

# **Resource Report 5 Socioeconomics**

FERC Docket No. CP22-\_\_\_\_-000

Equitrans, L.P.  
Ohio Valley Connector Expansion Project  
Greene County, Pennsylvania  
Wetzel County, West Virginia,  
and Monroe County, Ohio

January 2022



**Public Information**

<b>RESOURCE REPORT 5 - SOCIOECONOMICS</b>	
<b>SUMMARY OF FERC FILING INFORMATION</b>	
<b>Information</b>	<b>Found in</b>
<b>Minimum Filing Requirements</b>	
1. For major aboveground facilities and major pipeline projects that require an environmental impact statement, describe existing socioeconomic conditions within the project area - Title 18 Code of Federal Regulations (CFR) part (§) 380.12 (g)(1)	Sections 5.1 through 5.9
2. For major aboveground facilities, quantify impact on employment, housing, local government services, local tax revenues, transportation, and other relevant factors within the project area - 18 CFR § 380.12 (g)(2-6)	Sections 5.1 through 5.9
<b>Information Often Missing and Resulting in Data Requests</b>	
3. Evaluate the impact of any substantial immigration of people on governmental facilities and services and describe plans to reduce the impact on local infrastructure.	Section 5.6
4. Describe on-site workforce requirements, including the number of construction personnel who currently reside within the impact area, would commute daily to the site from outside the impact area, or would relocate temporarily and permanently within the impact area.	Section 5.1.2 Table 5.1-4
5. Estimate total worker payroll and material purchases during construction and operation.	Section 5.2.2
6. Estimate project-related ad valorem and local tax revenues.	Section 5.7
7. Determine whether existing housing within the project area is sufficient to meet the needs of the additional population.	Section 5.4 Table 5.4-1
8. Describe the number and types of residences and businesses that would be displaced by the project, procedures to be used to acquire these properties, and types and amounts of relocation assistance payments.	Section 5.5
9. Describe impacts on local traffic due to construction- and operation-related traffic and worker commuting. Where applicable (e.g., LNG import/export facilities), address impacts on marine traffic.	Section 5.8
10. Evaluate the effects of the project on minority and low income populations in consideration of Executive Order 12898.	Section 5.9
11. Conduct a fiscal impact analysis evaluating incremental local government expenditures in relation to incremental local government revenues that would result from construction of the project. Incremental expenditures include, but are not limited to, school operating costs, road maintenance and repair, public safety, and public utility costs.	Not Applicable

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### **Acronyms and Abbreviations**

EJ	Environmental Justice
Equitrans	Equitrans, L.P.
FERC	Federal Energy Regulatory Commission
NEPA	National Environmental Policy Act
Ohio	OH
OEPA	Ohio Environmental Protection Agency
Pennsylvania	PA
Project	Ohio Valley Connector Expansion Project
Project Area	Socioeconomic Impact Area
ROW	Right-of-way
U.S.	United States
USCB	United States Census Bureau
USEPA	United States Environmental Protection Agency
WV	West Virginia

## 5.0 Socioeconomics

A detailed description and overview map of the Project are provided in Resource Report 1, General Project Description.

Resource Report 5 describes the socioeconomic conditions in the Project area and provides an analysis of the potential socioeconomic impacts resulting from construction and operation of the Project. The Project does not include major aboveground facilities as defined within 18 Code of Federal Regulations Part 380.12(g) or a major pipeline project; notwithstanding, Equitrans is providing this information for greater transparency and public involvement.

### 5.1 Socioeconomic Effect Areas

The socioeconomic impact area (Project Area) for this Project focuses on the counties and municipalities/townships in which the Project facilities will be constructed and operated. Tables 5.2-1, 5.2-2, and 5.2-3 identify the states, counties, and municipal jurisdictions traversed by the proposed pipeline facilities, new aboveground facilities, and modified aboveground facilities.

This resource report characterizes local and regional socioeconomic conditions in terms of population, employment sectors, labor force and income statistics, housing, public services, taxes and revenues, transportation, and environmental justice (EJ) populations for areas crossed by the Project. For each socioeconomic resource assessment, the Project Area evaluated varies according to the resource. In some instances, socioeconomic impacts are more appropriately evaluated at the county level, while others are better evaluated at the municipality level or at both levels. The socioeconomic data used in this evaluation were obtained from the most recent United States (U.S.) Department of Commerce Census Bureau, and U.S. Department of Labor Bureau of Labor Statistics online databases. Additional information on community public services and available housing, hotel lodging, and rental units was obtained from publicly available online sources.

**Table 5.1-1  
 Summary of Project Pipeline Facilities**

Facility	Township	County	State
H-327 and H-328 Pipelines <sup>1</sup>	Gilmore	Greene	PA
H-326 <sup>2</sup> , H-329, H-330 <sup>2</sup> and H-330 Spur Pipelines, and Logansport Spur <sup>3</sup>	District 1	Wetzel	WV

Notes:

- <sup>1</sup> The H-327 and H-328 Pipelines are parallel pipelines located within shared pipeline right-of-way (ROW).
- <sup>2</sup> Portions of the H-326 and H-330 Pipelines share ROW for 0.20 miles.
- <sup>3</sup> Logansport Spur consists of 0.03 miles of pipeline located within existing fenced facility area (Logansport Station).

**Table 5.1-2  
 Summary of Project Modified Compressor Stations and Ancillary Aboveground Facilities**

Facility	Facility Type	Township	County	State
<b>Compressor Stations</b>				
Cygyrmus Compressor Station	Compressor Station	Gilmore	Greene	PA
Corona Compressor Station	Compressor Station	District 1	Wetzel	WV
Plasma Compressor Station	Compressor Station	Switzerland	Monroe	OH

**Table 5.1-2 (Continued)**

Facility	Facility Type	Township	County	State
<b>Ancillary Facilities</b>				
Shough Creek Valve Yard	Valve Yard	Gilmore	Greene	PA
Liberty Valve Yard	Valve Yard	District 1	Wetzel	WV
Mobley Run Tap Site	Tap Site	District 1	Wetzel	WV
OVC Interconnect	Interconnect	District 1	Wetzel	WV
Pickenpaw Interconnect	Interconnect	District 1	Wetzel	WV

### 5.1.1 Population

Population data and trends including population density for the Project area are provided in Table 5.1-1 followed by summary discussions. The data presented below was characterized with population data from the U.S. Census Bureau.

**Table 5.1-3**

**Population Characteristics and Density in the Project Area (2010-2020)**

State, County, Township	2010 Population <sup>1</sup>	Estimated 2020 Population <sup>2</sup>	Estimated Population Change Since 2010 (%)	Land Area (Square miles)	Population Density (per square mile of land area) <sup>1</sup>
<b>Pennsylvania (PA)</b>	<b>12,702,379</b>	<b>13,002,700</b>	<b>2.4</b>	<b>44,730</b>	<b>291</b>
<b>Greene County</b>	38,686	35,954	-7.1	577	62
Gilmore Township	221	234	5.9	23	10
<b>West Virginia (WV)</b>	<b>1,852,994</b>	<b>1793716</b>	<b>-3.2</b>	<b>24,230</b>	<b>74</b>
<b>Wetzel County</b>	16593	14,442	-13.0	360	40
District 1	5950	4493	-24.5	228.5	19
<b>Ohio (OH)</b>	<b>11,536,504</b>	<b>11,799,448</b>	<b>2.3</b>	<b>44,825</b>	<b>263</b>
<b>Monroe County</b>	14,642	13,385	-8.6	457.5	29
Switzerland Township	722	462	-36.0	27.3	17

Notes:

- <sup>1</sup> Source: United States Census Bureau (USCB), 2010.
- <sup>2</sup> Source: USCB, 2020.

### 5.1.2 Greene County, PA

The proposed H-327 and H-328 Pipelines, and existing Cygrymus Compressor Station are located in Gilmore Township, Greene County, PA. According to the U.S. Census data, the county's population decreased, while Gilmore Township's population increased. A municipality is rural when the population density within the municipality is less than 284 persons per square mile, or the total population is less than 2,500, unless more than 50 percent of the population lives in an urbanized area as defined by the USCB. Based on this, Gilmore Township is classified as a rural community (PA Rural, 2019).

### 5.1.3 Wetzel County, WV

The proposed H-326 Pipeline, H-329 Pipeline, H-330 Pipeline, H-330 Spur, and Logansport Spur, and the existing Corona Compressor Station are located in District 1, Wetzel County, WV. According to the USCB, the population of Wetzel County decreased, as well as District 1, from 2010 to 2020. Overall population through WV has declined as rural counties lose the majority of the population (WV Center on Budget and Policy, 2018).

### 5.1.4 Monroe County, OH

The Plasma Compressor Station is located in Switzerland Township, Monroe County, OH. Overall population in OH has increased, however the population in Monroe County and Switzerland Township have declined. Similar to rural areas in WV, OH rural communities have seen a decline (The News-Herald, 2021).

### 5.1.5 Construction and Operations Effects

Construction of the Project will result in a minor temporary increase in local and regional population in the Project area for the duration of construction. Table 5.2-5 provides the anticipated duration of construction and the average and peak workforce expected for each Project component. Construction of the various Project components is expected to take 2.5 to 15 months to complete.

