



Equitrans Expansion Project

Docket No. PF15-22

Resource Report 5 – Socioeconomics

Draft

July 2015

Draft Equitrans Expansion Project Resource Report 5 – Socioeconomics

Resource Report 5 Filing Requirements	
Information	Location in Resource Report
Minimum Filing Requirements	
1. Describe socioeconomic conditions within the project area. (§ 380.12(g)(1))	Section 5.1
2. Evaluate impact of any substantial immigration of people on governmental facilities and services and describe plans to reduce the impact on the local infrastructure. (§ 380.12(g)(2))	Sections 5.2.4 and 5.2.5
3. Describe on-site manpower requirements and payroll during construction and operation including 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 within the impact area. (§ 380.12(g)(3))	Section 5.2.2 or will be provided in final Resource Report 5
4. Determine whether existing housing within the impact area is sufficient to meet the needs of the additional population. (§ 380.12(g)(4))	Sections 5.1.1 and 5.2.3
5. Describe 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. (§ 380.12(g)(5))	Sections 5.2.2 and 5.2.3
6. 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. (§ 380.12(g)(6))	Sections 5.2.6 and 5.3.3 Will be provided in final Resource Report 5

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LIST OF ACRONYMS AND ABBREVIATIONS

ATWS	additional temporary workspace
EO	Executive Order
Equitrans	Equitrans, L.P.
FERC	Federal Energy Regulatory Commission
MVP	Mountain Valley Pipeline
PADEP	Pennsylvania Department of Environmental Protection
Project	Equitrans Expansion Project

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Introduction

Equitrans, L.P. (Equitrans) is seeking a Certificate of Public Convenience and Necessity from the Federal Energy Regulatory Commission (FERC) pursuant to Section 7(c) of the Natural Gas Act authorizing it to construct and operate the proposed Equitrans Expansion Project (Project) located in three counties in Pennsylvania and one county in West Virginia. In addition, Equitrans is seeking authorization to abandon an existing compressor station (which will be replaced by a new compressor station) pursuant to Section 7(b) of the Natural Gas Act. Equitrans plans to construct approximately 7.4 miles of pipeline (at two separate locations), a new compressor station, an interconnect with the proposed Mountain Valley Pipeline (MVP), and ancillary facilities to provide timely, cost-effective access to the growing demand for natural gas for use by local distribution companies, industrial users and power generation in northeastern, Mid-Atlantic and southeastern markets, as well as potential markets in the Appalachian region.

The Project is designed to transport natural gas from the northern portion of the Equitrans system south to the interconnection with the proposed MVP project, as well as to existing interconnects with Texas Eastern Transmission, LP and Dominion Transmission, Inc. The Project will provide shippers with the flexibility to transport additional natural gas produced in the central Appalachian Basin to meet the growing demand by local distribution companies, industrial users, and power generation facilities located in local, northeastern, Mid-Atlantic and southeastern regions of the United States. The Project will also increase system reliability, efficiency and operational flexibility for the benefit of all Equitrans customers. The Project is designed to add up to 600,000 dekatherms per day of north-south firm capacity on the Equitrans system.

Environmental Resource Report Organization

Resource Report 5 is prepared and organized according to the FERC *Guidance Manual for Environmental Report Preparation* (August 2002). This report is organized into four major sections and a final section listing the sources used to prepare this report. Section 5.1 describes the existing socioeconomic conditions. Section 5.2 describes how the existing socioeconomic conditions (including employment in the community, temporary housing, public services infrastructure, transportation, and tax revenues) could be affected during construction of the Project. Section 5.3 describes how existing socioeconomic conditions could be affected during the operation of the Project. Section 5.4 includes an environmental justice analysis indicating whether the Project is expected to have a disproportionate, adverse effect to minority and low-income communities. References used in the development of Resource Report 5 are listed in Section 5.5.

