



WBI ENERGY TRANSMISSION, INC.

Wahpeton Expansion Project

**Resource Report 5
Socioeconomics**

Final

**Docket No.
CP22-XXX-000**

May 2022

**WBI ENERGY TRANSMISSION, INC.
WAHPETON EXPANSION PROJECT
RESOURCE REPORT 5—SOCIOECONOMICS**

Minimum Filing Requirements for Environmental Reports:	Addressed In:
This report is required only for applications involving significant above-ground facilities, including, among others, conditioning or liquefied natural gas (LNG) plants.	
1. Describe the socioeconomic impact area.	Section 5.1
2. Evaluate the impact of any substantial immigration of people on governmental facilities and services and plans to reduce the impact on the local infrastructure.	Section 5.2.5
3. Describe on-site manpower requirements and payroll during construction and operation, including the number of construction personnel who currently reside within the impact area, will commute daily to the site from outside the impact area, or will relocate temporarily within the impact area.	Sections 5.2.4 through 5.2.8
4. Determine whether existing housing within the impact area is sufficient to meet the needs of the additional population.	Sections 5.1.3 and 5.2.4
5. Describe the number and types of residences and businesses that will be displaced by the project, procedures to be used to acquire these properties, and types and amounts of relocation assistance payments.	Section 5.2.2
6. Conduct a fiscal impact analysis evaluating incremental local government expenditures in relation to incremental local government revenues that will 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.	Sections 5.2.6 and 5.2.7
Additional Information:	
1. Evaluate the effects of the project on minority and low income populations in consideration of Executive Order 12898.	Section 5.3
2. Provide a table of racial, ethnic, and poverty statistics for each block group within 1 mile of proposed aboveground facilities and proposed crossings by the permanent pipeline right-of-way. The table should include the following information from the U. S. Census Bureau for each state, county, and block group (American Community Survey 2017 data should be used for this information): a. total population; b. percentage of each racial and ethnic group (White Alone Not Hispanic, 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 origin [of any race]); c. total minority population including individuals of Hispanic or Latino origin (percentage of total population); and d. percentage of total population below poverty level.	Section 5.3.1
3. Using the data obtained in response to item 2 above, identify potential Environmental Justice populations by block group. For minority populations, use the 50 percent and the meaningfully greater analysis methods . If the minority population of the block groups in the affected area exceeds 50 percent OR the minority population in the block group affected is 10 percentage points higher than the minority population percentage in the county, then an environmental justice community is present. For low-income populations, use the low-income threshold criteria method. If the percent low income population in the identified block group is equal to or greater than that of the county, then an environmental justice community is present.	Section 5.3.1
4. Provide a discussion regarding impacts on Environmental Justices communities (if any exist) for all resources that would be affected by the project, and whether any of those impacts would be disproportionately high and adverse.	Section 5.3.1
5. For any identified environmental justice communities that would be affected by the project, provide the distance to the nearest residences and describe any existing screening between the project restoration activity locations and the residences.	Section 5.3.1
6. For any identified environmental justice communities that would be affected by the project, provide the distance to the nearest commercial locations, schools, daycare centers, churches, or other sensitive receptors.	Section 5.3.1
7. Identify any non-English speaking groups that would be affected by the project. Describe efforts to identify and communicate with these groups and individuals and the measures used to avoid and minimize project impacts.	Section 5.3.1

