (including fee acquisition). ROWs for transmission line facilities on private lands would be obtained in fee simple or perpetual easement by Rocky Mountain Power and as perpetual easements by Idaho Power. Land for substation or regeneration sites would be obtained in fee simple where located on private land.

The effect that a transmission line easement may have on property value is a damage-related issue that would be negotiated between the landowner and Proponents during the fee simple or easement acquisition process. The easement acquisition process is designed to provide fair compensation to the landowner for the right to use the property for transmission line construction and operations. The easement value in theory is equal to the difference in value of the affected property before and after easement acquisition and construction of the proposed facilities. Rocky Mountain Power establishes fee value for affected lands based on county assessor valuation, market research (sold property comparison), parcel appraisal, and zonal appraisal information.

Contract negotiators for Idaho Power would make offers based on land valuation studies provided by licensed appraisers.

The required transmission line easements may encumber the affected ROW area with land use limitations. Each easement would specify the extent of any encumbrances. Typical transmission line easement conditions include the right to clear the ROW and keep it clear of trees, structures, including structure-supported crops, brush, vegetation, and other potential fire and electrical hazards. Non-structure supported agricultural crops less than 12 feet in height may be allowed on some easement properties.

The impact of introducing a new ROW for transmission structures and lines can vary depending on the placement of the ROW in relation to the property's size, shape, and the location of existing improvements. A transmission line may diminish the utility of a portion of property if the line effectively severs this area from the remaining property, resulting in what is known as "severance damage." If it is determined that a specific property might obtain serious severance damages resulting from the final line route, an appraisal would likely be ordered to assess the compensation for the land and damages.

The introduction of a new transmission line can also have detrimental impacts on farms by reducing the acreage available for cultivation and in some cases disrupting existing harvest patterns, with new transmission line structures affecting the farmer's ability to maneuver equipment, including crop-dusting aircraft, in the vicinity of the immediately affected area. A new transmission line also has the potential to negatively affect farm operations that employ pivot irrigation systems (potential impacts to agricultural land are discussed in Section 3.18 – Agriculture). The Proponents would work with individual landowners to coordinate the timing of construction so as to minimize short-term impacts to agriculture.

The placement of the transmission line across a property also affects the visual quality. Each individual landowner has their own perception of what is visually acceptable or unacceptable (potential visual impacts of the Proposed Route and Route Alternatives are evaluated in Section 3.2 – Visual Resources). These factors, as well as any other elements unique to the property, are generally taken into consideration to determine the loss in value within the easement area, as well as outside the easement area in cases of severance.

With regard to access roads, if the Proponents acquire an easement on an existing access road and the landowner is the only other user, market compensation is generally 50 percent of full fee value. If other landowners share the access road use, compensation is usually something less than 50 percent. For fully improved roads, an appraiser may prepare a cost analysis to identify the value of the access road easement. If the Proponents acquire an easement for the right to construct a new access road and the landowner has equal benefit and need of the access road, market compensation is generally 50 percent of full fee value. If the landowner has little or no use for the new access road, market compensation for the easement is generally close to full fee value.

Property Value Impacts

Changes in land use often raise concerns about the potential effect that these changes may have on nearby property values. Zoning is the primary means that most local governments use to protect property values. Zoning is intended to avoid conflicting uses by allowing some uses and disallowing others, or permitting them only as conditional uses (see Section 3.17 – Land Use and Recreation).

Research into the relationship between electric transmission facilities and local property values has employed research methods that can, for the most part, be divided into surveys and opinion-based studies on the one hand and quantitative studies, largely based on comparisons of market data, on the other. These studies have resulted in a wide range of findings that reflect the different study approaches employed, as well as the unique characteristics of the particular case or cases being evaluated.

From the 1950s to the late 1980s almost all reported research concluded that transmission lines have little or no effect on property values. More recently, the popular press and academic and professional literature have tended to support the idea that proximity to transmission lines may affect the desirability and, therefore, the value of residential property (Colwell 1990; Delaney and Timmons 1992; Hamilton and Schwann 1995; Cowger et al. 1996). Some observers linked this general change in perspective to increased concerns regarding potential EMF-related health effects, but a nationwide survey of real estate appraisers suggests that, for the most part, potential negative effects on property values tend to be related to the visual impact of transmission line facilities (Delaney and Timmons 1992). This nationwide survey found that 84 percent of the surveyed appraisers believed that property values are negatively affected by transmission facilities, with an average decrease in value of 10 percent. Ten percent of those surveyed felt transmission lines did not affect property values, while the remaining 6 percent felt they had a positive impact (Delaney and Timmons 1992).

Studies based on quantitative comparisons of market data have also identified negative impacts. Hamilton and Schwann (1995) studying a residential neighborhood in Vancouver, Canada, found that properties adjacent to a transmission line lose 6.3 percent of their value due to proximity and the visual impact. They also found that this effect decreases with distance, with properties more distant from the transmission line losing roughly 1 percent of their value. Colwell (1990) found that properties within 50 feet of a transmission line have property values that are 6 percent to 9 percent lower than the values of comparable properties. He also found that this reduction in value tends to decrease over time. A more recent study in Montreal found that direct views of a transmission line tend to reduce residential property value by roughly 10 percent (Des Rosiers 2002). BPA conducted studies in the Portland, Oregon, and Seattle, Washington, areas that found that the presence of high-voltage transmission lines tends to have a small but negative impact on the value of adjacent residential properties, with impacts ranging from 0 to 2 percent (Cowger et al. 1996; Bottemiller et al. 2000).

The results of these studies suggest that proximity to electric transmission lines can have negative effects on residential property values, with average impacts ranging from less than 1 percent to about 10 percent. The findings of these studies also suggest that this impact decreases with distance and tends to decline over time. While these studies

are informative, it is important to recognize the difficulties in generalizing the findings of case studies to other situations and locations. Unique project characteristics that need to be taken into consideration when assessing the potential effects of transmission line structures on property values include the type and height of the structures, the distance and view from the potentially affected property, intervening topography and vegetation, and the property market and type of landscape involved.

Studies of property value impacts during periods of physical change, such as new transmission line construction or structural rebuilds, have generally revealed greater short-term impacts than long-term effects. However, most studies have concluded that other factors, such as general location, size of property, improvements, condition, amenities, and supply and demand factors in a specific market area are more important criteria than the presence or absence of transmission lines in determining the value of residential real estate.

Some short-term adverse impacts on residential property values (and saleability) might occur on an individual basis as a result of the Proposed Route and Route Alternatives. However, these impacts would be highly variable, individualized, and unpredictable.

A review of studies of the impact on agricultural land found that overhead transmission lines have the potential to reduce the sales price and the effect can vary widely, ranging from no effect to a decrease of 20 percent or more, depending on the productivity of the land and the amount of disruption to farm operations (Kroll and Priestly 1992).

Few studies have addressed the impacts of transmission lines on the value of commercial and industrial properties. Those that have done so generally find the impacts are less than the impacts on residential properties. In interviews with appraisers, real-estate brokers, and owners and managers of commercial and industrial parks, Chapman (2005) found for the most part that the presence of a transmission line had little effect on market prices for commercial and industrial properties.

Education

Construction

The numbers of workers expected to temporarily relocate to each EPC Analysis Area with their families are identified in Table 3.4-25. Table 3.4-32 also identifies the projected peak and average number of school-age children expected to temporarily relocate to each EPC Analysis Area, and compares the peak estimates with the existing number of students in each Analysis Area. The projected peak number of school children temporarily relocating to the area would be equivalent to approximately 0.02 percent to 0.15 percent of the existing enrollment in school districts in the EPC Analysis Areas and would have no noticeable effect on existing average student/teacher ratios (Table 3.4-32).