**Table 5.1-4  
 Construction Schedule and Workforce**

Facility	County	Construction Workforce <sup>1</sup>	Operations Workforce	Construction Transient Workforce	Transient Workforce as Percent of 2020 Population	Duration (months)
<b>Pipeline Facilities</b>						
H-327 and H-328 Pipelines	Greene, PA	30	2	0	0	2.5
H-326, H-329, and H-330 Pipelines, H-330 Spur and Logansport Spur	Wetzel, WV	72	2	28	0.2%	6.5
<b>Aboveground Facilities</b>						
Cygrymus Compressor Station	Greene, PA	48	3	0	0	15
Corona Compressor Station	Wetzel, WV	41	3	0	0	5
Plasma Compressor Station	Monroe, OH	57	8	0	0	6

Note:

<sup>1</sup> Includes construction monitoring and inspection workforce.

A majority of the workforce is anticipated to come from local population. Impacts to the local population in the Project area from non-local construction personnel/activities would be temporary and minimal. No new permanent employees are anticipated for the operation of the Project facilities; operations workforce will be reassigned within to cover this Project area. Non-local construction personnel will typically disperse following completion of specialized construction activities. Therefore, no long-term population impacts will result from construction of the Project since the positions are temporary.

## 5.2 Economy and Employment

### 5.2.1 Existing Conditions

Table 5.2-1 provides information on the economy and employment in the Project area. Per capita income for Gilmore Township and District 1 were below that of the county and state reported per capita income. Switzerland Township reported higher per capita income than the county, but lower than the state. Township unemployment rates were below the rates reported at the county and state levels for the townships in the Project area.

Within the Project area, communities reported the “educational, health and social services” industry as one of their top two major industries (USCB, 2017a). Other top industries for the Project area included manufacturing, retail trade, and construction.

**Table 5.2-1  
 Existing Socioeconomic Conditions in the Project Area**

State, County, Township	Per Capita Income (U.S. dollars) <sup>1</sup>	Civilian Labor Force <sup>2</sup>	Unemployment Rate <sup>3</sup>	Top Two Major Industries <sup>4</sup>
<b>PA</b>	<b>\$34,352</b>	<b>6,386,000</b>	<b>9.0</b>	<b>E, M</b>
<b>Greene County</b>	<b>\$27,783</b>	<b>15,981</b>	<b>9.7</b>	<b>E, R</b>
Gilmore Township	\$31,009	204	3.4	E, C
<b>WV</b>	<b>\$26,480</b>	<b>793,000</b>	<b>8.1</b>	<b>E, R</b>
<b>Wetzel County</b>	<b>\$22,546</b>	<b>25,363</b>	<b>8.7</b>	<b>E, R</b>
District 1	\$22,821	4,108	8.0	E, C
<b>OH</b>	<b>\$31,552</b>	<b>5,723,000</b>	<b>8.3</b>	<b>E, M</b>
<b>Monroe County</b>	<b>\$26,476</b>	<b>5,719</b>	<b>10.6</b>	<b>E, R</b>
Switzerland Township	\$30,191	485	0.0	E, M

Notes:

- 1 Per Capita Income measures the average income earned per individual in a given area. Source: USCB, 2019a.
- 2 State and County data sources: Bureau of Labor Statistics, 2020a and 2020b; Township data source: USCB, 2019b.
- 3 Source: USCB, 2019d.
- 4 C = construction; E = educational, health, and social services; M = manufacturing; and R = retail trade. (Census Profiles 2021).

### 5.2.2 Construction and Operations Effects

Revenues from construction employment, local expenditures by the construction companies for construction materials, and non-local construction workers for temporary housing, food, and

entertainment will temporarily benefit the local economy. Construction of the Project is anticipated to have a positive economic effect on the counties in the Project area by potentially providing jobs, continued employment, and spending in the Project area Table 5.1-4 provides the local jobs anticipated for construction and operation of the Project. The oil and gas industry is prevalent throughout the Project area, in particular the WV region. Based on public outreach and coordination with emergency management officials, many residents near the WV proposed facilities are associated with the oil and gas industry either by direct employment, family members who are employed, or existing activity on or near their property. Further discussion outlining the community is included in Section 5.9 Environmental Justice.

Construction expenditures will inject funds into the local and regional economies through payroll expenditures, worker indirect and direct spending, and material purchases in the Project area. Equitrans estimates it will spend approximately \$161 million on labor, equipment, materials, acquisition, and other services to develop and construct the Project facilities, of which \$19 million is expected to be spent in OH, \$40 million is expected to be spent in PA and \$31 million to be spent in WV.

### 5.3 Tourism

The Project will have no measurable impact on tourism. As the Project is in predominantly rural areas, there are no major tourist attractions in the area. In Monroe County, the Project is approximately 1.5 miles from Sunfish Creek State Forest which provides camping and recreational opportunities. There are no major tourist attractions within two miles of any Project facilities in WV or PA. Resource Report 8 provides details regarding land use and recreational areas.

### 5.4 Housing

#### 5.4.1 Existing Conditions

Table 5.1-3 provides select housing data from the socioeconomic effect areas within the Project area. Based on available online resources, there are ample vacant housing units throughout the Project area. No hotels, motels, or campgrounds were identified within the townships, however there are multiple within the counties (HotelMotel, 2019; Camp Native, 2018; and RV-Clubs, 2018).

**Table 5.4-1**  
**Housing Statistics by County/Township**

County, Township	Vacant Housing Units <sup>1</sup>	Rental Vacancy Rate (%) <sup>1</sup>	Number of Hotels/Motels/B&Bs/Resorts <sup>2</sup>	Number of Campgrounds/RV Parks <sup>3</sup>
<b>PA</b>	<b>640,208</b>	<b>5.4</b>	<b>3,975</b>	<b>441</b>
<b>Greene County</b>	<b>2,515</b>	<b>5.3</b>	<b>11</b>	<b>3</b>
Gilmore Township	26	0	0	0
<b>WV</b>	<b>159,597</b>	<b>7.3</b>	<b>800</b>	<b>14</b>
<b>Wetzel County</b>	<b>2,397</b>	<b>5.9</b>	<b>8</b>	<b>4</b>
Grant District	18	0	0	0
<b>OH</b>	<b>525,946</b>	<b>5.3</b>	<b>3,050</b>	<b>102</b>
<b>Monroe County</b>	<b>1,744</b>	<b>6.6</b>	<b>4</b>	<b>6</b>
Switzerland Township	104	0	0	0

Notes:

- 1 Source: USCB, 2019c.
- 2 Sources: HotelsMotels.info, 2021; West Virginia Tourism Office, 2021a; Ohio Department of Development, 2020a.
- 3 Sources: Campground Reviews, 2021; West Virginia Tourism Office, 2021b, Ohio Department of Development, 2020b.

**5.4.2 Construction and Operations Effects**

During construction of the Project, workers traveling to the Project area will likely increase the demand for temporary short-term housing. Much of the construction workforce for the Project is anticipated to be local to the Project area. Non-local construction workers are most likely to use available temporary housing such as area campgrounds/RV parks and hotel/motels in the counties of the Project area and counties that are within a reasonable daily commuting distance of the Project. Non-local construction workers are also most likely to provide their own mobile housing units (e.g., travel trailers or RV campers). Due to the anticipated small migrating workforce, the relatively short construction period, and the availability of temporary housing in the Project area, no short- or long-term negative impacts on housing resources in the Project area are anticipated. In addition, the availability of the large number of vacant housing units indicates that the temporary demand for these facilities is unlikely to displace permanent residents or adversely affect housing prices.

**5.5 Land Acquisition/Displacements**

There will be no displacement of residences or businesses as a result of construction or operation of the Project. The Project route has been selected to avoid residential areas to the extent possible. Residences and planned developments are further discussed in Resource Report 8. As noted in Resource Report 8 contractor yard CY-PA18-North is located within abandoned residential land and existing abandoned residential structures may be avoided or demolished during construction. One residence is within 50 feet of construction along the H-326 Pipeline. A Residential Construction Plan will be implemented to mitigate impact during construction. Impact minimization measures used in commercial, industrial and residential areas will include timing of construction to avoid peak use periods, maintaining access, and expediting construction through these areas. Equitrans will coordinate directly with affected landowners on an individual basis to further reduce potential adverse impacts.

**5.6 Public Services**

**5.6.1 Existing Conditions**

Public services and facilities are available in the Project area, including full-service law enforcement, hospitals, career and volunteer fire departments, and public schools. Select public service information is provided in Table 5.6-1 at the county level as township level data was unavailable. Each county in the Project area has all of the previously mentioned public services within the county with the exception of hospitals in Monroe County, OH. The closest hospital to the Project facilities in Monroe County is the Wetzel County Hospital which is approximately 20 miles.

**Table 5.6-1  
 Public Services in the Project Area**

County	Number of Public Schools <sup>1</sup>	Number of Police Departments <sup>2</sup>	Number of Fire and Rescue Departments <sup>3</sup>	Number of Hospitals <sup>4</sup>	Number of Hospital Beds <sup>4</sup>
Greene, PA	13	3	14	1	23
Wetzel, WV	10	4	13	1	48
Monroe, OH	7	2	9	0	0

Notes:

- 1 Sources: PA Department of Education, 2021; WV Department of Education, 2021; OH Department of Education, 2021.
- 2 Sources: USACOPS, 2021a, 2021b, and 2021c.
- 3 Sources: Fire Department Directory, 2021; US Fire Administration, 2021.
- 4 Source: American Hospital Directory, 2021.