8. For any identified environmental justice communities that would be affected by the project, describe outreach efforts to identify and communicate with these groups and individuals and the measures used to avoid and minimize project impacts. Also, identify any outreach efforts to continue reaching out to environmental justice communities, including efforts to provide notices and information project materials, including at places which are frequently visited community locations.	Section 5.3.1
9. Provide two separate maps depicting the project facilities in relation to minority and low-income populations (using block group data) near the Project areas.	Section 5.3.1, figure 5.3-1
Federal Energy Regulatory Commission's April 4, 2022 Comments on Draft Resource Report 5:	
1. Table 5.1-2 is described as containing 2010 vs. 2020 population (in table) and 2010 vs. 2019 population (text in section 5.1.1). Resolve the apparent discrepancy.	
2. Table 5.1-2 includes a column of population densities that do not consistently correspond to population divided by land area. Resolve the apparent discrepancy.	See updated table 5.1-2.
3. Provide sources as follows: a. for the second half of the last sentence on page 5-2; b. for the second sentence of section 5.1.2; c. for the unsourced columns in table 5.1-3; d. for the sentence on page 5-4, which includes "Bakken Oil Shale"; and e. for the last sentence of section 5.1.2.	Sources added where requested.
4. Provide an estimate of construction employees who, relative to the planned Project area, would: a. already reside locally; b. commute; or c. temporarily relocate.	See updated section 5.2.2.
5. Provide the distance of the nearest commercial locations, schools, daycare centers, churches, or other sensitive receptors in each Environmental Justice community to the Project.	See updated section 5.3.1.
6. Document any outreach efforts that have specifically engaged Environmental Justice communities.	See updated section 5.3.1.
7. WBI Energy has provided the following information based on what was at the time the current U.S. Census Bureau data, that data has recently been updated (March 2022). In addition, it appears that the correct threshold for minority communities was not applied. Therefore, using the new data and appropriate thresholds for identifications of Environmental Justice communities, provide an updated table 5.3-1 of racial, ethnic, and poverty statistics for each block group crossed by pipeline facilities and within 1 mile of the aboveground Project facilities. The table should include the following information from the U. S. Census Bureau for each state, county, and block group (for low-income data, use the recently released 2020 U.S. Census American Community Survey File # B17017 and for race and ethnicity data, use U.S. Census American Community Survey File# B03002): a. total population; b. percentage of each racial and ethnic group (White Alone Not Hispanic, 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 origin [of any race]); c. total minority population including individuals of Hispanic or Latino origin (percentage of total population); and d. percentage of total population below poverty level.	See updated section 5.3.1.
8. Using the updated data obtained in response to the question 7 above, identify potential Environmental Justice populations by block group. For minority populations, use the 50 percent and the meaningfully greater analysis methods . If the minority population of the block groups in the affected area exceeds 50 percent OR the minority population in the block group affected is 10 percent higher than the minority population percent in the county, then an Environmental Justice community is present. For low-income populations, use the low-income threshold criteria method . If the percent low income population in the identified block group is equal to or greater than that of the county, then an Environmental Justice community is present.	See updated section 5.3.1.
9. Based on the results of question 8, provide an updated discussion regarding impacts on Environmental Justice communities (if any exist) for all resources affected by the Project, and whether any of those impacts would be disproportionately high and adverse.	See updated section 5.3.1.
10. Provide two separate maps depicting the Project facilities in relation to minority and low-income populations (using block group data) near the Project areas.	See updated section 5.3.1.

11. Figure 5.3-1 depicts two Wahpeton Yards with different dimensions in the inset box. Overall, the figure depicts six contractor yards, where other Resource Reports have provided information for five contractor yards. Resolve the apparent discrepancy.

The draft Resource Report 5 had two disconnected parcels both considered part of the single Wahpeton Yard. However, since the filing of the draft Resource Reports, WBI Energy has removed one of the parcels from further consideration. The Project includes a total of five contractor yards.

**WBI ENERGY TRANSMISSION, INC.
WAHPETON EXPANSION PROJECT
RESOURCE REPORT 5—SOCIOECONOMICS**

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ACRONYMS AND ABBREVIATIONS

CBG	census block group
COVID-19	Coronavirus Disease 2019
FERC	Federal Energy Regulatory Commission
MDU	Montana-Dakota Utilities Company
NDDOT	North Dakota Department of Transportation
Project	Wahpeton Expansion Project
RFFA	reasonably foreseeable future actions
RV	recreational vehicle
study area	socioeconomic study area
USEPA	United States Environmental Protection Agency
WBI Energy	WBI Energy Transmission, Inc.