Table 3.4-32. Projected Demand for Education Resources by Analysis Area

Analysis Area[1/]	EPC 1	EPC 2	EPC 3
Projected Non-Local Employment[2/]			
Construction Duration (Weeks)	122	118	145
Average Employment (Jobs/Week)	135	166	186
Peak Employment (Jobs/Week)	379	313	274
Projected Number of School-Age Children[3/]			
Average	14	17	19
Peak	38	31	27
Estimated Education Resources (2005/2006)[4/]			
Number of Schools	89	93	339
Number of Students	24,566	28,529	148,324
Number of Teachers	1,792	1,724	8,131
Student/Teacher Ratio (average)	13.7	16.5	18.2
Peak Comparison with Existing Student Numbers			
Percent of Existing Students	0.15	0.11	0.02

1/ The counties included in each EPC Analysis Area are identified in Table 3.4-3.
2/ 80 percent of the peak construction labor force is assumed to be non-local for the purposes of analysis.
3/ Projected numbers of school children are based on the assumptions that: 10 percent of workers would be accompanied by their families; the average family household includes 1.0 child under the age of 18 years; and all children relocating to the area would be school age.
4/ A detailed explanation of how these data were derived is provided in the Affected Environment discussion in this section.

Operations

Long-term operations of the proposed transmission line and associated facilities would require an estimated permanent staff of 12 Idaho Power employees. These workers would all be expected to be hired locally. Existing Rocky Mountain Power staff would be responsible for operations and maintenance of the new transmission line and associated facilities that would be owned and operated by Rocky Mountain Power. As a result, operations of the proposed transmission line and associated facilities are not expected to have an impact on education resources in the Analysis Areas.

Decommissioning

When the Project is decommissioned, a labor force approximately equal to that needed for its construction would be deployed. Impacts to education from decommissioning are expected to be similar to those from construction.

Public Services

Police and Fire Services

Projected peak employment and the number of workers and family members expected to temporarily relocate are identified by EPC Analysis Area in Table 3.4-26, with peak increases in EPC Analysis Area populations ranging from 0.04 percent to 0.24 percent of 2008 population totals. The temporary addition of these workers to local communities within the four EPC Analysis Areas is not expected to affect the levels of service provided by existing law and fire protection personnel. Police and sheriff and fire departments within 10 miles of the proposed transmission line are identified by county in Table 3.4-16. Increased demands for local services that could occur from construction workers and family members temporarily relocating to the area would be short-term.

Crime rate indexes, presented per 10,000 persons for the potentially affected counties in Table 3.4-16, suggest that the temporary relocation of non-local workers and family members to the three EPC Analysis Areas could result in potential increases of less than 0.1 violent crime and less than 1 total crime in each EPC Analysis Area.

Construction of the Proposed Action could result in increased demand for emergency services. Local police assistance would likely be required to facilitate traffic flows during construction at some road crossings and permits may be required for vehicle load and width limits for some of the vehicles delivering Project materials and supplies.

Public safety issues associated with fire are discussed in Section 3.22 – Public Safety.

Condemnation and removal of transmission line features and electrical structures (i.e., decommissioning) would be regulated in Wyoming by the State Fire Marshal. When the Project is decommissioned, a labor force approximately equal to that needed for its construction would be deployed. Impacts from decommissioning on police and fire services are generally expected to be similar to those from construction.

Health Care

Medical facilities located near the proposed transmission line are identified by location in Table 3.4-17. Construction and operations of the proposed transmission line and substations should not have significant adverse impacts on local and regional medical facilities and services. The Proponents' construction contractors would implement a health and safety program that would include first aid and cardio-pulmonary resuscitation training for on-site construction personnel.

The temporary relocation of workers and family members to the counties in the Analysis Area is not expected to affect existing levels of health care and medical services. Minor increases in demands for local services that could occur from workers and family members temporarily relocating to the area would be short-term.

Municipal Services

Construction Workers

Construction workers temporarily relocating to counties in the Analysis Area would be expected to reside in hotels and motels, rental housing, and RVs located at established sites. These temporary increases would be equivalent to 0.04 percent to 0.24 percent of 2008 EPC Analysis Area populations (Table 3.4-26) and could result in short-term increases in demand for municipal services, such as water and wastewater, and solid waste disposal. However, temporary residents would reside at locations throughout the Project region and these short-term, modest increases in local population are not expected to affect existing levels of municipal services.

Solid Waste

Substation and transmission line construction would generate a variety of solid wastes, including concrete, hardware, and wood debris. Above-grade waste would include packing material such as crates, pallets, and paper wrapping used to protect equipment during shipping. All waste and scrap material that cannot be recycled would be removed from the site and deposited in local permitted landfills in accordance with local ordinances.

Excavation along the ROW and at substations would generate solid waste that could be used as fill; however, some of the excavated material would be removed for disposal. Excavated material that is clean and dry would be spread along the ROW. The majority of waste associated with substation construction would result from spoils created during site grading. Very little of the soil excavated during foundation installation would be waste product.

Decommissioning of the Project would generate solid waste. As noted with respect to construction, all waste and scrap material that is unable to be recycled would be removed from the site and deposited in local permitted landfills in accordance with local ordinances.

Other Municipal Services

Construction of the proposed transmission line segments and substations would require water. Major water uses would be for transmission line structure and substation foundations, and dust control during ROW and substation grading and site work. Minor uses of water during construction would include substation landscaping where required. Foundation construction typically involves the transportation of water to the batch plant site where it is used to mix wet concrete. From the batch plant the wet concrete is transported to the structure site in concrete trucks for use in foundation installation. Construction of the transmission line segments, substations, and related facilities would generate a temporary increase in fugitive dust. If the level of fugitive dust were too high in specific areas, as determined in cooperation with the landowner or agency, water would be applied to disturbed areas to minimize dust. The required water would be procured from municipal sources and/or from landowners. No new water rights would be required.

Construction, operations, and decommissioning of the Proposed Action would not require wastewater treatment or the construction or expansion of wastewater facilities or stormwater drainage systems. The Proposed Action is also not expected to affect local supplies of electricity and natural gas in the Analysis Area.

Tax Revenues

Construction

Construction of the Proposed Action would generate sales and use tax revenues through Project expenditures on construction materials, supplies and equipment. Local Project-related expenditures that would generate sales tax are assumed to be mainly for foundation materials, where available, and miscellaneous Project purchases, such as gas, parts, repairs, tires, and supplies. Based on past experience with similar projects, the Proponents' transmission engineering contractor anticipates that all materials and supplies purchased out of state for use in construction would be subject to use tax, and not taxed at the point of purchase. Estimated expenditures were assigned to counties based on the share of construction activity that would take place in that county.

Estimated sales and use tax revenue is summarized by potentially affected Wyoming county in Table 3.4-33. This table also compares these estimates with actual sales, use, and lodging tax revenues in 2011. Overall, total estimated sales and use tax would be equivalent to about 7.3 percent of the sales, use, and lodging tax revenues generated in Wyoming in 2011.

Table 3.4-33. Estimated Sales and Use Tax Revenue in Wyoming Counties

County/State	Estimated Sales and Use Tax[1/,2/]	2011 Sales, Use and Lodging Tax Revenues[1/]	Estimated Tax as a Percent of 2011Total[3/]
Carbon	18,866	25,388	74.3%
Converse	5,915	27,013	21.9%
Lincoln	7,489	21,690	34.5%
Natrona	333	100,804	0.3%
Sweetwater	30,336	92,568	32.8%
Wyoming	**62,939**	**861,762**	**7.3%**

1/ Estimated and actual tax revenues are shown in thousands of dollars.
2/ The estimated Project-related sales and use tax estimates are for the total duration of construction activities in each county. They are not annual estimates and, in most cases, would be generated over a period of several years.
3/ Projected sales and use tax is shown here as a percentage of actual sales, use, and lodging tax revenues in 2011.