5.1 EXISTING SOCIOECONOMIC CONDITIONS

5.1.1 Housing

There is adequate available housing to support the small influx of construction personnel associated with this Project. There were a total of 706,335 housing units (e.g., house, apartment, mobile home, single room or group of rooms) in the Project vicinity in 2013, with an average vacancy rate of 12 percent across the four affected counties (U.S. Census Bureau 2014e–h). Although there are relatively limited hotel and motel rooms available in the vicinity of the Project in Greene County, Pennsylvania (381 rooms) and Wetzel County, West Virginia (267 rooms), there are many more hotel/motel options in Washington and Allegheny Counties, Pennsylvania (20,695 total rooms) particularly in areas closer to Pittsburgh (STR 2015). Additional housing resources within daily commuting distance are available in adjacent and nearby communities along parts of the pipeline routes.

5.1.2 Tax Revenues

5.1.2.1 Sales and Use Taxes

The general sales and use tax rate for Pennsylvania is 6 percent. Allegheny County, Pennsylvania levies an additional 1 percent sales tax, for a total of 7 percent. None of the municipalities in Greene or Washington Counties, Pennsylvania levy additional sales and use tax (Pennsylvania Department of Revenue 2015).

The state of West Virginia levies a 6 percent sales and use tax on all retail and rental sales. Municipalities have the option to levy additional sales and use taxes. None of the areas that would be crossed by the Project levy additional sales and use tax (West Virginia State Tax Department 2015).

5.1.2.2 Ad Valorem Taxes

Property or ad valorem taxes are a critical source of general revenue for counties and municipalities in Pennsylvania and West Virginia, typically providing a large share of general fund revenues. General fund revenues are presented by county in Table 5.1-1.

County/State	General Fund Total Revenues (\$1,000s)
Allegheny, PA <u>a/</u>	694,383
Greene, PA <u>a/</u>	17,808
Washington, PA <u>b/</u>	79,429
Wetzel, WV <u>b/</u>	13,499
<u>a/</u> Data for fiscal year 2013 (most recent available) <u>b/</u> Data for fiscal year 2015 (estimated) Sources: County of Allegheny 2015; County of Greene 2014; Washington County 2015; West Virginia State Auditor’s Office 2015	

5.2 ENVIRONMENTAL EFFECTS OF PROJECT CONSTRUCTION

5.2.1 Population

Overall construction of the pipeline and associated facilities, and demobilization of the Pratt Compressor Station is expected to take 23 months, with a proposed construction start date in February 2017. Due to the short duration of the construction period, population effects are expected to be negligible, especially when viewed statewide in both Pennsylvania and West Virginia.

Because of the specialized nature of the gas pipeline construction, construction personnel would be hired by one or more general pipeline contractors. While most of the personnel (i.e., approximately 90 percent) will be part of the contractor's regular crews and hired from outside the Project area, it is anticipated that approximately 10 percent would come from the local workforce, of which half would be skilled labor and the remainder unskilled labor. Local workers are those who normally reside within commuting distance of the work sites. Non-local workers would temporarily relocate to the Project vicinity for the duration of their employment; some workers would possibly commute home on weekends, depending on the location of their primary residence. Individual non-local workers also may relocate along the length of the Project and between segments depending on their assignment. Very few, if any, of the non-local workers employed during the construction phase of each segment would be expected to permanently relocate to the affected areas, especially given the relatively short construction phase.

It is anticipated that approximately 50 percent of the jobs involving timber clearing, paving, radiography, revegetation, and traffic control could be sourced locally. The 10 percent of construction employees that would be hired from within the Project area would result in an estimated nine local worker-months of employment. It is assumed that local hires would be proportional to the facility construction that would occur in each county. In addition, a small increase in local employment is anticipated in order to provide lodging and services to the non-local workforce. Thus, the Project would provide an increase in the amount of employment during the construction phase, with the existing local workforce accommodating the manpower requirements.