**WBI ENERGY TRANSMISSION, INC.
WAHPETON EXPANSION PROJECT**

5.0 RESOURCE REPORT 5—SOCIOECONOMICS

WBI Energy Transmission, Inc. (WBI Energy) proposes to construct, modify, operate, and maintain the Wahpeton Expansion Project (Project). The Project will involve the construction of approximately 60.5 miles of 12-inch-diameter natural gas transmission pipeline from WBI Energy's existing Mapleton Compressor Station near Mapleton, North Dakota to a new Montana-Dakota Utilities Company (MDU)—Wahpeton Border Station near Wahpeton, North Dakota. The Project will also include minor modifications at the Mapleton Compressor Station; a new MDU—Kindred Border Station near Kindred, North Dakota; new block valve settings; and new pig launcher/receiver settings. The Project may also include newly constructed farm taps along the pipeline route. The proposed Project facilities will be located in Cass and Richland Counties, North Dakota. Figure 1.1-1 of Resource Report 1 provides an overview of the proposed pipeline and associated facilities.

In accordance with Title 18 of the Code of Federal Regulations Part 380.12(g)(1), Resource Report 5 describes the existing socioeconomic conditions in the vicinity of the proposed Project, evaluates the potential socioeconomic impacts that could result from Project-related activities, and identifies proposed mitigation measures to avoid or minimize these impacts. This report summarizes baseline socioeconomic conditions including population, economy and employment, housing, public services, and transportation. In addition, this report examines the Project's potential impacts on environmental justice communities and assesses potential socioeconomic cumulative impacts. The evaluations presented in this section are based on the most current publicly available data published by a variety of federal and state agencies including the United States Department of Commerce, the United States Bureau of Labor Statistics, and the United States Census Bureau.

5.1 Existing Socioeconomic Conditions

The socioeconomic impacts of a project extend beyond its construction limits and often reach beyond the city or town where it is located. To understand the potential socioeconomic effects of a project on population characteristics and the services and economy of an area, WBI Energy considered both the character and scale of the Project and the characteristics of the region and other large developments in the area. Based on this approach, WBI Energy established a socioeconomic study area (study area) that encompasses Cass and Richland Counties—the two counties in which the proposed Project facilities are located.

Table 5.1-1 summarizes the potentially affected communities within the study area and the nearest Project facility to that community. The proposed pipeline route primarily crosses rural areas. Fargo, North Dakota is the largest population center in eastern North Dakota. At its nearest, the Project pipeline centerline is approximately 4 miles west of the southwest boundary of the Fargo—Moorhead metropolitan area and approximately 2 miles northwest of Wahpeton, North Dakota.

TABLE 5.1-1		
Wahpeton Expansion Project Distance to Potentially Affected Communities in the Socioeconomic Study Area		
County/City or Town	Nearest Project Facility/Workspace	Distance to Nearest Project Facility (miles)
Cass County		
Fargo	Kost Yard	4
West Fargo	Kost Yard	0
Mapleton	Project Centerline	0
Casselton	Project Centerline	6
Kindred	Kindred Yard	0
Richland County		
Wahpeton	MDU—Wahpeton Border Station	2
Walcott	Access Road	0
Colfax	Project Centerline	1

5.1.1 Population Density and Growth

Table 5.1-2 summarizes the 2010 and 2020 population census data and land area for the counties and selected metropolitan areas in the study area. Data for North Dakota is included for comparative purposes.

As shown in table 5.1-2, available data indicate that the 2020 population of North Dakota was 779,094, with an average population density of 11.0 persons per square mile; therefore, North Dakota is the fifth least populous state in the United States. North Dakota’s population increased by 15.8 percent from 2010 to 2020, making it the fourth fastest growing state in the United States (North Dakota Department of Commerce, 2021). The highest population densities in the Project area are found in and around Fargo, West Fargo, and Wahpeton. In 2020, Fargo was the largest city in North Dakota with a population of 125,209, accounting for nearly 63 percent of the study area population. The 2020 total population of all communities in the study area was about 201,054, representing 26 percent of North Dakota’s total population. The primary driver of population growth in the study area from 2010 to 2020 was net migration (United States Census Bureau, 2021a), largely due to increased jobs in the technology and health sectors in and around the Fargo area (NDLMI, 2021b).