The award of a permit from the Wyoming ISC results in the state distribution of impact assistance payments. In general, these payments increase distribution of the state's sales and use tax levy to local governments from 31 percent to 40 percent. In the past, such payments have been about $100,000 per month for each month of construction.

Estimated sales and use tax revenue is summarized by potentially affected Idaho county in Table 3.4-34. This table also compares the estimated sales and tax revenues with 2011 actual sales, use, and travel and convention tax revenues collected in each county. Sales and tax revenues in Idaho are collected by the state with a small share distributed to local governments, including counties and municipalities, based on population size and other factors. In Fiscal Year 2010, for example, 11.5 percent of Idaho's sales tax revenues was distributed to local governments, including counties and municipalities (Idaho State Tax Commission 2011). Total estimated Project-related sales and use tax revenues are equivalent to about 3 percent of sales, use, and travel and convention tax revenues collected in Idaho in 2011 (Table 3.4-34).

Table 3.4-34. Estimated Sales and Tax Revenue in Idaho Counties

County/State	Estimated Sales and Use Tax[1/2/]	2011 Sales, Use, and Convention Tax Revenues[1/]	Estimated Tax as a Percent of 2011 Total[3/]
Ada	885	260,715	0.3%
Bannock	10,627	26,648	40%
Bear Lake	2,282	1,552	147%
Cassia	4,620	8,585	54%
Elmore	2,310	6,209	37%
Franklin	984	4,062	24%
Gooding	906	2,384	38%
Jerome	3,747	11,389	33%
Lincoln	81	893	9%
Owyhee	6,052	1,571	385%
Power	2,156	1,174	184%
Twin Falls	4,864	29,473	17%
Idaho	**39,514**	**1,178,993**	**3.4%**

1/ Estimated and actual tax revenues are shown in thousands of dollars.
2/ The estimated Project-related sales and use tax estimates are for the total duration of construction activities in each county. They are not annual estimates and, in most cases, would be generated over a period of several years.
3/ Projected sales and use tax is shown here as a percentage of actual sales, use, and lodging tax revenues in 2011.

The tax revenue estimates presented above provide an approximate indication of the amount of sales and use tax that would be generated by the Project. These estimates are based on a number of simplifying assumptions, as discussed in the preceding paragraphs, and are not intended to be precise forecasts. This is particularly important in Wyoming where a share of sales and use tax revenues is directly distributed to the county where it is collected (see Table 3.4-33). It should also be noted that the estimated sales and use tax revenues are total estimates for the duration of construction activities in each county and are not, in most cases, directly comparable to the annual tax revenues they are compared to in Tables 3.4-33 and 3.4-34.

The proposed Project is a large capital project that involves substantial investment in those counties where new facilities would be built. In a number of cases, the total estimated value of materials that would be used for construction in a county (and assumed here to be subject to sales or use tax in that county) is larger than the total sales and use values subject to tax in 2011, as shown in Tables 3.4-33 and 3.4-34.

Expenditures by construction workers would also generate sales tax revenues, but the amount of spending and distribution by county is difficult to accurately forecast, and, therefore, sales tax associated with these expenditures is not estimated here. In Idaho, income from in-state employment on the Project and income from in-state employment supported by Project-related expenditures would be subject to state income taxes. These potential revenues are also not estimated here.

Operations

Estimated ad valorem tax revenues are presented by Wyoming county in Table 3.4-35. These estimates are based on the projected value of the Proposed Action by county and average property tax rates, and are intended to provide an approximation of potential tax revenues that could be generated as a result of the Project. This table illustrates the relative contribution of the estimated Project-related revenues to county budgets by comparing estimated annual revenues with actual ad valorem tax revenues for 2011 by county.

Table 3.4-35. Estimated Ad Valorem Tax Revenues by County in Wyoming

County	Estimated Property Tax[1/2/]	2011 Ad Valorem Tax Revenues (All Taxing Districts)[1/3/]	Estimated Ad Valorem Tax Revenues as a Percent of 2011 Property Tax Revenues
Carbon	2,655	58,921.7	4.5%
Converse	1,208	51,067.9	2.4%
Lincoln	512	59,402.6	0.9%
Natrona	116	82,595.2	0.1%
Sweetwater	3,629	170,672.7	2.1%

1/ Estimated Project-related property tax revenues and actual property tax revenues from 2011 are in thousands of dollars.
2/ Property tax estimates are based on the projected value of the proposed improvements, including: transmission line and substation costs, communications fiber, regeneration stations, access, and permits. Estimates are based on tax rates provided by Rocky Mountain Power.
3/ These are actual property tax revenues received for 2011 and represent the total for all taxing districts in each county.

The potential property tax implications associated with the proposed Project in Idaho are complicated because the State of Idaho limits the amount by which annual revenues from property tax can increase in each county. With some exceptions, this amount is limited to 3 percent based on the highest annual budget from the preceding 3 years. Exceptions include new construction (excluding public utilities), annexation, and previously unlevied funds (Houde 2012). In cases where increases in property tax revenues exceed 3 percent and are not exempt, the increase above 3 percent may provide an opportunity to lower levies for other taxpayers in the affected district.

The estimated tax revenues presented by Idaho county in Table 3.4-36 are based on the projected value of the Proposed Action by county and average property tax rates, and are intended to provide an approximation of potential tax revenues that could be generated as a result of the Project. However, rather than compare these estimated revenues with total property tax revenues (all taxing districts) by county—which is the approach used in Table 3.4-35 for the affected counties in Wyoming—Table 3.4-36 divides the estimated revenues for each county into two parts. The first part, equivalent to up to 3 percent of 2011 property tax revenues for each county, is intended to approximate the amount by which tax revenues could increase. The second part, total estimated revenues less 3 percent of existing tax revenues, represents an amount by which property taxes in each county could be potentially reduced for other property owners.

Table 3.4-36. Estimated Property Tax Revenues by County in Idaho

County	Estimated Property Tax Revenues[1/2/]	2011 Property Tax Revenues (County)[1/3/]	Estimated Property Tax Revenues as a Percent of 2011 Property Tax Revenues (County)	Potential Increase in Property Tax Revenues[1/4/]	Potential Reduction in Property Taxes[1/5/]
Ada	197.3	81,638.3	0.2%	197.3	0.0
Bannock	4,270.5	19,123.0	22.3%	573.7	3,696.8
Bear Lake	530.4	2,174.8	24.4%	65.2	465.1
Cassia	1,086.5	3,856.0	28.2%	115.7	970.8
Elmore	495.4	5,872.2	8.4%	176.2	319.2
Franklin	225.4	2,654.4	8.5%	79.6	145.7
Gooding	207.5	2,785.8	7.4%	83.6	123.9
Jerome	480.5	5,378.1	8.9%	161.3	319.2
Lincoln	20.5	994.8	2.1%	20.5	0.0
Owyhee	721.7	1,813.6	39.8%	54.4	667.3
Power	1,101.3	3,166.5	34.8%	95.0	1,006.3
Twin Falls	357.4	18,214.3	2.0%	357.4	0.0

1/ Estimated Project-related property tax revenues and actual property tax revenues from 2011 are in thousands of dollars.
2/ Property tax estimates are based on the projected value of the proposed improvements, including: transmission line and substation costs, communications fiber, regeneration stations, access, and permits, and county specific tax rates provided by Idaho Power.
3/ There are multiple taxing districts within each county. 2011 property tax revenues identified here as "County" are those assessed and generated by County government only; they do not include other taxing districts within each county. 2011 property tax revenues for all taxing districts are presented by county in the Affected Environment section.
4/ Potential increases in property tax revenues are assumed to be equivalent to up to 3 percent of actual property tax revenues for 2011. These estimates are intended to approximate the amount that property tax revenues could increase by county.
5/ Potential reductions are approximated by subtracting estimated potential increases (3 percent of the 2011 county total) from total estimated property tax estimates. These estimates are intended to approximate the amount by which property taxes in each county could be potentially reduced for other property owners.