### **5.6.2 Construction and Operations Effects**

Existing Equitrans' facilities are currently located throughout the areas of the Project and regional public service providers are aware of their operations. Local community services and facilities may be affected during construction activities associated with the Project, but the impacts are expected to be limited. The increase in the transient population will represent an increase of less than one percent of the existing population levels in the affected counties, resulting in only a slight change in demand for these public services and facilities. Medical, fire, and police services are readily available in the Project area and have the capacity to manage the temporary influx of Project personnel with negligible impacts on public services. In the event of an emergency, Equitrans could require police, fire, and/or medical services, depending on the type of incident and these service requirements would be temporary in nature. Equitrans' construction foremen and operations managers will be aware of public services available near the Project components prior to construction and will receive appropriate training to handle emergency events. Equitrans will also require its contractors to have project-specific Health and Safety Plans in place to minimize the potential for on-the-job accidents. Equitrans will continue to work closely with police, fire and medical services in each community as necessary.

## **5.7 Taxes and Revenues**

### **5.7.1 Existing Conditions**

The fiscal information used in this report was obtained from county government financial reports and audits. These data sources provided the most accurate tax and revenue information available at the time of analysis.

In PA, pipeline transmission companies are subject to corporate net income tax and gross receipts tax (levied on utility and transportation companies, including pipeline companies). According to PA tax statutes, the underground portions of natural gas transmission pipelines are exempt from Public Utility Realty Tax and the Realty Transfer Tax. However, local taxing entities may tax aboveground facilities. In addition, sales and use taxes can be assessed on all qualified purchases (PA Department of Revenue 2012 and 2018).

Table 5.7-1 provides basic fiscal data, including total revenues, total expenditures, and the amount of local tax revenues generated in fiscal year 2019. Information for Wetzel County, WV is not publicly available.

**Table 5.7-1**  
**Total Revenues, Local Tax Revenues, and Total Expenditures**  
**for Counties in the Project Area for Fiscal Year 2019<sup>1, 2</sup>**

County	Total Revenues	Local Tax Revenues	Total Expenditures
<b>Pennsylvania</b>			
Greene County	\$18,600,000	\$11,000,000	\$16,700,000
<b>Ohio</b>			
Monroe County	\$45,700,000	\$10,000,000	\$43,100,000
<b>West Virginia</b>			
Wetzel County	N/A <sup>3</sup>	N/A	N/A

Notes:

- 1 Sources: County of Greene, 2020; Monroe County, 2020.
- 2 Data rounded to the nearest \$100,000.
- 3 Not Available.

### 5.7.2 Construction and Operations Effects

Construction and operation of the Project will have a positive impact on tax generation. Annual ad valorem taxes related to the Project are anticipated to generate approximately \$3,300 in Greene County, PA; \$1.8 million in Monroe County, OH; and \$380,000 in Wetzel County, WV.

## 5.8 Transportation

### 5.8.1 Existing Conditions

The Project areas have transportation infrastructure typical of communities in rural areas. A network of interstate highways, state and county routes, and local roads traverse the Project area and will facilitate access to the Project facilities. The major roadways and railroads that would be traversed by each Project component are included in Resource Report 1, Table 1.3-1. Route 18/Golden Oaks Road provides the major route through the center of the Project area in Greene County, PA. Interstate 250/Husky Highway is the closest major roadway to the facilities in Wetzel County, WV which provides access to multiple county roadways. Route 7/Ohio River Scenic Byway provides the major route to the Project area in Monroe County, OH. Other Project components with existing facilities have established access to the facilities and due to the minimal nature of construction, do not anticipate adverse impacts to transportation.

### 5.8.2 Construction and Operations Effects

#### 5.8.2.1 Typical Construction at Roadway Crossings

As detailed in Table 1.3-3 in Resource Report 1, the proposed pipelines in WV will cross county roads during construction. Equitrans proposes to maintain one lane of access at all times along with the appropriate safety signage and/or traffic control staff. No public state roads will be crossed in WV and no public state or county roads will be crossed during construction in PA or OH. Roads crossed by open trenching will be restored to preconstruction conditions or better. If an open-cut road requires extensive construction time and it is not feasible to maintain access, provisions will be made for temporary detours or other measures to allow safe traffic flow during construction. The pipeline will be buried to a depth of at least three feet below the road surface and will be designed to withstand anticipated external loadings. Additional temporary workspaces for road crossings, as applicable, are shown on the construction alignment sheets.

Appropriate safety procedures will be implemented to protect workers and the public. Traffic warning signs, detour signs, and other traffic control devices will be used as required by Federal, State, and local agencies. Crossings will be completed in accordance with the requirements of road crossing permits from the WV Division of Highways or other regulatory authority, as appropriate.

#### **5.8.2.2 Transportation and Traffic**

To the extent feasible, existing public and private roads along the proposed pipeline route will be used as the primary means of accessing the right of way and aboveground facilities.

Construction of the Project will result in temporary daily increases of traffic; however, impacts are expected to be minor and manageable due to the relatively small size of the Project workforce, the short duration of construction, low traffic density within the rural communities, and the timing of construction-related traffic (which is typically scheduled during off-peak hours). Also, once equipment and materials reach the construction work site, construction traffic will be confined to that designated workspace. Equitrans will employ the following management strategies to minimize impacts to local roadways:

- Oversized loads will be escorted by pilot vehicles to confirm correct routes and road limits are followed;
- Construction entrance caution signs will be placed at entrances to workspaces that are accessed from public roadways;
- Supplies, shippers, construction crews, and company visitors will be notified of the approved access routes for accessing the Project facilities; and
- Ridesharing or carpooling will be encouraged for construction crew members and site personnel.

The standard construction work hours are 7am to 7pm or sunrise to sunset, whichever is longer, seven days per week. Certain tasks could occur outside of these hours including: boring activities, hydrotesting activities, stream/wetland/water body crossing activities, emergency environmental repairs and/or maintenance activities, roadway crossing and/or repair activities during non-peak traffic hours, commissioning activities, construction work in anticipation of inclement weather, or other work necessary to ensure the health, safety, welfare, and protection of the public, project employees, or the environment. The Project staff does not intend to work outside the construction work hours of 7am to 7pm. Equitrans does not anticipate Project-related vehicles will cause an appreciable increase in traffic volume based on the proposed number of workers and short duration of construction. Appropriate traffic control measures, such as flagmen and signs, will be used as necessary for safety of local traffic. Additionally, Equitrans will coordinate with state and local officials to obtain all necessary permits for temporary construction-related impacts to roadways in the area. Because of these measures, traffic is not expected to be significantly impacted by construction of the Project.

#### **5.8.2.3 Heavy Equipment on Roadways**

During construction, Equitrans will utilize methods that reduce noise levels and vibration by reducing speeds of equipment travelling on roadways. To maintain safe conditions, Equitrans will require construction contractors to comply with vehicle weight restrictions and to remove soil deposited on road surfaces from crossing construction equipment.

Rubber tires or matting will be utilized in areas where construction equipment crossings are necessary across paved roads. Should damage to roadways be caused by heavy equipment used during construction of the Project, Equitrans will coordinate with the appropriate roadway

administrator to assess potential impacts and establish corrective measures necessary to repair roadways. Information pertaining to road crossings is discussed in Resource Report 1.

#### **5.8.2.4 Operation**

Operation impacts are not anticipated to have an effect on public services since no new permanent employees are anticipated to be hired as a result of operation and/or maintenance of the Project.

### **5.9 Environmental Justice**

Demographic and income information for this resource report was collected from the U.S. Census Bureau's *2019 American Community Survey (5-year estimates)*. These data sources provided the most current and accurate demographic information available at the time of analysis.

Executive Order 12898 (59 Federal Register 7629) established a federal policy under which federal agencies must identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority or low-income populations. The U.S. Environmental Protection Agency's (USEPA) "Final Guidance for Incorporating Environmental Justice Concerns in USEPA's National Environmental Policy Act (NEPA) Compliance Analyses" (1998) was developed to provide federal agencies a process for identifying EJ communities and addressing potential impacts on them. The basic components of an EJ assessment should include the following:

A demographic assessment of the affected area to identify minority and low-income populations that may be present; and

An integrated assessment to determine whether adverse impacts would disproportionately affect minority and/or low-income populations.

#### **5.9.1 Demographic Assessment and Potential EJ Communities**

According to the USEPA (1998), the affected area selected for assessment should be an "appropriate unit of geographic analysis" that does not "artificially dilute or inflate the affected minority population." The selected unit of analysis may be a census tract or block group, a neighborhood, or other community boundary, depending on the specific circumstances. A report by the Federal Interagency Working Group on Environmental Justice and NEPA Committee (2016) advises that the affected area should reflect, in part, the geographic extent of resources affected by the proposed development.

Table 5.9-1 provides an overview of the racial and ethnic characteristics of the populations in the counties and census blocks in the Project area in 2019 and identified potential EJ communities based on the USEPA's Promising Practices for EJ Methodologies in NEPA Reviews (USEPA, 2016). Appendix 5A includes mapping of the potential EJ communities identified as part of this analysis. A summary of the potential EJ communities identified in the analysis is included in Table 5.9-1.

This analysis established census block groups crossed by the proposed pipelines and intersected by a 1-mile radius around the aboveground facilities as the appropriate unit of geographic analysis for identifying affected minority and/or low-income populations; this was based on the limits of these facilities' impact on the environment and the practicality of using areas with annually published demographic and income data. Census block groups are statistical divisions of census tracts that generally contain between 600 and 3,000 people.

...