TABLE 5.1-2					
Wahpeton Expansion Project Land Area and Population Characteristics Within the Project Study Area					
State/County/ City or Town	Population (2010)	Population (2020)	Population Percent Change (2010 to 2020)	Population Density (2020; persons per square mile)	Land Area (square miles)
North Dakota	672,576	779,094	15.8	11.3	69,000.8
Cass County	149,778	184,525	18.8	104.4	1,768.0
Fargo	105,549	125,209	15.7	2,519.3	49.7
West Fargo	25,830	38,194	32.4	2,343.2	16.3
Mapleton	762	1,282	40.6	328.7	3.9
Casselton	2,329	2,476	5.9	1,238.0	2.0
Kindred	692	802	13.7	534.7	1.5
Richland County	16,321	16,529	1.3	11.4	1,445.0

TABLE 5.1-2
**Wahpeton Expansion Project
Land Area and Population Characteristics Within the Project Study Area**

State/County/ City or Town	Population (2010)	Population (2020)	Population Percent Change (2010 to 2020)	Population Density (2020; persons per square mile)	Land Area (square miles)
Wahpeton	7,766	7,728	-0.5	1486.2	5.2
Walcott	235	251	6.4	251.0	1.0
Colfax	121	154	21.4	154.0	1.0
Study Area Total	166,099	201,054	17.4	51.7	3,213

Source: United States Census Bureau, 2021a.

5.1.2 Economy and Employment

As shown in table 5.1-3, North Dakota’s labor force reached over 401,945 people in 2020—a nearly 27 percent increase since the 2010 Census. In 2020, jobs were the largest driver of migration, accounting for 65 percent of all relocation to the state and 57 percent of all moves out of state (United Van Lines, 2020). The Coronavirus Disease 2019 (COVID-19) pandemic also influenced decisions to move and accelerated existing moving patterns (United Van Lines, 2020).

TABLE 5.1-3
**Wahpeton Expansion Project
Labor Force in the Socioeconomic Study Area (2020)**

State/County	Total Labor Force ^{a,b}	Civilian Workers Over 16 Years of Age ^c	Private Wage and Salary Workers ^c	Government Workers ^c
North Dakota	401,945	395,987	326,388	69,599
Cass County	106,164	115,422	102,861	12,561
Richland County	8,700	7,341	5,595	1,746

Source:
^a NDLMI, 2021c.
^b The labor force includes all people classified in the civilian labor force, plus active duty members of the military. The civilian labor force consists of people classified as employed or unemployed. Excluded are people 16 years old and over who are not actively looking for work—such as students, homemakers, retired workers, seasonal workers who are not looking for work, institutionalized people, and people doing only incidental unpaid family work. Also excluded are working-age individuals who have stopped looking for work.
^c U.S. Census Bureau, 2021a.

North Dakota has the third highest labor force participation rate in the United States at 69.5 percent, which is the lowest for the state in 20 years. The national rate was 61.7 percent in 2020. The lower labor force participation rates in all states, including North Dakota, are indicative of the impact of the COVID-19 pandemic on the labor economy (NDLMI, 2021c). Total employment is expected to increase by 0.5 percent annually between 2019 and 2029, which is lower than the national average of 0.7 percent (NDLMI, 2021c; United States Bureau of Labor Statistics, 2021).

Table 5.1-4 shows the number of employees for each major industry in the Project’s study area. The highest level of employment in North Dakota is in government, which accounts for 17.6

percent of all employment in the state. The dominant industry in the Project area and the largest private-sector industry in North Dakota is health care and social assistance. This industry comprises over 2,611 employers in the state and accounts for nearly 18 percent of all employment in the study area. Of the 2,611 healthcare and social assistance employers, 727 are located in the study area (NDLMI, 2021a). From 2010 to 2020, average employment in the health care and social assistance industry in the study area grew by 50 percent with projected job growth to continue through 2030. Richland County had a slightly lower proportion of healthcare and social assistance employment than the state, which is likely due to its close proximity to the abundant healthcare facilities available in Cass County. The next highest industries of employment in the study area are retail trade at 10.5 percent and manufacturing at 8.8 percent.