5.2.2 Economic and Employment Conditions

Table 5.2-1 presents construction spreads, schedule, and workforce information for construction-related activities associated with the Project, though the order in which each facility would be constructed may differ from the schedule outlined in Table 5.2-1 depending upon the capabilities of each contractor, available workforce, and optimized logistics. The proposed pipeline and associated facilities would be constructed in spreads, with overall construction expected to take 15 months plus additional time for the Pratt Compressor abandonment. Pipeline construction is expected to commence in February 2017 with a December 2017 in-service target date for the Project. Assuming that the M-80, H-158, H-316 and H-318 pipeline Project components are all under construction at the same time, the Project's peak workforce would be approximately 300 (see Table 5.2-1), plus additional workforce associated with the demolition of the Pratt Compressor Station (30 workers at peak) as well as clearing and grading, restoration, hydrostatic testing activities.

Table 5.2-1				
Project Construction Schedule and Workforce				
Spread/Project Component	Approximate Start Date	Approximate Completion Date <u>a/</u>	Estimated Peak Workforce	Estimated Peak Local Workforce <u>b/</u>
H-316 Pipeline construction	February 2017	November 2017	150	TBD
H-318 Pipeline construction	February 2017	November 2017	100	TBD
Redhook Compressor Station construction and commissioning (includes M-80 and H-158 pipelines)	February 2017	April 2018	50	TBD
Pratt Compressor Station demolition	May 2018	December 2018	30	30
Source: Equitrans				
<u>a/</u> Dates presented are estimates. Actual construction start and completion dates are dependent on the dates of receipt of FERC authorization, other permits, and weather.				
<u>b/</u> The pipeline construction peak occurs in XX, the Redhook Compressor Station construction peak occurs in XX, the Webster Interconnect installation peak occurs in XX, and the Pratt Compressor Station demolition peak occurs in XX.				

The Project would not result in business relocations or displacements and would therefore have no known effects to business income or employment; nor would relocation assistance be required. The number of commercial businesses affected would be minimal given the rural nature of the majority of the Project area. Possible short-term impacts on existing businesses could include street closures during construction that would inconvenience employees and customers of affected businesses. Reasonable accommodations, such as maintenance of access to an adjacent property, would be implemented to minimize the inconvenience to persons attempting to access affected businesses during the construction phase.

Equitrans estimates that it would spend approximately \$XX on labor, equipment, materials, and services in Pennsylvania (\$XX) and West Virginia (\$XX million) during Project construction, with an additional \$XX spent outside these states (the estimated Project costs and confirming changes will be included in the final version of the resource reports as well as the FERC application). These expenditures would generate direct and indirect economic activity by supporting employment and income elsewhere in the economy through the multiplier effect. There would be increased local economic activity in the hospitality and transportation sectors due to construction activity. The unemployment rate suggests that any employment in these sectors could be accommodated within the existing unemployed workforce.

5.2.3 Housing

No significant direct or indirect impacts are anticipated on housing stock during construction of the Project. An estimated 10 percent of the construction workforce would be hired and/or contracted locally (i.e., within commuting distance) and would likely commute to and from their homes to work each day (construction workers, particularly those working in less populated areas, often commute relatively long distances to job sites depending on the cost and availability of housing and community amenities/services within the vicinity). The remaining 90 percent of the construction workforce would be largely comprised of non-local contract workers assumed to permanently reside further than commuting distance from the Project sites, and they would therefore be expected to temporarily relocate to the Project vicinity for the duration of their employment.

Because the majority of the Project work would be completed in less than one year, non-local contract workers would likely utilize existing temporary housing facilities such as hotels/motels, rental housing (apartments, houses, or mobile homes), mobile homes, and camping facilities (e.g., RVs). Rental housing would likely involve a limited number of units given the fairly short duration of construction. A number of non-local workers could possibly return to their out-of-area homes on some weekends and holidays depending on the location of their primary residences, and thus the demand for these individuals would likely focus on hotels/motels. Many contract construction workers could use travel trailers and would therefore require campsite or trailer park spaces. This is supported by past evaluations of pipeline construction projects that have estimated that 30 percent of workers temporarily relocating would provide their own housing (FERC 2014).