**Table 5.9-1**  
**Race, Ethnicity, and Poverty Statistics for the Project Area (2015-2019 Five-Year Estimates)<sup>1,2</sup>**

State/County	Geographic Size (square miles)	Total Population	Population Density (people /square mile)	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some other race	Two or more races	Hispanic or Latino (of any race) <sup>3</sup>	Total percent of racial minorities	Below Poverty Level	Linguistically Isolated
<b>Pennsylvania</b>	<b>46,005</b>	<b>12,801,989</b>	<b>278</b>	<b>76%</b>	<b>10.6%</b>	<b>0.1%</b>	<b>3.4%</b>	<b>&lt;0.1%</b>	<b>0.2%</b>	<b>3.8%</b>	<b>7.3%</b>	<b>25.5%</b>	<b>12.4%</b>	<b>2%</b>
<b>H-327 and H-328 Pipelines and Cygrymus Compressor Station</b>														
<b>Greene County, PA</b>	<b>577</b>	<b>36,870</b>	<b>64</b>	<b>93%</b>	<b>2.9%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>3.5%</b>	<b>1.5%</b>	<b>8.4%</b>	<b>13.5%</b>	<b>0%</b>
Census Tract 9704, Block Group 4	53.08	739	14	98%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	1.2%	2.8%	15.1%	0%
<b>West Virginia</b>	<b>24,038</b>	<b>1,817,305</b>	<b>76</b>	<b>92%</b>	<b>3.6%</b>	<b>0.2%</b>	<b>0.8%</b>	<b>&lt;0.1%</b>	<b>0.2%</b>	<b>3.3%</b>	<b>1.6%</b>	<b>9.7%</b>	<b>17.6%</b>	<b>0%</b>
<b>H-326 Pipeline</b>														
<b>Wetzel County, WV</b>	<b>360</b>	<b>15,436</b>	<b>43</b>	<b>97%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>1.8%</b>	<b>0.9%</b>	<b>4.0%</b>	<b>22.1%</b>	<b>0%</b>
Census Tract 0305, Block Group 4	38.4	790	21	66%	18.5%	0.0%	0.0%	0.0%	0.0%	0.0%	15.3%	33.8%	12.4%	0%
Census Tract 0305, Block Group 5	46.6	666	14	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.4%	0%
<b>Corona Compressor Station</b>														
<b>Wetzel County, WV</b>	<b>360</b>	<b>15,436</b>	<b>43</b>	<b>97%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>1.8%</b>	<b>0.9%</b>	<b>4.0%</b>	<b>22.1%</b>	<b>0%</b>
Census Tract 0305, Block Group 4	38.4	790	21	66%	18.5%	0.0%	0.0%	0.0%	0.0%	0.0%	15.3%	33.8%	12.4%	0%
Census Tract 0305, Block Group 5	46.6	666	14	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.4%	0%

**Table 5.9-1 (Continued)**

State/County	Geographic Size (square miles)	Total Population	Population Density (people /square mile)	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some other race	Two or more races	Hispanic or Latino (of any race) <sup>3</sup>	Total percent of racial minorities	Below Poverty Level	Linguistically Isolated
<b>Marion County, WV</b>	<b>311.5</b>	<b>56,355</b>	<b>181</b>	<b>92%</b>	<b>3.5%</b>	<b>0.4%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>2.6%</b>	<b>1.3%</b>	<b>8.8%</b>	<b>16.4%</b>	<b>0%</b>
Census Tract 0218, Block Group 1	45.4	711	16	2.1%	98%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	25.7%	0%
<b>H-330 and H-330 Spur Pipelines, and Logansport Spur Facility</b>														
<b>Wetzel County, WV</b>	<b>360</b>	<b>15,436</b>	<b>43</b>	<b>97%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>1.8%</b>	<b>0.9%</b>	<b>4.0%</b>	<b>22.1%</b>	<b>0%</b>
Census Tract 0305, Block Group 4	38.4	790	21	66%	18.5%	0.0%	0.0%	0.0%	0.0%	0.0%	15.3%	33.8%	12.4%	0%
<b>Ohio</b>	<b>44,825</b>	<b>11,655,397</b>	<b>260</b>	<b>79%</b>	<b>12.2%</b>	<b>0.1%</b>	<b>2.2%</b>	<b>&lt;0.1%</b>	<b>0.2%</b>	<b>5.0%</b>	<b>3.8%</b>	<b>23.6%</b>	<b>14.0%</b>	<b>1%</b>
<b>Plasma Compressor Station</b>														
<b>Monroe County, OH</b>	<b>457.5</b>	<b>13,942</b>	<b>30</b>	<b>97%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.6%</b>	<b>1.2%</b>	<b>3.7%</b>	<b>17.1%</b>	<b>0%</b>
Census Tract 9666, Block Group 1	22.56	669	30	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.8%	0%

Notes:

- <sup>1</sup> Potential EJ communities based on minority and low-income populations are shaded based on the USEPA's Promising Practices for EJ Methodologies in NEPA Review (USEPA, 2016).
- <sup>2</sup> Sources:
  - Racial Minorities Data: USCB, 2019e;
  - Poverty Data: USCB, 2019f;
  - Linguistically Isolated Data: USEPA, 2021b (EJSCREEN).
- <sup>3</sup> The U.S. Census Bureau and EO 12898 define minority populations based on race alone. Hispanic or Latino populations are defined by ethnicity, not race. Therefore, non-white populations have not been combined with Hispanic or Latino populations due to the potential for double counting.

### **5.9.1.1 Minority Populations**

According to federal guidance documents, minority populations are present in an affected area where racial and ethnic minority groups exceed 50 percent or are “meaningfully greater” than in the general population of the larger surrounding area, referred to as a reference area (CEQ, 1997; USEPA, 1998; USEPA, 2016). As stated in the report by the Federal Interagency Working Group on Environmental Justice and NEPA Committee (2016), “The meaningfully greater analysis requires the use of a reasonable, subjective threshold (e.g., ten or twenty percent greater than the reference community).” The analysis herein used the county containing each census block group as the reference community and used a 10 percent threshold to determine “meaningfully greater” minority populations in an affected area compared with the reference area.

The total minority population in this analysis consists of racial and ethnic minority groups. Racial minority groups are considered to be Black, American Indian or Alaskan Native, and Asian or Pacific Islander (CEQ 1997). To be conservative, this EJ analysis considered all non-white populations recorded by the U.S. Census Bureau to be minorities, including populations that are described as “some other race” and “two races.” Hispanic and Latino residents are considered an ethnic minority, rather than a racial minority, and can identify as either white or non-white. To avoid double counting, only residents not self-identified as Hispanic or Latino were included in the racial minority groups.

Census block group 54-103-030500-004 in Wetzel County, WV was identified as potential EJ community based on minority populations by the meaningfully greater analysis. The Corona Compressor Station and a portion of the H-329 Pipeline are located within block group 54-103-030500-004. Discussion on construction and operation of the Project relating to minority populations is included in Sections 5.9.2.1 and 5.9.2.2.

### **5.9.1.2 Low-Income Populations**

The low-income threshold criteria method was utilized for determining “low-income” population communities for the purposes of this analysis. This criterion specifies that if the percent low-income population in the identified block group is equal to or greater than that of the county, then an EJ community is present (EPA, 1998; USEPA, 2016). U.S. Census survey file B17021 was utilized for Table 5.9-1 as this represents poverty by total population, whereas U.S. Census survey file B17017 shows poverty by household.

Two census block groups in the assessment area had poverty levels which met the low-income threshold criteria for a potential EJ community. These census blocks are 42-059-970400-004 in Greene County, PA and 54-049-021800-001 in Marion County, WV.

The Cygrymus Compressor Station and the H-327 and H-328 Pipelines are located within census block 42-059-970400-004.

Census block group 54-049-021800-001 is approximately 0.5-mile away from the Corona Compressor Station in Marion County, WV. Discussion on construction and operation of the Project relating to low-income populations is included in Sections 5.9.2.1 and 5.9.2.2.

### **5.9.1.3 Linguistically Isolated Populations**

Linguistically Isolated Populations are based on the percentage of people living in linguistically isolated households within a block group community. They further breakdown these households, “a household in which all members aged 14 years and over speak a non-English language and also speak English less than “very well” (have difficulty with English) is linguistically isolated,” (USEPA, 2021).

Based on 2020 EJSCREEN data and census data, none of the block groups in the EJ review area have linguistically isolated populations (EJSCREEN, 2020; USCB, 2019g).

#### 5.9.1.4 EJSCREEN

To calculate a single EJ Index, EJSCREEN combines a single environmental indicator with demographic information. It considers the extent to which the local demographics are above the national average. It does this by looking at the difference between the demographic composition of the census block group, as measured by the Demographic Index, and the national average (which is approximately 36 percent). It also considers the population of the census block group (USEPA, 2021a). Mathematically, the EJ Index is constructed as the product of three items, multiplied together as follows:

EJ Index =

(Environmental Indicator)

X (Demographic Index for Census Block Group - Demographic Index for US)

X (Population count for Census Block Group)

To assess EJ impacts, USEPA EJ Screening Reports were run for the affected areas within the Project impact area. The affected areas include the following five census block groups within 1-mile of where the Project facilities will be located:

- ▶ Greene County, PA -
  - Census Block Group 42-059-970400-004;
- ▶ Wetzel County, WV –
  - Census Block Group 54-103-030500-004;
  - Census Block Group 54-103-030500-005;
- ▶ Marion County, WV (within affected area radius but not directly impacted by Project facilities)–
  - Census Block Group 54-049-021800-001;
- ▶ Monroe County, OH –
  - Census Block Group 39-111-966600-001.