These estimates do not include potential tax revenues for individual municipalities within each affected county or account for potential negative impacts on local property tax revenues that could occur if the Project were to discourage or displace higher value development that might otherwise occur along or in the vicinity of the ROW. It is not possible to project development that would otherwise occur with any degree of certainty or the potential impact development of a transmission line would have on this type of development, and, therefore, it is not possible to quantify these potential impacts. However, almost half the Proposed Action would be constructed on public lands that are not subject to local property taxes, and an estimated 99.4 percent of the land use Analysis Area crosses land that is currently rangeland, agricultural, forest, water and wetlands, and existing ROW (see Section 3.17 – Land Use and Recreation, Tables 3.17-3 and 3.17-4), which suggests that the potential for foregone high value development in many locations is likely to be low. There are, however, several locations where local governments and others have expressed concern that the proposed Project could negatively affect proposed municipal expansions or the potential for future expansions. These are discussed in Section 3.4.2.3 – Comparison of Alternatives by Segment, under Tax Revenues.

Operations of the Proposed Action would generate sales and use tax revenues in Wyoming and Idaho as a result of local operations and maintenance expenditures. These impacts are expected to be small, especially when compared to the construction-related impacts. Project operations would be centralized and rely upon the use of communications and automated controls. Local labor may be used when infrequent switching is necessary at the substations. Local expenditures are expected to be limited to occasional expenditures on gas and food by crew members.

Decommissioning

Decommissioning the Project would involve local expenditures for supplies and services and would likely require the temporary influx of construction workers to remove the project components. This spending would be expected to generate local sales and use tax. It is not possible to estimate approximate values but, adjusted for inflation, tax revenues would likely be generally equivalent to those estimated for construction, other conditions remaining equal. Removal of the Project would reduce the value of the affected property and result in a net reduction in ad valorem and property taxes, generally equivalent to the estimates developed for project operations.

The Wyoming ISC considers reclamation and restoration (referred to here as decommissioning) as a phase of work in the product life cycle, potentially eligible for impact assistance payments similar to those available for the construction phase.

Ecosystem Services

Ecosystem services are those services and benefits provided by healthy ecosystems. Development activities on public lands that could be potentially affected by the Project are governed by rules and regulations designed to protect or mitigate negative impacts to natural resources that provide ecosystem services (see Section 3.17.1.3 for a discussion of the applicable management plans). The socioeconomic analysis prepared for this Project does not account for non-market benefits or other values, benefits, and costs that are not easily quantifiable. This is not to imply that such values are not significant or important, but to recognize that non-market values are difficult to represent by appropriate dollar figures.

Although the BLM and Forest Service have been exploring the use of ecosystem services concepts to describe the benefits provided by forests and other public lands, this type of approach has not been applied operationally in a management context (Kline 2006; Smith et al. 2011).

The effects of the action alternatives on these types of services are assessed in the sections of this EIS that address wildlife, fish, vegetation, wetlands and riparian areas, cultural resources, visual resources, and soils and water resources, among others. Monetary values are not assigned to these services, but this does not lessen their importance in the decision-making process. Decision-makers will consider the economic values presented in this section within the context of the information presented elsewhere in this document, much of which cannot readily be translated into economic terms.

3.4.2.3 Comparison of Alternatives by Segment

BLM's Preferred Route

The BLM's Preferred Route is the same as the Proposed Route for Segments 1 through 4, 6, and 10. Table 3.4-37 compares the BLM's Preferred Route for Segments 5, 7, 8, and 9 with the corresponding segments of the Proposed Route. Viewed by segment, the difference between the Preferred Route and the Proposed Route ranges from an increase of 0.5 mile for Segment 8 to an increase of 17.6 miles for Segment 5. Change by county ranges from a decrease of 5.8 miles in Bannock County to a net gain of 36.3 miles in Oneida County, which is not crossed by the Proposed Route (Table 3.4-37). Table 3.4-38 identifies the net change in the estimated construction workers relative to the Proposed Route by county.

Table 3.4-37. Preferred Route Compared to the Proposed Route

County[1/2/]	Segment 5	Segment 7	Segment 8	Segment 9	Total
Ada			4.7		4.7
Bannock	-2.0	-3.8			-5.8
Canyon			5.9		5.9
Cassia		0.8		0.0	0.8
Elmore			0.0	0.0	0.0
Gooding			0.0		0.0
Jerome			0.0		0.0
Lincoln			0.0		0.0
Oneida	17.7	18.6			36.3
Owyhee			-10.1	9.2	-0.8
Power	1.9	-3.7			-1.7
Twin Falls				0.0	0.0
Total	**17.6**	**11.9**	**0.5**	**9.2**	**39.3**
Overall Percent Change[3/]	31.7%	10.1%	0.4%	5.7%	7.8%

1/ The differences between the Preferred Route and the Proposed Route are shown as the net difference in miles. A negative number indicates that fewer miles would be built in the affected county under the BLM Preferred Route than under the Proposed Route; a positive number indicates that more miles would be built in that county under the BLM Preferred Route. For Segment 5, for example, the Preferred Route would be 2.0 miles shorter than the Proposed Route in Bannock County and 17.7 miles longer in Oneida County (which is not crossed by Segment 5 of the Proposed Route).

2/ Shaded areas indicate that the segment in question does not cross the identified county. A value of 0 indicates that the segment crosses the identified county, but the total miles crossed in that county are the same under the Preferred Route as they are under the Proposed Route.

3/ Overall percent change represents the total change in segment length as a percent of the total segment length under the Proposed Route. The total change is compared against the total length of EPC 3 (502.4 miles).

Table 3.4-38. Change in the Projected Construction Workforce by County under the Preferred Route

County[1/]	Proposed Route (miles)	Net Change (miles)	Percent Change in Miles	Estimated Change Relative to the Proposed Route			
				Peak Workers[2/]	Peak Workers Temporarily Relocating[3/]	Total Number of People Temporarily Relocating[4/]	Number of School-Age Children[5/]
Ada	27.6	4.7	17%	12	10	13	1
Bannock	50.6	-5.8	-12%	-9	-7	-9	-1
Canyon	0.0	5.9	100%	11	9	12	1
Cassia	72.3	0.8	1%	2	1	2	0
Oneida	0.0	36.3	100%	70	56	72	6
Power	67.6	-0.8	-1%	-1	-1	-1	0
Twin Falls	55.0	-1.7	-3%	-2	-2	-2	0

1/ Data are presented for those counties where the miles of proposed transmission line under the Preferred Route differs from that proposed as part of the Proposed Route.
2/ Estimated changes in peak workers are based on the ratio of peak workers per mile by county estimated for the Proposed Route. Ratios vary by county. Estimates for counties not crossed under the Proposed Route are based on an average ratio for the entire line.
3/ Eighty percent of the construction labor force is assumed to be non-local and would need to temporarily relocate to the Analysis Areas.
4/ Ten percent of workers relocating to the Analysis Areas are assumed to be accompanied by their families.
5/ The average family size is assumed to consist of two adults and one school-age child.