Equitrans is currently preparing detailed estimates of construction workers by construction spread and Project component (see Section 5.2.2); this information will be included with the final Resource Report 5 with Equitrans' application to FERC. The degree of workforce housing impact would vary among communities depending on the number of non-local workers that temporarily reside in each community, the duration of their stay, and the size of the community. Although these factors are too indeterminate and variable to accurately predict the scale of impact, the effects would be short-term and are consequently not expected to be significant. No other utility projects in the vicinity of the Project have been identified at this time, and Equitrans is not aware of any other major construction projects within the Project area that might compete for temporary housing units during the anticipated construction phase. Additionally, because of the short duration of the construction phase, no new housing construction is likely to occur as a direct result of the Project.

The Project would not result in residential relocations or displacements, and would therefore not impact housing. Possible short-term impacts to existing residences could include road closures during construction that would inconvenience affected homeowners. Reasonable accommodations such as maintenance of access to an adjacent property would be implemented to minimize the inconvenience to persons trying to access these residences during the construction phase. No significant impacts are anticipated.

5.2.4 Public Services

Minor temporary impacts on public services and facilities are anticipated during construction of the Project, which could result in increased demand for emergency services. However, any incremental costs to the local communities in terms of providing any additional public services and facilities during the short construction duration would likely be more than offset by the increased tax revenue that would result. The temporary addition of construction workers and family members to local communities is not expected to affect the levels of service provided by existing law and fire protection personnel, and construction of the Project is not expected to have significant adverse impacts on local and regional medical facilities and services. Local police assistance would likely be required to facilitate traffic flows during construction at some road crossings; permits may be required for vehicle load and width limits for some of the vehicles delivering Project materials and supplies; and emergency medical services may be needed to treat injuries resulting from construction accidents. Equitrans would work directly with local law enforcement, fire departments, and emergency medical services to coordinate for effective emergency response.

5.2.5 Transportation

5.2.5.1 Road and Railroad Crossings

Short-term impacts on roads, highways, and railroads are anticipated during construction of the Project. The proposed pipelines would cross numerous streets and roads, several state highways, and no federal interstates or highways (preliminary road and railroad crossing locations are listed in Appendix 1-F to Draft Resource Report 1).

Railroads and most hard surface public roadways would be crossed by boring beneath the road or railroad, which typically requires additional temporary workspaces (ATWS) on both sides of the crossing while the road or railroad remains in operation. Little or no disruption of traffic is expected at road or railroad crossings where boring takes place. Smaller roadways and drives would be crossed by open-trenching, where permitted by local authorities or landowners. Open-cut crossings of roads would typically be completed in one to two days, though Equitrans would attempt to complete construction across high-traffic roads within 24 hours. The open-cut crossing method may require temporary closure of a road, establishment of detours, or other measures to allow safe traffic flow during construction. Smaller unpaved roads and driveways crossed by open-cutting would be restored to pre-construction conditions. Typical details of bored and trenched road and railroad crossings will be provided in Appendix 1-C to Draft Resource Report 1 (pending).

Equitrans would incorporate measures to maintain safety, minimize traffic disruption, and ensure that construction activities do not prevent the passage of emergency vehicles. Traffic lanes and residential access would be maintained, except for the temporary periods essential for pipeline installation. Provisions would be made to allow passage of emergency vehicles at all times. Equitrans would obtain all necessary permits for public road crossings or work within public road rights-of-way, including from the Pennsylvania Department of Transportation and West Virginia Department of Transportation.