Equitrans utilized EJSCREEN to identify minority and low-income populations within census block groups crossed by the Project. Census block group averages for the demographic data were compared to that of the reference population (states and national averages) to determine potential EJ concerns associated with the Project.

With respect to demographic data as detailed in Table 5.9-2 below, the EJSCREEN results show that the demographic indexes as well as minority populations for all census block groups are well below that of the state and the national averages. Low-income populations for two of the five census block groups within the Project area were reported to be below the state and national averages. Two census block groups were reported to be above the states average but below the national averages and one block group was above national average but below the states average. Low-income population results for three census block group were above the states and/or national averages, indicating potential EJ communities due to low-income populations. Minority populations do not represent a proportionately large portion of the overall population across the affected area that would be affected by the Project.

EJSCREEN results differed from the census data analysis for block groups in Wetzel County, WV. Census Block Group 54-103-030500-004 is not a potential EJ community based on EJSCREEN but is potential EJ based on minority population according to the census data. Through Equitrans' outreach efforts and through additional demographic data research, the Census Block Group 54-103-030500-004 relates closer to the EJSCREEN results suggesting that the block group is not a potential EJ community. Equitrans will continue its outreach program and evaluation of available demographic data generally and as it pertains to the

conflicting data between that of the census data and EJSCREEN. Census Block Group 54-103-030500-005 is listed as EJ based on low-income through EJSCREEN but it not EJ based on census data.

According to USEPA, EJSCREEN's initial results should be supplemented with additional information and local knowledge whenever appropriate, for a more complete picture of a location (USEPA, 2021a). In addition to federal guidance, Equitrans also assessed state level EJ policies as applicable, which are further discussed in the following sections.

**Table 5.9-2**  
**EJSCREEN Demographic Data**

Census Block Group/ Demographic Data	Census Block Group (%)	State (%)	U.S. Avg. (%)
<b>Greene County, PA - Census Block Group 42-059-970400-004</b>			
Demographic Index	21	26	36
Minority Population	3	23	39
Low Income Population	38	27	33
Linguistically Isolated Population	0	2	4
<b>Wetzel County, WV - Census Block Group 54-103-030500-004</b>			
Demographic Index	13	26	36
Minority Population	0	22	39
Low Income Population	26	30	33
Linguistically Isolated Population	0	0	4
<b>Wetzel County, WV - Census Block Group 54-103-030500-005</b>			
Demographic Index	16	26	36
Minority Population	2	22	39
Low Income Population	31	30	33
Linguistically Isolated Population	0	0	4
<b>Marion County, WV – Census Block Group 54-049-021800-001</b>			
Demographic Index	19	26	36
Minority Population	6	22	39
Low Income Population	32	30	33
Linguistically Isolated Population	0	0	4
<b>Monroe County, OH- Census Block Group 39-111-966600-001</b>			
Demographic Index	13	26	36
Minority Population	0	21	39

Census Block Group/ Demographic Data	Census Block Group (%)	State (%)	U.S. Avg. (%)
Low Income Population	27	32	33
Linguistically Isolated Population	0	1	4

### 5.9.1.5 State-Specific Environmental Justice Review

#### Pennsylvania

The PA Department of Environmental Protection (PADEP) approved the existing Environmental Justice Policy (EJ Policy) in 2004 (PADEP, 2005). PADEP is currently in the process of revising the Environmental Justice Public Participation Policy, which was released in draft form for public comment in 2018. This revised policy was developed to increase public engagement in Environmental Justice Areas and provide those communities the opportunity to participate in the permit review process (PADEP, 2021a). The PADEP’s EJ Policy identifies “Trigger Permits” in an effort to focus review on specific permits regulating activities that may lead to significant public concern due to potential impacts on human health and the environment. The proposed Project facilities in PA do not meet the thresholds for the permits listed in the EJ Policy as “Trigger Permits”, such as the NPDES permit for industrial wastewater or air permits for major sources (PADEP, 2005).

Based on the PADEP Environmental Justice Policy, the PADEP defines an Environmental Justice Area as any census tract where “20 percent or more individuals live at or below the federal poverty line and/or 30 percent or more of the population identifies as a non-white minority” (PADEP, 2021b). The PADEP offers an online EJ Areas Viewer to identify potential EJ communities. The data provided on the PA EJ Areas Viewer website is Census Block Group 2015 data (PADEP, 2021c). Reviewing the census data included in Table 5.9-1 based on the PADEP EJ Policy criteria and the online EJ Areas Viewer, no EJ communities are crossed by the Project in PA. Since this resource report reviews more recent data from 2019 and because the Project facilities do not require permits under PA EJ Policy review, an assessment of the PA EJ Viewer would not apply.

Equitrans has contacted the PA Office of Environmental Justice coordinator regarding the Project. Through coordination they confirmed the Project area in PA does not meet the definition of an EJ community per the PADEP EJ Areas Viewer. The PADEP encouraged Equitrans to conduct outreach and engagement. Equitrans’ community outreach activities are discussed in Section 5.9.2.

#### West Virginia

West Virginia does not have a state-specific EJ policy, nor is it explicitly mentioned if they follow the USEPA EJ Policy. WV Regulations do not define Environmental Justice on the West Virginia Department of Environmental Protection (WVDEP) website, nor mention Environmental Justice policies or procedures (WVDEP, 2021). Equitrans will continue to meet or exceed EJ guidance of the EPA for Project areas in WV. Equitrans has reached out to the WVDEP for guidance and outreach relating to EJ communities, a response is pending.

#### Ohio

The Ohio Environmental Protection Agency (OEPA) does not have a state-specific policy or EJ Department. The OEPA is a recipient of federal funding which legally obliges them to comply with Title VI of the Civil Rights Act. OEPA follows the state guidance developed by the USEPA for EJ. The OEPA meets these legal obligations through technical review and public involvement activities on permit applications (OEPA, 2021). Equitrans will continue to meet or exceed EJ guidance of the EPA for Project areas in OH.

Equitrans contacted the OEPA for outreach and guidance. The OEPA confirmed they do not have a state-specific EJ policy and provided recommendations for community outreach, such as public meetings and community leader contacts, which Equitrans is actively completing.

#### **5.9.1.6 Tribal Consultation**

On July 24, 2014, the USEPA issued its Policy on EJ for Working with Federally Recognized Tribes and Indigenous Peoples. The Policy focuses on USEPA's work with federally recognized tribes, state recognized tribes, tribal members, indigenous community-based/grassroots organizations, Native Hawaiians, individual Native Americans, and others living in Indian country. The Policy also discusses USEPA's work with other federal agencies, state agencies, and other interested groups (USEPA, 2021b).

Equitrans is coordinating with tribal representatives and will address concerns raised by identified federally and state recognized Native American tribes (see Resource Report 4 for further details) with an interest in the Project area.

#### **5.9.2 Engagement and Impact Assessment**

Equitrans is passionate about investing in the communities where we live and work and are committed to bettering the lives of individuals who live in our operating communities. We support a wide range of organizations within these communities through our corporate giving and sponsorship program, as well as the Equitrans Midstream Foundation, a separate 501(c)(3) organization.

Equitrans' Midstream's corporate local giving program supports a variety of local organizations, non-profit groups, first responders, and municipalities seeking assistance for community projects. Other investments include the active sponsorship of county fairs, community festivals, and other local events. Both our donations and sponsorships present opportunities for us to interact with community members, inform them of our business operations, and most importantly enhance their quality of life.

In the wake of COVID-19, Equitrans Midstream placed a heavy emphasis on supporting our first responders and local communities. We participated in several food drives, donated supplies to local schools, provided necessary medical supplies to county agencies, and also provided support to local humane societies during the pandemic.

Equitrans' Midstream's goals are to operate as a socially responsible company and to contribute in a positive way to the local communities in which we operate. We support our employees in volunteer activities that enrich the lives of others, while at the same time enhancing their own experiences, and we encourage our employees to solicit and recommend community outreach programs in which volunteers can contribute and participate. Equitrans Midstream utilizes E-Train On-Track to support the engagement of our employees in corporate-sponsored community service initiatives and social/recreational employee activities that align with our core values of safety, integrity, collaboration, transparency, and excellence.

The oil and gas industry is prevalent throughout the WV region of the Project. Based on public outreach and coordination with community leaders, many residents are associated with the oil and gas industry either by direct employment, family members who are employed, or activity on or near their property. Natural Gas infrastructure development is not an unknown activity to the Project area which is host to various oil and gas wells (conventional and horizontal wells), midstream facilities and pipeline. During outreach with community leaders, it was noted that there has been a cooperative working relationship between the industry, county, and community. The familiarity that residents have with the industry is an asset to developing outreach that allows for active communication and feedback.

Since the Ohio Valley Connector Project was first developed, Equitrans has supported community events and organizations in the areas around those facilities. Examples of organizations that Equitrans has supported include: Pine Grove Volunteer Fire Department, Pine Grove Community Park and Sons of the American Legion Post 81 (all Wetzel County); Greene County Parks Commission, Community Foundation of Greene County, Corner Cupboard; Community Foundation Ohio Valley, Monroe County Parks; and the Monroe County Jr. Livestock Sale. Equitrans will implement the best management practices and mitigation measures discussed below to minimize potential impacts to communities in the Project area. In addition, Equitrans has established a Project website ([www.ovcx.info](http://www.ovcx.info)) to facilitate public outreach and continues to actively engage landowner and stakeholders in the Project planning process and throughout the Project lifecycle (see further discussion in Resource Report 1 and Public, Stakeholder, and Agency Participation Plan). The Public, Stakeholder, and Agency Participation Plan is based on four pillars of responsibility including safety, public participation, emissions reduction, and EJ. Communications with landowners impacted by the Project construction and operation will include concise presentation of the purpose and need for the Project and accurately projected construction schedule and anticipated property impacts. Information will be available on the Project's website and physically mailed directly to affected landowners and other stakeholders, as well as available at local libraries. Direct contact with Equitrans will also be a means of providing information either at public open houses, scoping meetings, or in-person correspondence with stakeholders.