Population

Assuming that 80 percent of the proposed construction workforce would temporarily relocate to the Analysis Area for the duration of their employment, and 10 percent of those relocating would be accompanied by their families, net changes in peak population relative to the Proposed Route would range from minus 9 in Bannock County to plus 72 in Oneida County (Table 3.4-38). Oneida County had a total estimated population of 4,215 in 2011 (Table 3.4-4). The estimated peak increase of 72 people temporarily relocating to the area would be equivalent to 1.7 percent of the estimated 2011 population. These estimates are based on the miles of transmission line construction that would occur in each county. Workers temporarily relocating to an area could reside in the affected county, but may also reside in adjacent or other nearby counties, depending on the distribution of available housing and commuting distances. This is likely to be the case for Oneida County, which has limited housing resources (see Table 3.4-14).

Economy and Employment

Estimated regional economic impacts in the EPC 1 and EPC 2 Analysis Areas would be the same under the Preferred Route as they would be under the Proposed Action. The Preferred Route would add 39.3 miles to the length of the proposed transmission line in the EPC 3 Analysis Area, an increase of 7.8 percent. Assuming a corresponding 7.8 percent increase in the inputs used to estimate the economic impacts for the EPC 3 Analysis Area (Table 3.4-28), estimated total employment in 2019 would increase from 639 to 673, with similar relative increases in 2018 and 2020 (Table 3.4-39).

Table 3.4-39. Change in the Projected Total Employment under the Preferred Route

Analysis Area	2015	2016	2017	2018	2019	2020
Total Employment						
EPC 3	0	0	0	558	673	202
Net Change from Proposed Action						
EPC 3	0	0	0	23	34	12

1/ Total employment includes direct, indirect, and induced employment and would occur in industries throughout the Analysis Area economies, not just those in the construction sector.
2/ The BLM Preferred Route in the EPC 3 Analysis Area is 39.3 miles longer than the corresponding section of the Proposed Route.

Housing

The net changes in the number of workers who would temporarily relocate to each county, relative to the Proposed Action, are identified in Table 3.4-38. The relative net change in the projected peak demand for temporary housing would range from net decrease of approximately 7 housing units in Bannock County to a net increase of 56 housing units in Oneida County. These estimates are based on the number of peak workers who would temporarily relocate to the area (see Table 3.4-38).

As noted with respect to population (above), workers temporarily relocating to an area could reside in the affected county, but may also reside in adjacent or other nearby counties, depending on the distribution of available housing and commuting distances. Limited housing resources are available in Oneida County and workers would likely need to reside in adjacent or other nearby counties. The largest community within commuting distance is Pocatello, which is between 60 minutes' and 90 minutes' estimated driving time from the majority of the transmission line segments that would extend into Oneida County.

Property Values

The general property impacts, compensation, and property value impacts described above under Property Value Impacts would also apply to the Preferred Route. The relative shares of public versus private land would vary for Segments 5, 7, 8, and 9, as discussed in Section 3.17 – Land Use and Recreation.

Education

The net changes in the peak number of school-age children who would temporarily relocate to each county, relative to the Proposed Action, are identified in Table 3.4-38. These estimated changes range from minus 1 student in Bannock County to plus 6 students in Oneida County and are not expected to alter the conclusions presented with respect to the Proposed Action and education earlier in this section.

Public Services

The estimated net changes in workers and family members temporarily relocating to the affected counties identified in Table 3.4-38 are not expected to alter the conclusions presented with respect to the Proposed Action and public services earlier in this section.

Tax Revenues

The net changes in estimated sales and use tax revenues, relative to the Proposed Action, are identified by county in Table 3.4-40. Estimated increases in sales and use

Table 3.4-40. Estimated Tax Revenues for the Preferred Route

State/County[1/]	Total County Length Crossed by Proposed Route	Largest Net Change (miles)	Percent Change in Miles	Estimated Change Relative to the Proposed Route	
				Construction Phase Sales and Use Tax Revenues[2/]	Ad Valorem and Property Tax Revenues[2/]
Ada	27.6	4.7	17%	150	32.8
Bannock	50.6	-5.8	-12%	-238	-83.2
Canyon	0.0	5.9	100%	189	51.4
Cassia	72.3	0.8	1%	26	8.3
Oneida	0.0	36.3	100%	1,164	516.0
Power	67.6	-1.7	-3%	-56	-18.8

1/ Information is only presented for those counties where the Preferred Route differs from the Proposed Route.
2/ Estimated changes in tax revenues relative to the Proposed Action are presented in thousands of dollars.

tax revenues in the affected counties in Idaho would be collected by the State of Idaho and would not be directly distributed to the affected county.

Property tax revenues are estimated for the Proposed Action for the purposes of analysis based on projected costs per mile and average state and county tax rates (see Table 3.4-35). Net changes in these estimates, relative to the Proposed Action, are also identified by county in Table 3.4-40. As discussed above, overall projected increases in property tax revenues in counties in Idaho would be limited to approximately 3 percent of the highest annual budget from the preceding 3 years. Table 3.4-41 divides potential increases in property tax revenues associated with the Preferred Route into two parts. The first part, equivalent to up to 3 percent of 2011 property tax revenues for each county, is intended to approximate the amount by which tax revenues could increase. The second part, total estimated revenues less 3 percent of existing tax revenues, represents an amount by which property taxes in each county could be potentially reduced for other property owners.

The ad valorem and property tax estimates presented in Table 3.4-41 do not include potential tax revenues for individual municipalities within each affected county or account for potential negative impacts on local property tax revenues that could occur if the Project were to discourage or displace higher value development that might otherwise occur along or in the vicinity of the ROW. As noted for the Proposed Action, existing land ownership and use patterns along the majority of the Analysis Area suggest that the potential for foregone higher value development is low. There are, however, several locations where local governments and others have expressed concern that this could occur with long-term negative impacts to future tax revenues. These locations include the city of Kuna, which would be crossed by Segment 8 of the Preferred Route (it is not crossed by the Proposed Route). Potential impacts identified by the City of Kuna are discussed below in the Route Alternatives, Tax Revenues section.

Table 3.4-41. Projected Property Tax Revenues for the Preferred Route in Idaho Counties

County	Estimated Property Tax Revenues[1/2/]	2011 Property Tax Revenues (County)[1/3/]	Estimated Property Tax Revenues as a Percent of 2011 Property Tax Revenues (County)	Potential Increase in Property Tax Revenues[1/4/]	Potential Reduction in Property Taxes[1/5/]
Ada	230	81,638	0.3%	230	–
Bannock	4,187	19,123	21.9%	574	3,614
Canyon	51	37,146	0.1%	51	0
Cassia	1,095	3,856	28.4%	116	979
Oneida	516	1,309	39.4%	39	477
Power	1,083	3,167	34.2%	95	988

1/ Estimated Project-related property tax revenues and actual property tax revenues from 2011 are in thousands of dollars.
2/ Property tax estimates are based on the projected value of the proposed improvements, including: transmission line and substation costs, communications fiber, regeneration stations, access, and permits, and county specific tax rates provided by Idaho Power.
3/ There are multiple taxing districts within each county. 2011 property tax revenues identified here as "County" are those assessed and generated by County government only; they do not include other taxing districts within each county. 2011 property tax revenues for all taxing districts are presented by county in the Affected Environment section.
4/ Potential increases in property tax revenues are assumed to be equivalent to up to 3 percent of actual property tax revenues for 2011. These estimates are intended to approximate the amount that property tax revenues could increase by county.
5/ Potential reductions are approximated by subtracting estimated potential increases (3 percent of the 2011 county total) from total estimated property tax estimates. These estimates are intended to approximate the amount by which property taxes in each county could be potentially reduced for other property owners.