5.2.5.2 Additional Traffic on Local Roads

In addition to the traffic impacts caused by road crossings, the temporary movement of construction equipment and materials and the daily commuting of employees to and from construction work areas would add to existing traffic volumes on local roads, but this impact is not expected to be significant (construction activities are more fully described in Draft Resource Report 1). Construction activities would be spaced over construction spreads, with each spread responsible for all construction activities within a specific milepost range along the pipeline. The movement of construction equipment and materials from laydown areas and storage yards to the construction work areas would result in additional short-term impacts on local and regional transportation networks. Most construction equipment would remain on-site during construction but several construction-related trips (to and from the job site) would be made each day, typically during the early morning hours (before 7:00 a.m.) and evening hours (after 6:00 p.m.).

Minor road congestion caused by construction workers commuting to the job site could occur during the peak months of construction when work crews would be traveling between their lodgings and the job sites. Workers would be deployed in various locations along each spread and most workers would commute to and from the construction right-of-way during off-peak hours, thereby reducing the potential for congestion in any one area. Because construction would move sequentially along the pipeline route, traffic flow impacts that do arise would be temporary on any given section of roadway.

5.2.6 Tax Expenditures and Revenues

Sales and use tax revenue would be generated during the construction period. Local spending by construction workers also would generate sales tax revenues, but the amount and distribution of this type of spending is difficult to accurately forecast. These revenues are not estimated here, but would likely be considerable. In addition to direct sales and use tax revenues, the Project would result in increases in state and local tax revenues as a result of the economic ripple effect of construction expenditures throughout the affected state and local economies.

5.3 ENVIRONMENTAL EFFECTS OF PROJECT OPERATION

5.3.1 Housing

During Project operation, existing personnel would be responsible for operations and maintenance of the new pipeline and associated facilities. Consequently, no new housing construction would occur as a direct result of the Project and no significant direct or indirect impacts are anticipated on housing stock during operation of the Project.

5.3.2 Tax Expenditures and Revenues

Tax revenues from several sources would accrue to state and local governments during the operation of the Project. Once the Project is completed, property taxes would be assessed on the value of the pipeline and related facilities.

5.3.2.1 Ad Valorem Tax Revenues

Estimated ad valorem taxes that would be paid once the pipeline is in service are presented by county and state in Table 5.3-1. Estimated ad valorem tax revenues as a share of general fund total revenues in the affected counties would range from X percent (XX County) to X percent (XX County) (the estimated Project costs and confirming changes will be included in the final version of the resource reports as well as the FERC application).

County/State	General Fund Total Revenues (dollars) <u>a/</u>	Annual Ad Valorem Taxes (dollars) <u>a/</u>	Percent of General Fund Total Revenues
Allegheny, PA	TBD	TBD	TBD
Greene, PA	TBD	TBD	TBD
Washington, PA	TBD	TBD	TBD
Subtotal PA	TBD	TBD	TBD
Wetzel, WV	TBD	TBD	TBD
Subtotal WV	TBD	TBD	TBD
Total	TBD	TBD	TBD

a/ Numbers are presented in 1,000s.

5.3.2.2 Property Tax Revenues

The property tax revenues generated by the Project facilities would be based on the annual assessment multiplied by the local property tax rate. The annual assessment would be determined by the Pennsylvania Public Utility Realty Tax and the West Virginia Board of Public Works, and the Project facilities would be valued at their fair market value as of December 31 (Pennsylvania) and July 1 (West Virginia). In order to approximate the annual property tax revenues accruing to the counties, Equitrans has assumed that, at least initially, construction costs would approximate fair market value of the real and personal property. Other assumptions include:

- The cost of the Project, excluding the cost of the Redhook Compressor Station and other aboveground facilities, would be proportional to the percentage of the pipeline right-of-way located in that particular county.
- A uniform millage rate would apply across all counties within each state.
- The total Project cost is estimated to be \$XX million.
- The compressor station construction in Greene County, Pennsylvania is estimated to cost \$XX million.
- The Webster interconnect station and Mobley Tap construction in Wetzel County, West Virginia is estimated to cost \$XX.
- The demolition of the Pratt Compressor Station will likely cause a decline in property taxes at that location.
- A range of property tax revenue is supplied for Pennsylvania purposes. Only real estate is subject to property taxation in Pennsylvania.