In addition to assessing demographic data shown in Section 5.9.1, Equitrans conducted an initial in-person site review of the Project footprint and surrounding communities, as well as data review from local offices to clarify the communities in the Project area. In particular, Equitrans focused identification and data review efforts on residences that are within a 1-mile radius of the Corona and Cygrymus compressor station and an EJ Block Group.

To further public engagement and stakeholder interactions, especially in potential EJ communities, Equitrans has reached out to local leaders and the Environmental Protection Agency to enhance our understanding about the area including the communities' interests, frequented establishments, and general population location. Information on outreach coordination is included in the Public Participation Plan in Resource Report 1, Appendix 1-E. Based on feedback from local leaders, Equitrans will arrange public forums to give stakeholders opportunities to learn more about the company, Project, ask questions, or raise concerns. Therefore, Equitrans will be holding voluntary open houses to provide stakeholders and the affected communities with an opportunity to learn about the Project, ask questions, and voice any concerns. The open houses will be held in close proximity to the Project facilities in all three states and will be posted publicly to provide stakeholders with adequate advance notice to arrange for their attendance. . In January 2022, Stakeholders were sent detailed Project information letters which included a pre-paid comment card to enhance community response and involvement in the Project.

#### **5.9.2.1 Pipelines**

As shown in Table 5.9-1, one potential EJ community is crossed by the H-326 Pipeline, and one potential EJ community is crossed by the H-327 and H-328 Pipelines. The H-326 Pipeline has been designed to parallel and utilize existing ROWs to the extent practicable, which will minimize impacts to existing land use. The H-327 and H-328 Pipelines are short pipelines designed to minimize impacts while meeting the purpose and need of the Project. Most impacts will temporarily occur during the construction phase of the Project. Following construction, temporary construction workspaces will be returned to pre-construction conditions, to the extent practicable, and previous land uses will be able to continue within the permanent ROW with the exception of small aboveground facilities such as mainline valves.

No displacement of residences or businesses is proposed. As discussed in Resource Report 8, one farm house/hunting cabin had been identified within 50 feet of the H-326 Pipeline at approximate MP 1.20; however, Equitrans has consulted with the landowner and the structure is not an occupied residence and will not be utilized for hunting during active construction. The structure will be avoided during construction, and, as necessary, safety fencing or other barriers will be installed to protect the structure during active construction. Abandoned buildings are located in the limit of disturbance for contractor yard CY-PA18-North in PA and may be avoided or demolished during construction.

Equitrans will utilize best management practices for construction in streams and wetlands to avoid and minimize potential effects on water quality; therefore, negative impacts are not anticipated to persons who may rely on hunting and fishing for a portion of their subsistence.

Traffic patterns and impacts are addressed due to construction throughout the Project areas, including within potential EJ Communities. However, due to management and mitigation measures proposed in Section 5.8.2.2, traffic is not expected to be significantly impacted by construction of the Project.

Temporary impacts from construction noise will be mitigated by limiting construction to daytime hours, to the extent practicable and as described in Resource Report 9.

Impacts from construction air emissions due to equipment use will be temporary and dissipate rapidly, and Equitrans will implement the Fugitive Dust Control Plan to further minimize potential temporary air quality impacts. In addition, Project components will be constructed and operated in compliance with the strict safety regulations discussed in Resource Report 1 and Resource Report 11.

During operation, the pipelines will be buried, resulting in negligible health and environmental effects on communities. The Project will provide positive economic effects for the community through short-term opportunities for increased tax revenues. Equitrans will adhere to FERC's Plan and Procedures and mitigation measures summarized above and discussed in further detail in the resource reports. Further, the pipeline facilities will be designed, constructed, operated, and maintained in accordance with the Pipeline and Hazardous Materials Safety administration regulations in Title 49 CFR 192, *Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards*. These regulations pertain to the public's safety to protect and prevent accidents relating to natural gas facilities. Therefore, Equitrans does not anticipate that the proposed pipelines will result in disproportionately high and adverse impacts on potential EJ communities.

#### **5.9.2.2 Compressor Stations**

The Corona Compressor Station and the Cygrymus Compressor Station are both existing facilities which will require additional mechanical and electrical equipment to support the horsepower increase. Both compressor stations are within census block groups considered potential EJ communities. Equitrans pulled tax card information to confirm only five residents live within a 0.5-mile radius of the Corona Compressor Station. The data concludes that only one of those residents live within a 0.5-mile radius and within Census Tract 0305, Block Group 4. Neither station will have impacts to streams or wetlands, cultural resources, land use, socioeconomics, or public land. Due to the short duration of construction of modifications at each compressor station would have minimal and/or not foreseeable impact on air quality and noise.

Traffic patterns and impacts are addressed due to construction throughout the Project areas, including within potential EJ Communities. However, due to management and mitigation measures proposed in Section 5.8.2.2, traffic is not expected to be significantly impacted by construction of the Project.

Mitigation measures to minimize air and noise impacts from the construction and operation are further discussed in Resource Report 9. Impacts from construction air emissions due to equipment use will be temporary and dissipate rapidly, and Equitrans will implement the Fugitive Dust Control Plan to further minimize potential temporary air quality impacts. EPA has historically used pollutant-specific concentration levels known as “significant impact levels” to identify the degree of air quality impact that “causes, or contributes to” a violation of a NAAQS or PSD increment. Consistent with the EPA guidance, proposed sources have met the requirement to demonstrate that they do not cause or contribute to a violation by showing that the ambient air quality impacts resulting from the proposed source’s emissions would be below these concentration levels. The results of the dispersion modeling conducted shows that the impacts from the compressor stations are below these thresholds for modeled pollutants no more than approximately 0.5-mile from the facility. As such, the Project would not be considered to cause or contribute to a violation of an applicable air quality standard at these locations. Operational air emissions were evaluated through modeling analysis which demonstrates that the facilities will be in compliance with the National Ambient Air Quality Standards. Emissions of all pollutants have been minimized through the selection of the most efficient turbines. Furthermore, Equitrans is making voluntary equipment investments at Corona Compressor Station and Plasma Compressor Station to further reduce local air quality impacts. Equitrans will be installing new turbines with lower emission ratings than required for air permitting at both stations. Equitrans will also install oxidation catalysts on both the new and existing units to reduce emissions. These enhancements are voluntary and not required as part of the state air permit process. Even though Plasma Compressor Station is not in an EJ area, Equitrans is pursuing the same investments there and continues to strive to be a good environmental steward to the community. The amount of emission reductions resulting from these investments is depicted in Resource Report 9.

Temporary impacts from construction noise will be mitigated by limiting construction to daytime hours, to the extent practicable and as described in Resource Report 9. In addition, Equitrans completed a noise study to model the facility’s impact on local noise levels during operation. As discussed in Resource Report 9, the noise study demonstrated that, with the implementation of mitigation measures in the design at each facility, the predicted sound level from operation after modifications for increasing horsepower are estimated to be lower than the required sound level of 55 decibels on the A-weighted scale day-night average at the closest noise sensitive areas. The sound level of 55 decibels on the A-weighted scale day-night average would be similar to the hum from modern refrigerator (50 dBA); a Large electrical transformer @100 feet (50 dBA); or Coffee Percolator (55 dBA).

Environmental impacts were minimized based on increasing horsepower at existing facilities versus building new facilities. Equitrans will adhere to FERC’s Plan and Procedures and mitigation measures summarized above and discussed in further detail in the resource reports. In addition, the facility will be designed, constructed, operated, and maintained in accordance with the Pipeline and Hazardous Materials Safety administration regulations in Title 49 CFR 192, *Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards*. These regulations pertain to the public safety to protect and prevent accidents relating to natural gas facilities. Therefore, Equitrans does not anticipate that the proposed modifications at the Corona Compressor Station and Cygrymus Compressor Station will result in disproportionately high and adverse impacts on potential EJ communities.