Route Alternatives

The Route Alternatives are alternatives to sections of the 10 segments that comprise the Proposed Route, not complete alternative routes or complete alternative segments (Table 3.4-42).

Table 3.4-42. Alternatives by Segment

Alternative Name	Net Change in Segment Length (miles)	Percent Change in Segment Length	Percent Change in Overall EPC Length
EPC 1 Analysis Area			
Alternative 1W(a)-B	4.4	6	2
Alternative 2A	-0.8	-1	–
Alternative 2B	-0.3	–	–
EPC 2 Analysis Area			
Alternative 4B	15.0	8	8
Alternative 4C	16.5	8	8
Alternative 4D	15.6	8	8
Alternative 4E	17.1	9	9
Alternative 4F	2.4	1	1
Alternative 4G	0.3	–	–
EPC 3 Analysis Area			
Alternative 5A	7.4	13	1
Alternative 5B	18.1	33	4
Alternative 5C	-6.9	-12	-1

Table 3.4-42. Alternatives by Segment (continued)

Alternative Name	Net Change in Segment Length (miles)	Percent Change in Segment Length	Percent Change in Overall EPC Length
Alternative 5D	-2.2	-4	–
Alternative 5E	-0.5	-1	–
Alternative 7A	2.6	2	1
Alternative 7B	11.1	9	2
Alternative 7C	0.2	–	–
Alternative 7D	0.6	–	–
Alternative 7E	0.7	1	–
Alternative 7F	0.2	0	–
Alternative 7G	0.1	3	–
Alternative 7K	29.9	25	6
Alternative 8A	1.7	1	-
Alternative 8B	-11.2	-9	-2
Alternative 8C	-0.1	0	–
Alternative 8D	1.2	1	–
Alternative 8E	11.3	9	2
Alternative 9A	-0.1	0	–
Alternative 9B	-4.0	-2	-1
Alternative 9C	0.0	0	–
Alternative 9D	3.0	2	1
Alternative 9E (rev.)	9.2	6	2
Alternative 9F	6.2	4	1
Alternative 9G	0.6	0	–
Alternative 9H	3.8	2	1

Table 3.4-43 identifies the net change in the number of estimated construction workers relative to the Proposed Route by county. In some cases, the miles of transmission line in one county are affected under more than one alternative. The miles of transmission line in Ada County, Idaho, for example, would be affected under Alternatives 9D and 9F. The largest estimated change for each county is identified in Table 3.4-43 to ensure that the following analyses consider the largest potential impact to each county.

Table 3.4-43. Projected Construction Workforce for Route Alternatives by County

State/ County	Proposed Route (Miles)	Largest Net Change (Miles)[1/]	Percent Change in Miles	Estimated Change Relative to the Proposed Route			
				Peak Workers[2/]	Peak Workers Temporarily Relocating[3/]	Total Number of People Temporarily Relocating[4/]	Number of School-Age Children[5/]
Wyoming							
Carbon	146.9	-0.8	-1%	-1	-1	-1	–
Converse	42.8	4.4	10%	2	1	2	–
Lincoln	59.6	16.5	28%	35	28	37	3
Natrona	35.0	0.0	0%	0	–	0	–
Sweetwater	136.3	-1.3	-1%	-2	-2	-3	–
Idaho							
Ada	27.6	14.6	53%	38	30	39	3
Bannock	50.6	-3.8	-8%	-6	-5	-6	–
Bear Lake	36.9	1.8	5%	6	5	6	–
Canyon	0.0	5.9	0%	11	9	12	1
Cassia	72.3	25.5	35%	50	40	52	4

Table 3.4-43. Projected Construction Workforce for Route Alternatives by County (continued)

State/ County	Proposed Route (Miles)	Largest Net Change (Miles)[1/]	Percent Change in Miles	Estimated Change Relative to the Proposed Route			
				Peak Workers[2/]	Peak Workers Temporarily Relocating[3/]	Total Number of People Temporarily Relocating[4/]	Number of School-Age Children[5/]
Elmore	72.1	15.6	22%	26	21	27	2
Franklin	15.9	0.0	0%	0	–	–	–
Gooding	28.3	-13.4	-47%	-26	-21	-27	-2
Jerome	30.6	3.5	12%	11	9	11	1
Lincoln	2.5	0.0	0%	–	–	–	–
Oneida	0.0	24.4	0%	47	37	49	4
Owyhee	110.4	-27.2	-25%	-36	-29	-38	-3
Power	67.6	-16.1	-24%	-25	-20	-26	-2
Twin Falls	55.0	15.3	28%	19	15	20	2

1/ The miles of transmission line in some counties would be affected under more than one alternative. This column presents the largest change (positive or negative) that could occur in each county.
2/ Estimated changes in peak workers are based on the ratio of peak workers per mile by county estimated for the Proposed Route. Ratios vary by county. Estimates for counties not crossed under the Proposed Route are based on an average ratio for the entire line.
3/ Eighty percent of the construction labor force is assumed to be non-local and would need to temporarily relocate to the Analysis Areas.
4/ 10 percent of workers relocating to the Analysis Areas are assumed to be accompanied by their families.
5/ The average family size is assumed to consist of two adults and one school-age child.

Population

The Route Alternatives to the Proposed Route would result in changes to the proposed mileage in 17 counties, including Canyon and Oneida Counties, Idaho, which are not crossed by the Proposed Route. The proposed mileages in Franklin and Lincoln Counties, Idaho would not be affected by any of the Route Alternatives. The relative net changes in mileage in the other counties range from a net decrease of 27 miles in Owyhee County, Idaho, to a net addition of 26 miles in Cassia County, Idaho. Assuming that 80 percent of the proposed construction workforce would temporarily relocate to the Analysis Area for the duration of their employment, and 10 percent of those relocating would be accompanied by their families, net changes in peak population relative to the Proposed Route would range from minus 38 in Owyhee County (Alternative 9D) to plus 52 in Cassia County (Alternative 7K) (Table 3.4-43).

Economy and Employment

Substituting one or more of the Route Alternatives for the corresponding section or sections of the Proposed Route would not, in most cases, substantially affect the regional economic impact estimates presented for the Proposed Action in Table 3.4-29. Viewed in terms of miles of transmission line by EPC Analysis Area, the largest changes (positive or negative) by EPC Analysis Area would be a 9 percent increase in the EPC 2 Analysis Area (Alternative 4E) and a 6 percent increase in the EPC 3 Analysis Area (Alternative 7K) (Table 3.4-42). Both of the Route Alternatives proposed for the EPC 1 Analysis Area would result in a total increase in miles of less than 1 percent (Table 3.4-42).

The largest potential impacts relative to the Proposed Action would occur under Alternative 7K, which would add approximately 30 miles to the length of Segment 7. As

noted above, Alternative 7K would result in a 6 percent increase in the total miles constructed in the EPC 3 Analysis Area. This increase would translate into a corresponding increase in the inputs used to estimate the economic impacts for the EPC 3 Analysis Area (Table 3.4-28). Peak annual employment (expressed as FTEs) is assumed to occur in the EPC 2 Analysis Area in 2016 (Table 3.4-29). All other things remaining the same, estimated total employment in this area in 2016 would increase from 502 under the Proposed Action to 532 under Alternative 4E (Table 3.4-44). Net changes in total estimated employment impacts are also presented for Alternative 7K (EPC 3 Analysis Area).