Using the above assumptions, the estimated property tax revenues accruing to each county are presented in Table 5.3-2. It should be noted that these values represent general estimates of the actual revenues that would be received by the counties during the first year after the Project goes into full service. In summary, once the Project is completed, initial property tax revenues are estimated to annually total approximately \$XX in Pennsylvania and \$XX in West Virginia (the estimated Project costs and confirming changes will be included in the final version of the resource reports as well as the FERC application).

Table 5.3-2		
Estimate of Property Tax Revenue		
County/State	Estimated Total Value in County	Estimated Total Annual Property Tax Revenue <u>a/</u>
Allegheny, PA	TBD	TBD
Greene, PA	TBD	TBD
Washington, PA	TBD	TBD
Subtotal PA	TBD	TBD
Wetzel, WV	TBD	TBD
Subtotal WV	TBD	TBD
Total	TBD	TBD
<u>a/</u> Compressor stations are generally treated as personal property in Pennsylvania and therefore no value is assigned to the real estate for property taxation purposes.		

5.3.3 Property Values

Draft Resource Report 8 addresses the number of acres of developed land that the Project would permanently impact, with the remainder being in agriculture, forested areas, open land, and open water uses. Property owners whose lands are traversed by easements may see minor reductions in property taxes as property rights within the easement would be restricted. Equitrans would compensate landowners at fair market value for any adverse impacts on property values resulting from the Project.

5.4 ENVIRONMENTAL JUSTICE

In accordance with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations (11 February 1994), federal agencies are required to identify and address the potential for disproportionately high and adverse health or environmental effects of its programs, policies, and activities on minority and low-income populations. Under EO 12898, a potential environmental justice area of concern is where the percentage of minorities in any given census tract/block exceed 50 percent, or where minorities are “meaningfully greater” (i.e., greater than two times) than the general population of the respective county. Additionally, any census tract/block group with an income level below the U.S. Department of Health and Human Services Poverty Guidelines is identified as a potential environmental justice area of concern. In Pennsylvania, the Pennsylvania Department of Environmental Protection (PADEP) defines environmental justice areas as any census tract where 30 percent or more of the population is minority and/or 20 percent or more individuals live in poverty based on federal poverty guidelines (PADEP 2015).

Of the four counties along the proposed Project route, Allegheny County had the largest minority population in 2010 (16 percent), followed by Washington and Greene counties (both 5 percent), and Wetzel County (1 percent). All six census tract/blocks that are affected by the proposed Project have Caucasian population concentrations of greater than 97 percent (U.S. Census Bureau 2014i–l); therefore, under both EO 12898 and PADEP standards there are no environmental justice areas of concern in the Project area. Based on the median household income data for the census tracts/block groups and the corresponding four counties along the proposed Project route, none of the census tracts/block groups qualify for low-income status under EO 12898, and none of the census tracts in the Pennsylvania Project area had poverty levels that met the PADEP’s definition of an environmental justice area (U.S. Census Bureau 2014a–d).

Consequently, the construction and operation of the Project are not expected to have disproportionately high and adverse human health and environmental effects to minority and/or low-income populations. However, since minority and low-income populations are present in the census tracts/block groups along the Project route, EO 12898 directs FERC to determine whether the Project could subject these populations to disproportionate adverse impacts. The impacts of the Project are not directed at any one particular group or geographic area and are dispersed over the entire length of the Project. The Project route has been designed to minimize adverse human health or environmental effects by avoiding population centers and sensitive environmental resources, and by paralleling existing pipeline systems or linear corridors where possible. Further, the pipeline would primarily be constructed below ground. Therefore, the effects to minority and/or low-income populations is considered to be low. In addition, the Project is expected to result in economic benefits for local communities, regardless of race or income group, by generating employment opportunities, local expenditures by workers, and compensation for Project-related easements to local landowners.

5.5 REFERENCES

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