## 5.10 References

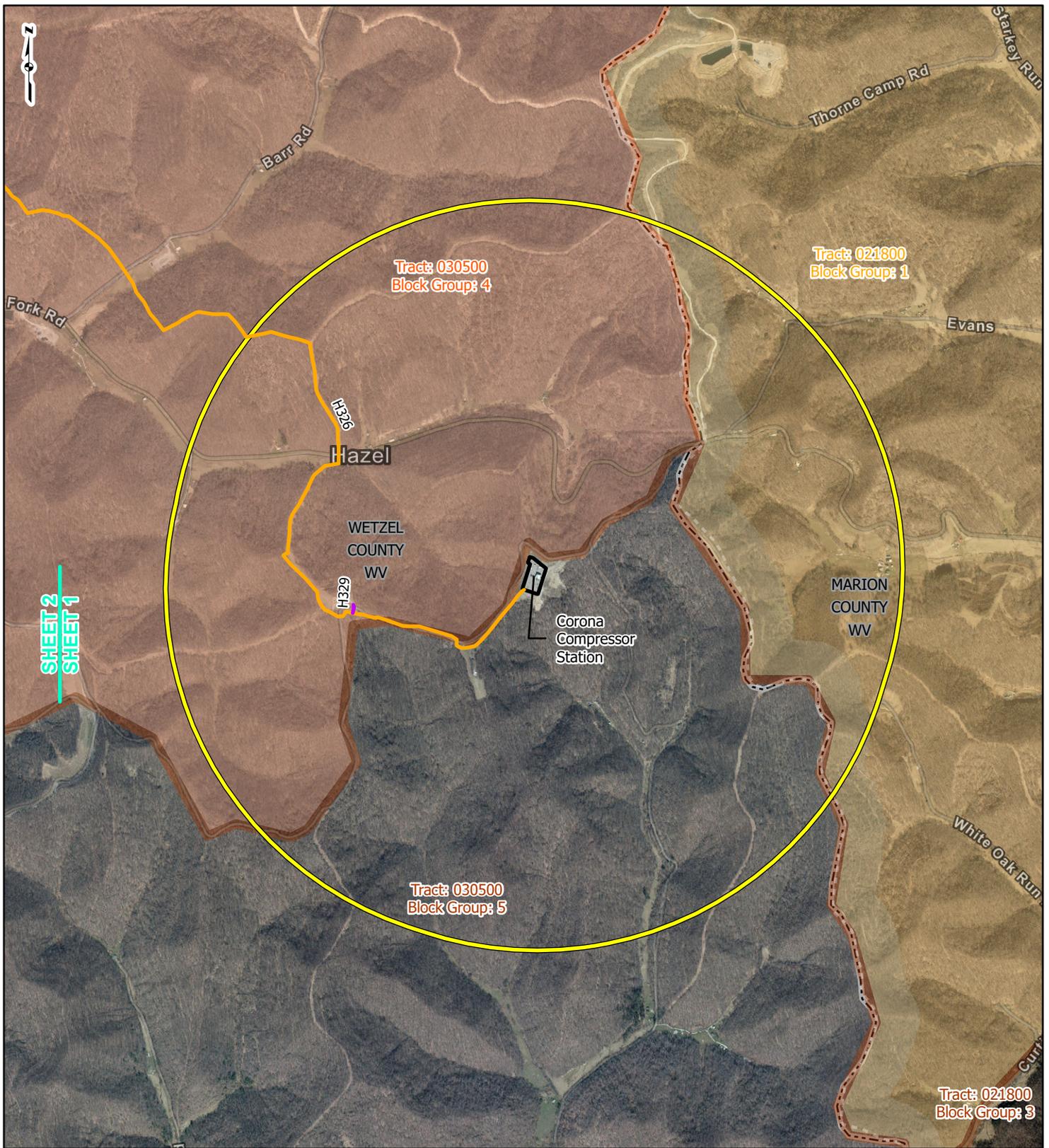
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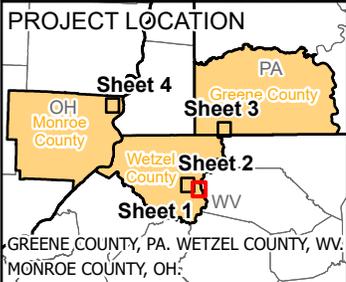
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## **APPENDIX 5A**

### **Potential EJ Communities Map**



SHEET 2  
SHEET 1



Legend		
H-326 Pipeline	H-330 Spur Pipeline	EJ Community - Minority Population
H-327 Pipeline	Facility Area	EJ Community - Low-income Population
H-328 Pipeline	1 Mile Review Area	Census Blocks
H-329 Pipeline	County Boundary	
H-330 Pipeline		

0 1,000 2,000 4,000 US Feet

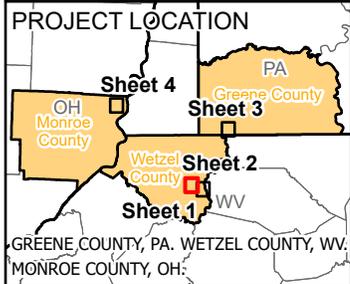
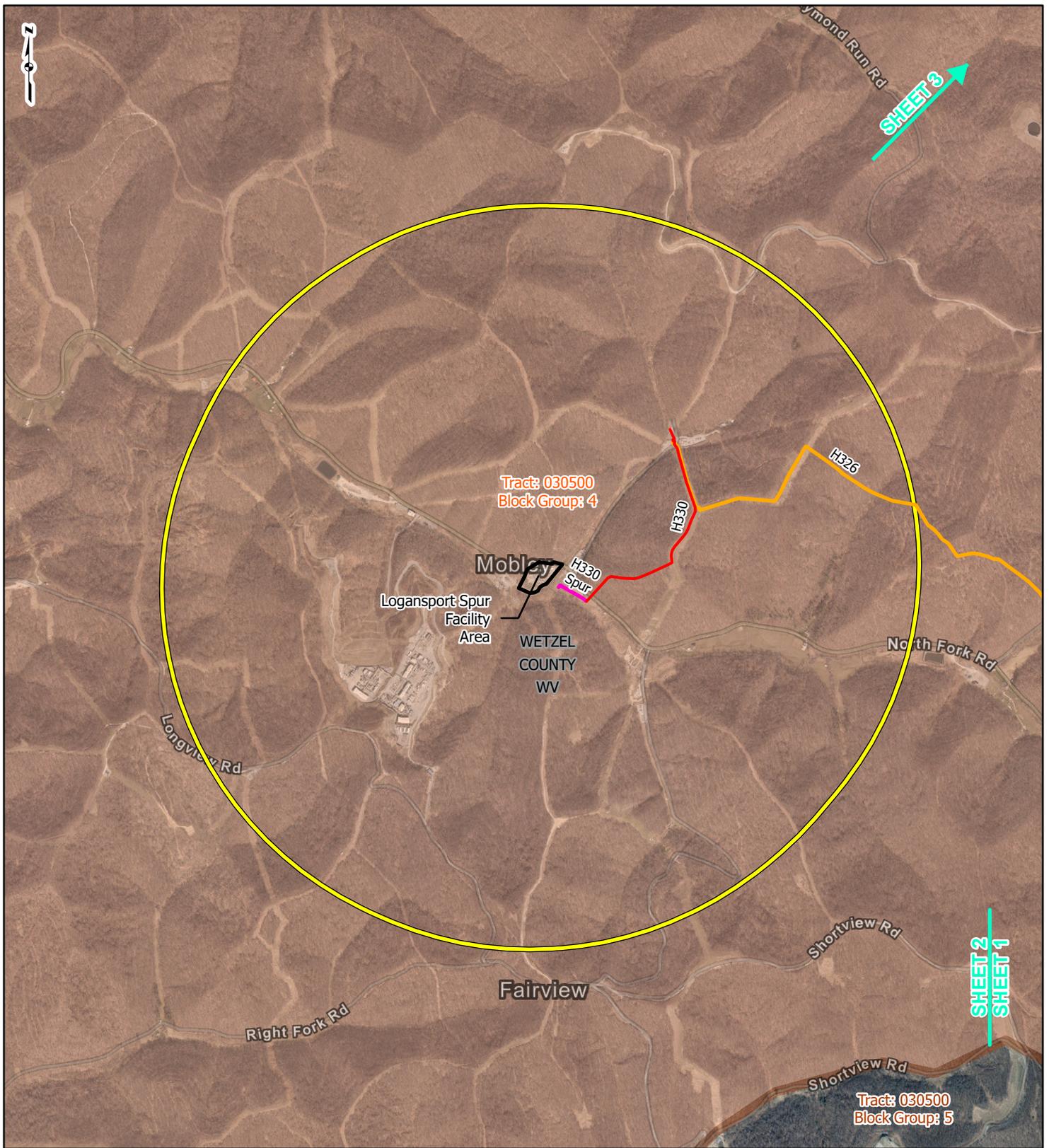
**POTENTIAL ENVIRONMENTAL JUSTICE COMMUNITIES MAP SHEET 1 OF 4**

OHIO VALLEY CONNECTOR EXPANSION PROJECT  
EQUITRANS, L.P.




**DRAWN BY: TAF**      **DATE: 1/25/2022**  
**CHECKED: SWW**      **APPROVED: JJP**

REFERENCE: OHIO OGRIP OSIP III 6-INCH 2020 AERIAL IMAGERY, WEST VIRGINIA WVGISTC 1-FOOT OR BETTER LEAF-OFF 2010-2018 MOSAIC AERIAL IMAGERY, PEMA IMAGERY 2018 WEB, AND HYBRID REFERENCE LAYER (LOCAL LANGUAGE) MAP SERVERS ACCESSED 1/25/2022. PA PEMA 6-INCH ORTHOIMAGERY (2018), 2019 CARTOGRAPHIC BOUNDARY FILE (SHP), CURRENT BLOCK GROUP FOR UNITED STATES, 1:500,000 (5/2020).