Table 3.4-44. Projected Total Employment for Other Alternatives by EPC Analysis Area

EPC Analysis Area	2015	2016	2017	2018	2019	2020
Total Employment[1/]						
EPC 2 Alternative 4E[2/]	56	532	347	–	–	–
EPC 3 Alternative 7K[3/]	–	–	–	553	665	199
Net Change from Proposed Action						
EPC 2 Alternative 4E	4	30	16	–	–	–
EPC 3 Alternative 7K	–	–	–	18	26	9

1/ Total employment includes direct, indirect, and induced employment and would occur in industries throughout the Analysis Area economies, not just those in the construction sector.
2/ Substituting Alternative 4E for the comparison portion of the Proposed Route would increase the length of transmission line in the EPC 2 Analysis Area by 9 percent.
3/ Substituting Alternative 7K for the comparison portion of the Proposed Route would increase the length of transmission line in the EPC 3 Analysis Area by 6 percent.

Housing

The net changes in the number of workers who would temporarily relocate to each county, relative to the Proposed Action, are identified in Table 3.4-43. The relative net change in the projected peak demand for temporary housing would range from a net decrease of approximately 29 housing units in Owyhee County to a net increase of 37 housing units in Oneida County. These estimates are based on the number of peak workers who would temporarily relocate to the area (see Table 3.4-43). These and the other estimated changes in the number of peak workers expected to temporarily relocate shown in Table 3.4-43 are not expected to affect the findings described earlier under the Proposed Action.

Commuting distances and times were estimated for the Route Alternatives and compared with commuting distances and times for the comparison portion of the Proposed Route.[2] There were some differences between the alternatives and the comparison portions of the Proposed Route, but in most cases the conclusions identified for the comparison portion of the Proposed Route would apply to the Route Alternative. In one case (Alternative 7K), comparison between a Route Alternative and its Proposed Route counterpart indicated that fewer temporary housing resources would be available within 90 minutes driving time under the alternative. This alternative is discussed below.

[2] The "comparison portion of the Proposed Route" refers to the portion of the Proposed Route that starts and ends at the same nodes as a Route Alternative.

Alternative 7K

Alternative 7K is approximately 30 miles longer than the comparison portion of the Segment 7 Proposed Route and runs through a more remote area in south Cassia and Twin Falls Counties in Idaho. There would be insufficient housing resources within 90 minutes' driving time of more than one-third of this alternative, and insufficient housing resources within 2 hours of parts.

The Proponents would evaluate potential mitigation for the parts of the Route Alternatives with insufficient resources within a 90 minute drive.

Property Values

The general property impacts, compensation, and property value impacts described above under Property Value Impacts would also apply to the Route Alternatives. The relative shares of public versus private land would vary by alternative as discussed in Section 3.17 – Land Use and Recreation.

Education

The net changes in the peak number of school-age children who would temporarily relocate to each county, relative to the Proposed Action, are identified in Table 3.4-43. These estimated changes range from minus 3 students to plus 4 students and are not expected to alter the conclusions presented with respect to the Proposed Action and education earlier in this section.

Public Services

The estimated net changes in workers and family members temporarily relocating to the affected counties identified in Table 3.4-43 are not expected to alter the conclusions presented with respect to the Proposed Action and public services earlier in this section.

Tax Revenues

The net changes in estimated sales and use tax revenues, relative to the Proposed Action, are identified by county in Table 3.4-45. Estimated increases in sales and use tax revenues in the affected counties in Idaho would be collected by the State of Idaho and would not be directly distributed to the affected county. In Wyoming, net gains on sales and use tax revenues would be distributed to the state and county, with approximately 46 percent paid to the state and the remainder paid to the county.

Ad valorem tax (Wyoming) and property tax (Idaho) revenues are estimated for the Proposed Action for the purposes of analysis based on projected costs per mile and average state and county tax rates (see Table 3.4-35). Net changes in these estimates, relative to the Proposed Action, are also identified by county in Table 3.4-45.

Table 3.4-45. Projected Tax Revenues for the Other Alternatives by County

State/County[1/]	Total County Length Crossed by Proposed Route	Largest Net Change (Miles)	Percent Change in Miles	Estimated Change Relative to the Proposed Route	
				Construction Phase Sales and Use Tax Revenues ($000)[2/]	Ad Valorem and Property Tax Revenues ($000) [2/]
Wyoming					
Carbon	147	-0.8	-1%	-30.7	-4.8
Converse	43	4.4	10%	41.7	13.9
Lincoln	60	16.5	28%	2,074.1	140.6
Natrona	35	0.0	0%	0.0	0.0
Sweetwater	136	-1.3	-1%	-141.7	-10.7
Idaho					
Ada	28	14.6	53%	466.0	102.0
Bannock	51	-3.8	-8%	-155.0	-54.2
Bear Lake	37	1.8	5%	112.6	25.8
Canyon	0	5.9	NA	188.3	51.2
Cassia	72	25.5	35%	817.1	260.9
Elmore	72	15.6	22%	499.7	106.4
Gooding	28	-13.4	-47%	-428.4	-96.3
Jerome	31	3.5	12%	112.5	29.9
Oneida	0	24.4	NA	781.3	346.4
Owyhee	110	-27.2	-25%	-869.7	-159.5
Power	68	-16.1	-24%	-513.9	-173.3
Twin Falls	55	15.3	28%	490.7	98.7

NA – Not applicable
1/ Information is only presented for those counties that would be affected by one or more alternative.
2/ Estimated changes in tax revenues relative to the Proposed Action are presented in thousands of dollars ($000).

As discussed above, overall projected increases in property tax revenues in counties in Idaho would be limited to approximately 3 percent of the highest annual budget from the preceding 3 years. Table 3.4-46 divides potential increases in property tax revenues associated with the Route Alternatives into two parts. The first part, equivalent to up to 3 percent of 2011 property tax revenues for each county, is intended to approximate the amount by which tax revenues could increase. The second part, total estimated revenues less 3 percent of existing tax revenues, represents an amount by which property taxes in each county could be potentially reduced for other property owners.

The ad valorem and property tax estimates presented in Table 3.4-45 do not include potential tax revenues for individual municipalities within each affected county or account for potential negative impacts on local property tax revenues that could occur if the Project were to discourage or displace higher value development that might otherwise occur along or in the vicinity of the ROW. As noted for the Proposed Action, existing land ownership and use patterns along the majority of the Analysis Area suggest that the potential for foregone higher value development is low. There are, however, several locations where local governments and others have expressed concern that this could occur with long-term negative impacts to future tax revenues.

Table 3.4-46. Projected Property Tax Revenues for Other Alternatives in Idaho Counties

County	Estimated Property Tax Revenues ($000)[1/2/]	2011 Property Tax Revenues (County) ($000)[1/3/]	Estimated Property Tax Revenues as a Percent of 2011 Property Tax Revenues (County)	Potential Increase in Property Tax Revenues ($000)[1/4/]	Potential Reduction in Property Taxes ($000)[1/5/]
Ada	299	81,638	0.4%	299.2	–
Bannock	4,216	19,123	22.0%	573.7	3,642.6
Bear Lake	556	2,175	25.6%	65.2	490.9
Canyon	51	37,146	0.1%	51.2	0.0
Cassia	1,347	3,856	34.9%	115.7	1,231.8
Elmore	602	5,872	10.2%	176.2	425.6
Franklin	225	2,654	8.5%	79.6	145.7
Gooding	111	2,786	4.0%	83.6	27.6
Jerome	510	5,378	9.5%	161.3	349.1
Lincoln	20	995	2.1%	20.5	0.0
Oneida	346	1,309	26.5%	39.3	307.1
Owyhee	562	1,814	31.0%	54.4	507.8
Power	928	3,167	29.3%	95.0	833.1
Twin Falls	456	18,214	2.5%	456.0	–

1/ Estimated Project-related property tax revenues and actual property tax revenues from 2011 are in thousands of dollars.
2/ Property tax estimates are based on the projected value of the proposed improvements, including: transmission line and substation costs, communications fiber, regeneration stations, access, and permits, and county specific tax rates provided by Idaho Power.
3/ There are multiple taxing districts within each county. 2011 property tax revenues identified here as "County" are those assessed and generated by County government only; they do not include other taxing districts within each county. 2011 property tax revenues for all taxing districts are presented by county in the Affected Environment section.
4/ Potential increases in property tax revenues are assumed to be equivalent to up to 3 percent of actual property tax revenues for 2011. These estimates are intended to approximate the amount that property tax revenues could increase by county.
5/ Potential reductions are approximated by subtracting estimated potential increases (3 percent of the 2011 county total) from total estimated property tax estimates. These estimates are intended to approximate the amount by which property taxes in each county could be potentially reduced for other property owners.