Industry	North Dakota	Cass County	Richland County
Agriculture, Forestry, Fishing, and Hunting	4,804	397	249
Mining, Quarrying, and Oil and Gas Extraction	15,154	23	NA
Utilities	3,327	157	36
Construction	25,376	7,492	363
Manufacturing	25,259	8,935	1,835
Wholesale Trade	23,087	7,709	374
Retail Trade	43,768	12,202	699
Transportation and Warehousing	16,402	5,073	199
Information	5,780	2,827	59
Finance and Insurance	17,523	8,606	166
Real Estate, Rental, and Leasing	4,974	1,777	34
Professional Technical Services	15,923	6,365	174
Management of Companies and Enterprises	3,818	1,679	NA
Administrative and Waste Services	11,903	4,436	86
Educational Services	2,714	518	NA
Healthcare and Social Assistance	61,702	21,302	683
Arts, Entertainment, and Recreation	4,762	1,648	41
Accommodation and Food Services	29,466	8,442	473
Other Services	10,646	3,273	124
Government	69,599	12,561	1,746
Total	395,988	115,422	7,341

Source: NDLMI, 2021a.

^a Average employment for occupational groups excludes most government employees, railroad employees, and self-employed persons. Therefore, employment for some groups may be higher than reported.

Notes: NA = Data not available

North Dakota's overall employment and economic outlook typically mirrors oil and gas industry trends. The state of Bakken Oil Shale production is one of the largest economic drivers

in the state, accounting for the majority of net migration and stimulating local economies. North Dakota currently has 17 active oil and gas producing counties, with four core counties producing over 96 percent of North Dakota's oil and gas in 2021 (United States Energy Information Administration, 2021). These counties are located on the western side of the state and are not included in the study area.

Reduced oil prices and steep declines in demand as a result of the COVID-19 pandemic triggered a 17 percent reduction in production in 2020 (United States Energy Information Administration, 2021). Despite declines in oil and gas activity in 2015 at the end of the oil boom and again in 2020 during the pandemic, the Mining, Quarrying, and Oil and Gas Extraction industry still exhibited the highest growth by percentage in the state from 2010 to 2020 with an increase of 42 percent. However, while North Dakota's oil and gas industry accounts for 24 percent of the state's gross domestic product, industry employment is projected to decrease by 9.7 percent by 2028 (NDLMI, 2021b). This projected decline is largely due to uncertainties surrounding regulatory changes and decreasing demand for petroleum products in response to climate change and an anticipated plateau in oil and gas production growth in the next 5 to 10 years (United States Energy Information Administration, 2021).

5.1.2.1 Per Capita Income

Table 5.1-5 shows the income statistics for the study area. The 2019 per capita incomes in counties crossed by the Project range from \$31,346 in Richland County to \$37,620 in Cass County. Per capita income in Cass County is greater than the North Dakota average per capita income of \$36,062, while Richland County's per capita income is lower. In 2019, the percentage of the population with incomes below the poverty level in Cass and Richland Counties ranged from 11.4 to 12.4 percent, which is approximately 1 to 2 percent higher than the North Dakota state average of 10.4 percent. The difference in per capita incomes relative to the state average may be associated with the expansion of the oil and gas industries in other parts of the state. Over 60 percent of those who moved to North Dakota in 2018 had an income equal to or greater than \$75,000 per year. Many of those moving to the state came for oil and gas jobs, which typically pay around three times more (\$113,880) than the state average (\$36,062)—this causes an inflated state average (NDLMI, 2021a). Oil and gas expansion in western North Dakota has resulted in significant high-paying job creation over the last several years, while fewer oil and gas jobs are available in the study area.

TABLE 5.1-5

**Wahpeton Expansion Project
Income Statistics for the Socioeconomic Study Area^a**

State/County	Unemployment Rate 2021 (percent) ^a	Average Per Capita Income (\$)	Median Household Income (\$)	Population with Incomes Below Poverty Level (percent)
North Dakota	3.3	36,062	64,894	10.4
Cass County	2.9	37,620	64,482	11.4
Richland County	1.9	31,346	61,371	12.4

Source: United States Census Bureau, 2021a; NDLMi, 2021a.