Legend		
H-326 Pipeline	H-330 Spur Pipeline	EJ Community - Minority Population
H-327 Pipeline	Facility Area	EJ Community - Low-income Population
H-328 Pipeline	1 Mile Review Area	Census Blocks
H-329 Pipeline	County Boundary	
H-330 Pipeline		

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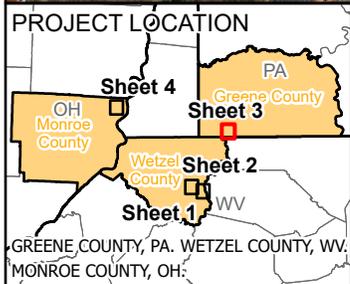
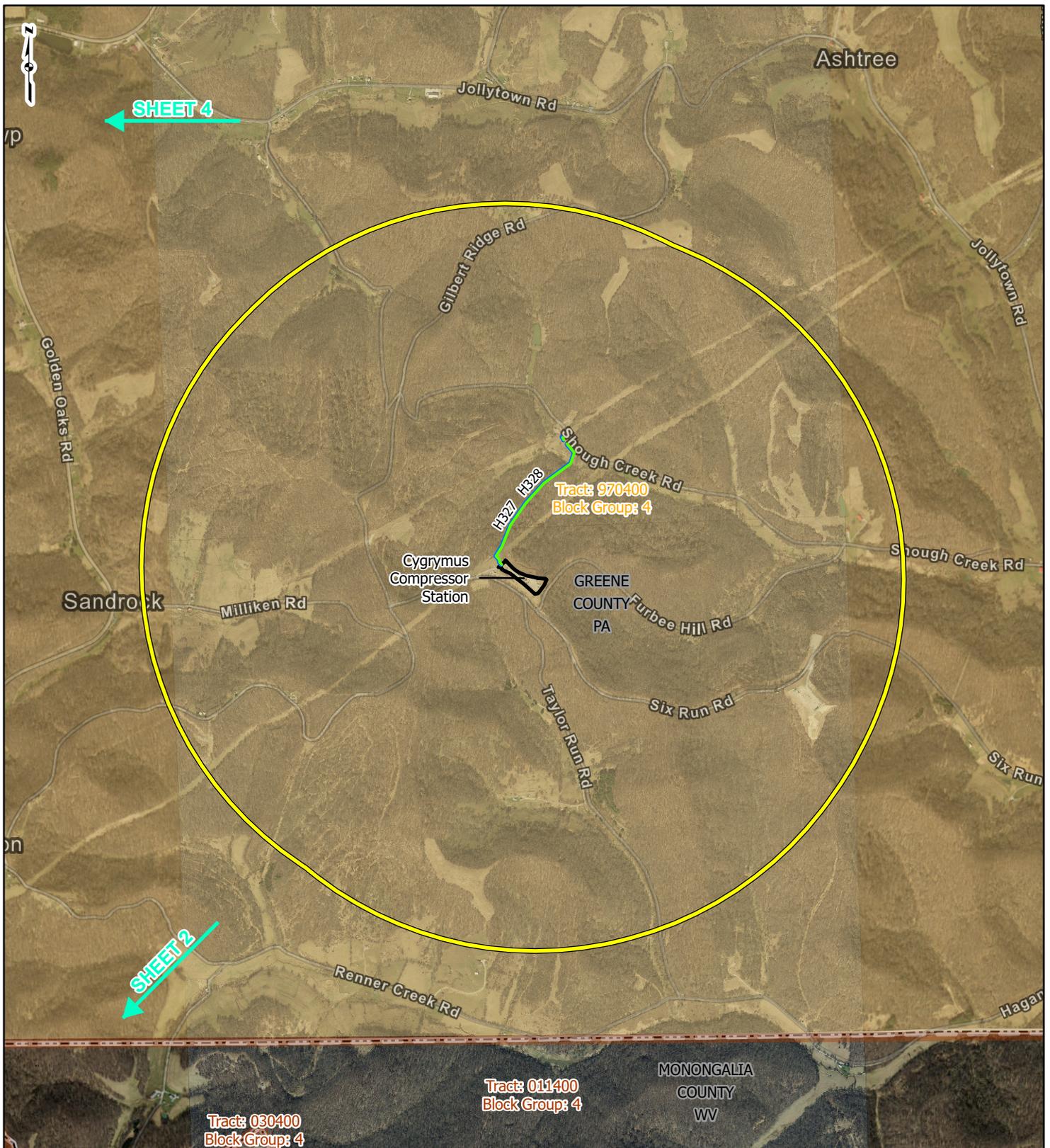
**POTENTIAL ENVIRONMENTAL JUSTICE COMMUNITIES MAP SHEET 2 OF 4**

OHIO VALLEY CONNECTOR EXPANSION PROJECT  
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Legend		
H-326 Pipeline	H-330 Spur Pipeline	EJ Community - Minority Population
H-327 Pipeline	Facility Area	EJ Community - Low-income Population
H-328 Pipeline	1 Mile Review Area	Census Blocks
H-329 Pipeline	County Boundary	
H-330 Pipeline		

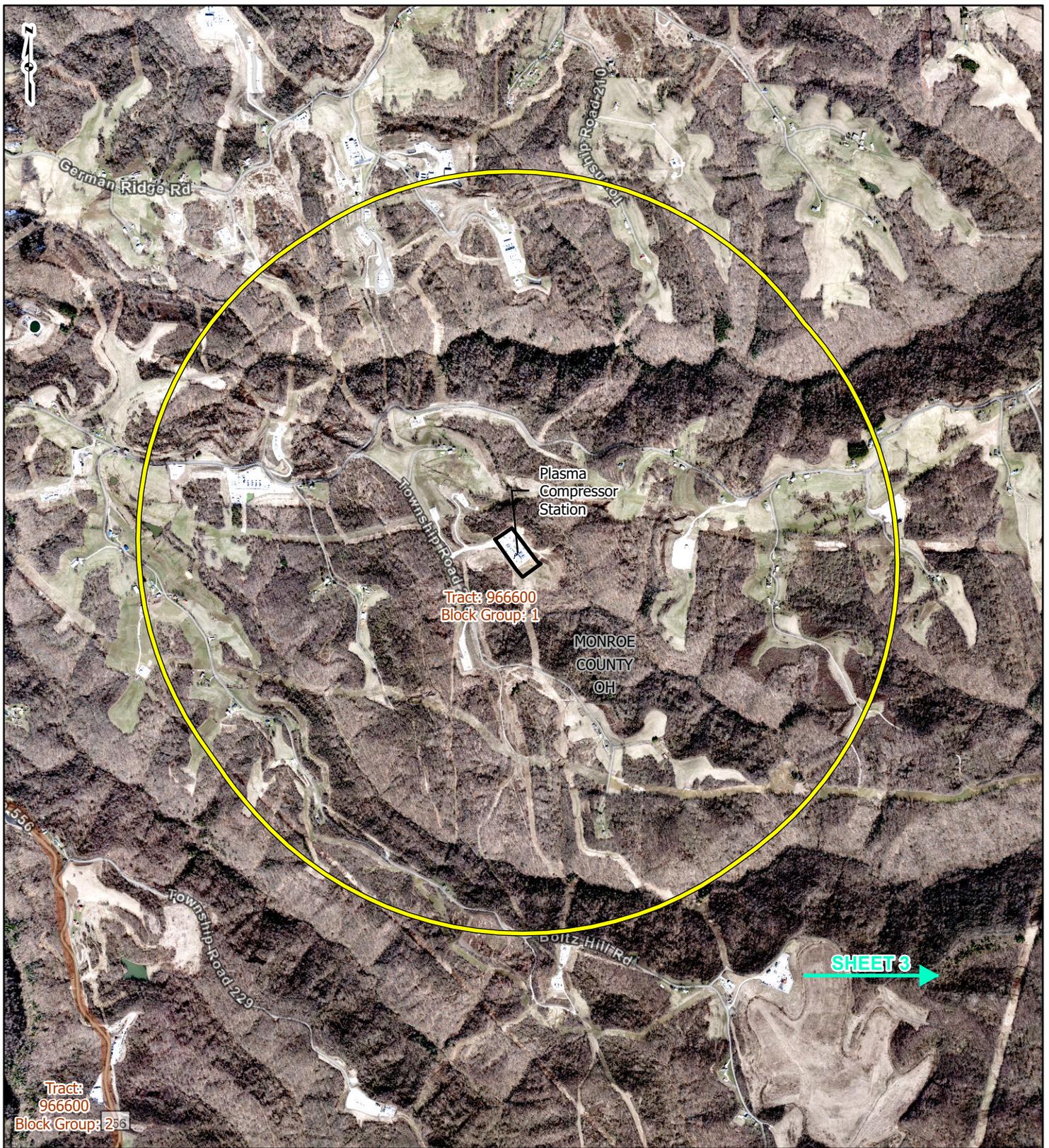
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**POTENTIAL ENVIRONMENTAL JUSTICE COMMUNITIES MAP**  
SHEET 3 OF 4

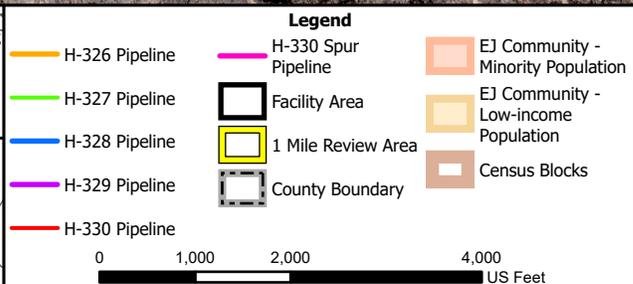
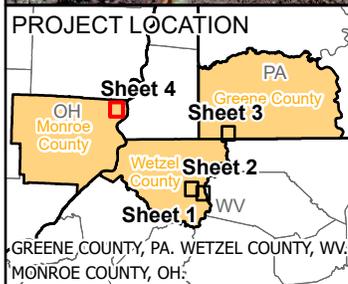
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Tract:  
966600  
Block Group: 236



**POTENTIAL ENVIRONMENTAL JUSTICE COMMUNITIES MAP SHEET 4 OF 4**

OHIO VALLEY CONNECTOR EXPANSION PROJECT  
EQUITRANS, L.P.




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