The City of Rockland in Power County, Idaho, has expressed concern that construction of Segment 7 of the proposed Project would hinder potential future growth of the City because this segment of the proposed transmission line would pass approximately 0.5 mile south of the City and cross an area where the City believes future growth would be likely to occur. Rockland, which had a total estimated population of 312 in 2009, estimates that this would result in foregone revenue from federal highway dollars paid per capita, and from local liquor taxes and property taxes (Power County Task Force 2009c, 2009f). These estimates are based on the assumption that 25 households that would otherwise move to Rockland over the next 40 years would, as a result of the proposed transmission line, move elsewhere. The City of Rockland has also indicated that Alternative 5D, which passes almost 3 miles east of the city at its closest point, would have similar impacts, but provided no supporting discussion (Power County Task Force 2010).

Under Alternative 8B, the proposed Project would pass close to a planned development near Mayfield in Elmore County, Idaho. This alternative also crosses approximately

6 miles of the city of Kuna in Ada County, as well as 3 miles of its city impact area in the vicinity of the Hemingway Substation. Alternative 8B also runs 2 miles along the north edge of the city impact area identified for the City of Melba in Canyon County (see Section 3.17 – Land Use and Recreation).

The City of Kuna and a number of private landowners in Kuna and Melba commissioned an evaluation of Alternative 8B (at that point the Proposed Route and now part of the Preferred Route) with the goal of proposing a feasible alternative (ECS 2009). The ECS evaluation states that Alternative 8B would "considerably impair Kuna's and Melba's economic development opportunities by diminishing potential revenue from property taxes, building permits, and utility fees" from future planned developments like Osprey Ridge (ECS 2009). The ECS evaluation supports this contention with estimates of potential losses in future tax revenues, building permit fees, and potential utility billings based on potential impacts to the City of Kuna.

The area within the City of Kuna limits that would be crossed by Alternative 8B is currently largely agricultural land, with existing residential and commercial development mainly limited to farms and rural residences (Figure 3.17-8). Part of this area was recently annexed to include the proposed Osprey Ridge development and other smaller proposed developments; although the area is currently agricultural in use, the City of Kuna has installed sewer lines in this area and modified its treatment plant to accommodate future development (City of Kuna 2009b; Hasson 2010).

The estimates presented in the ECS (2009) evaluation were prepared by the City of Kuna (City of Kuna 2009b) based on conceptual site drawings for the proposed Osprey Ridge development. These estimates assume that if Alternative 8B were built, no development would occur within 660 feet of the centerline of the proposed transmission line, and the value of all future development—residential, office, and commercial—within 660 feet to 1,000 feet from the centerline would be permanently reduced by 10 percent. The Kuna estimates also assume that, in the absence of the transmission line, the area within 660 feet of the centerline would be developed for mixed use with an average residential density of 3.5 homes per acre, as well as relatively high density commercial/office, and public or church uses. Based on these assumptions, Kuna estimates that 1,563.8 houses that would otherwise be built incrementally over a 15-year period would not be constructed and 66 potential retail or office buildings would also be lost. Using these numbers, the City then estimates potentially foregone property tax revenues, building permit fees, and utility billings. In addition to the identified houses (1,563.8) and retail/office buildings (66), Kuna also appears to include lost revenues from schools and churches that are assumed would otherwise be built and identifies a total loss over 15 years of $69.7 million in public revenues.

The City of Kuna (2009b) notes with respect to these estimates that "(t)he aim of this exercise is to illustrate a minimal financial impact" and the estimates clearly illustrate that City of Kuna staff believe that construction of Alternative 8B would result in a *net* loss of future revenue, based on potential property tax revenues, building permit fees, and utility billings that would be foregone. They also illustrate the difficulties of trying to project foregone revenues from development that might otherwise occur.

Developing estimates of future behavior and outcomes requires a number of assumptions that may approximate future events or may not. In this case, the City of Kuna first projects what would happen in the absence of the transmission line and appears to assume that the area would be fully developed in accordance with development ratios identified in the conceptual site plans developed for Osprey Ridge. The City of Kuna has annexed land and made investments in infrastructure based on the assumption that this type of development will occur, and this may happen. However, other outcomes also seem possible at this time, given the current downturn in real estate markets.

Using this full development scenario as the baseline, the City of Kuna then makes some assumptions about how the proposed Osprey Ridge development would be affected by the proposed transmission line. It is possible that development may not occur within 660 feet if the proposed transmission line were built, as Kuna assumes, but there are many cases where a variety of land uses abut transmission line ROWs, as noted below. This assumption of a no development zone is central to Kuna's estimates but the extent of this impact is unknown and is not possible to predict with any degree of accuracy, especially for development that may or may not occur up to 15 years into the future.

The assumption that the area between 660 feet to 1,000 feet from the transmission line centerline would see a permanent decrease in value of 10 percent is also debatable. It is possible but so are many other possible outcomes. Most studies related to transmission lines and residential property values have found that factors such as general location, size of property, improvements, condition, and market supply and demand are more important than the presence or absence of a transmission line in determining the value of residential real estate. In the case of industrial and commercial real estate, research has indicated transmission lines have little impact (see the Property Value Impacts section).

Further, the analysis identifies two displaced schools and five displaced churches but appears to assume that rather than being displaced to another location they would not be built at all. This is consistent with the City of Kuna's position that a transmission line could result in the developer of the proposed Osprey Ridge development not providing the public amenities required as part of the City's Planned Unit Development zoning designation (City of Kuna 2009b). This is one possible outcome but again depends upon the assumption that no development would take place within 660 feet of the transmission line and that the schools and churches would simply not be built.

The City of Kuna estimates also appear to present permit fees and utility billings as gross rather than net revenue. Net revenue in the case of permit fees would, for example, be the difference between the fees paid by developers, schools, and churches, and the cost to provide the services the fees are paid for. In the case of utility billings, net revenue would be payments for services less the cost of providing those services. In other words, gross revenues present just one side of the equation—the benefits—and do not account for the costs of providing the services in question. Similarly, the property tax revenue estimates identify potential revenue the City assumes would otherwise be generated but, as City of Kuna (2009b) acknowledges, do

not account for the property tax revenue that would be generated by the proposed transmission line.

Construction of the proposed transmission line along Alternative 8B could affect future development in the planned Osprey Ridge development and other areas identified as part of the city impact areas for Kuna and Melba, as could many other factors, including housing market trends and the availability of development capital. The City of Kuna approved a Comprehensive Plan update in September 2009 that identified the proposed Osprey Ridge development area as Mixed Use General, which is defined as a zoning classification that "pertains to a land parcel or combination of parcels that are planned and developed together" (City of Kuna 2009b). The Osprey Ridge development proposal has a recorded agreement with the City of Kuna; however, the City had not received an application for development as of September 2012.