^a The labor force includes all people classified in the civilian labor force, plus active duty members of the military. The civilian labor force consists of people classified as employed or unemployed. Excluded are people 16 years old and over who are not actively looking for work—such as students, homemakers, retired workers, seasonal workers who are not looking for work, institutionalized people, and people doing only incidental unpaid family work. Also excluded are working-age individuals who have stopped looking for work because they believe work is unavailable.

5.1.2.2 Unemployment

As of October 2021, North Dakota’s unemployment rate was 3.3 percent, which is the 12th lowest unemployment rate in the United States (United States Bureau of Labor Statistics, 2021). The state’s unemployment rate has historically remained below the national average. Even during the Great Recession of the late 2000s, North Dakota’s unemployment peaked at 4.1 percent, well below the 9.6 percent national average. However, the COVID-19 pandemic has significantly affected unemployment rates in North Dakota. Unemployment spiked from 2.3 percent in March of 2020 to 8.7 percent in April of 2020. The state has seen a steady decrease in unemployment rates throughout 2021, with unemployment currently 1 percent higher than pre-pandemic levels. As shown in table 5.1-5, unemployment rates in both Cass and Richland Counties are lower than the state average and have remained lower throughout the pandemic.

5.1.2.3 Major Industries

As shown in table 5.1-4 above, healthcare and social assistance, retail trade, and manufacturing are the dominant industries in the study area.

Although not listed in table 5.1-4 as a dominant industry, agriculture is also a major industry in the study area and in North Dakota. Statistical Atlas (2021) reports that 5.8 percent of the state’s civilian population was employed in the agricultural industry in 2020, which is the second highest in the United States. However, employment projections for the agricultural industry predict a 3.3 percent decline in agricultural employment from 2018 levels by 2028 (NDLMI, 2021a). Crops make up 81 percent of agricultural sales in the state—the majority being grains, oilseeds, dry beans, and dry peas. Livestock, poultry, and other animal products make up the remaining 19 percent. Cass and Richland Counties were the top two producers of soybeans and corn in the state in 2019 and were among the top 10 sheep and lamb producers in 2020. As of 2017, there were 784 individual farm operations in Cass County and 846 farms in Richland County, accounting for over 6 percent of all farms in the state. Between 2012 and 2017, the total number of farms in North Dakota decreased by 15 percent, but the average size of each farm increased by 18 percent (United States Department of Agriculture, 2020). This may be due to declines in the market value of the state’s agricultural products over the past several years. From 2011 to 2019, prices received for agricultural goods decreased by as much as 15.3 percent while prices paid for production equipment and supplies increased by as much as 24 percent (United

States Department of Agriculture, 2020). The average government payments per farm also saw a 47 percent increase during the same period. Over 96 percent of farms are family owned and, therefore, are less resilient to market fluctuation, resulting in buyouts and consolidation of agricultural operations. Markets in Cass and Richland Counties typically mirror industry trends in the rest of the state.

5.1.2.4 Tourism

The study area offers a variety of entertainment and recreational tourist activities; however, outdoor recreation is generally the most utilized. Entertainment attractions in the study area include casinos, museums, historical buildings, water parks, and farmer's markets. Recreational activities include auto racing, indoor sports, swimming, fishing, boating, camping, hiking, golfing, mountain biking, picnicking, bird watching, hunting, off-highway vehicle use, horseback riding, snowshoeing, cross-country skiing, and snowmobiling. Most activities take place in the summer season, but some—such as snow- or ice-dependent activities—take place in the winter season (North Dakota Tourism Division, 2019).

The Sheyenne National Grassland, 32 miles west of the Project, is the only national wildlife refuge that offers outdoor recreational opportunities within the study area. The Hartleben Waterfowl Production Area, Hamilton Wills Wildlife Management Area, and Alice Waterfowl Production Area are located 22, 19, and 24 miles from the Project, respectively. These are designated wildlife management areas, which are open to hunting, fishing, and trapping (North Dakota Game and Fish Department, 2019).

Hunting and fishing are major recreational and tourist activities throughout southeastern North Dakota. The area contains abundant waterfowl, upland game birds, big-game species, and game fishing. The hunting seasons for most game species occur in the fall or winter months (September through January) with a peak in late fall (October and November; North Dakota Game and Fish Department, 2019; North Dakota Tourism Division, 2019).

5.1.2.5 Tax Revenues

Table 5.1-6 shows tax revenue by source for the state of North Dakota. Tax revenues are typically used by local and state governments for infrastructure improvements and to meet other community needs. From 2017 to 2019, 52.7 percent of all tax collection in North Dakota came from the Oil and Gas Production Tax and the Oil Extraction Tax. Most of these tax revenues are used to fund schools, roads, infrastructure, and other priority needs (Energy of North Dakota, 2018). WBI Energy will be required to pay property taxes to the counties that host the pipeline and aboveground facilities. The counties will receive property taxes based on the taxable assessment values attributable to the Project facilities in each county.

TABLE 5.1-6

**Wahpeton Expansion Project
North Dakota State General Fund Revenues by Tax Source**

Revenue Source	Net Collections 2017 to 2019 Biennium (\$ million)
Sales & Use Taxes ^a	1,965.6
Individual Income Tax	781.7
Corporate Income Tax	241.5
Oil & Gas Taxes	4,615.9
Coal Taxes ^b	75.7
Motor Fuel Taxes ^c	396.3
All Other Taxes & Fees ^d	678.0
Total Revenues	8,754.6

Source: North Dakota Office of State Tax Commissioner, 2019.

^a Includes sales and use tax, motor vehicle excise tax.

^b Includes coal severance tax and coal conversion facilities privilege tax.

^c Includes motor vehicle fuel and special fuel taxes.

^d Includes taxes on cigarettes, tobacco, estates, financial institutions, transmission lines, city sales, city lodgings, music and composition, sales and use and motor fuel cash bonds, motor fuel license fees, non-game wildlife contributions, centennial trees contributions, organ transplant support contributions, city restaurant and lodging, miscellaneous remittances, provider assessment, telecommunications, wholesale liquor, airline, city motor vehicle rental, and prepaid wireless fees.

5.1.3 Housing

The United States Census Bureau defines a housing unit as a house, apartment, group of rooms, or single room occupied or intended for occupancy as separate living quarters. The study area is predominately rural, but there are population centers within the Project vicinity (see table 5.1-2). New construction is not alleviating North Dakota's tight housing market (NDHFA, 2020a). Housing affordability is also a concern across the region as increased market demand drives up housing costs. A shortage of qualified laborers, high housing construction costs, and aging housing stock has impeded new housing development across North Dakota (NDHFA, 2020b). Results from the 2020 Census place the vacant housing in Cass County at 7.9 percent, which is lower than the potential availability in Richland (10.5 percent vacant) and the state as a whole (12.9 percent; United States Census Bureau, 2021b). The census numbers do not currently reflect available temporary housing, only vacancies in general. As a result, the numbers of available and affordable housing for the Project workforce is likely to be lower. Additionally, with other projects in the area occurring at the same time, there might be higher impacts specifically on local housing (see section 5.4).

As shown in table 5.1-7, there are approximately 63 hotels and motels totaling 5,097 rooms located in the two largest population centers (Fargo and Wahpeton) within the study area. There is one hotel with 52 rooms in Casselton, which is west of the proposed route. These existing businesses could provide temporary accommodation to non-resident workers. Fargo has the largest number of hotel and motel rooms available for temporary accommodation. Additional rooms are located in the surrounding area; however, many communities in the immediate vicinity of the proposed pipeline route are small with limited or no hotel and motel facilities.

TABLE 5.1-7			
Wahpeton Expansion Project Hotel and Motel Accommodations in Fargo and Wahpeton			
Facility	Fargo	Wahpeton	Total
Hotels/Motels	58	5	63
Rooms	4866	231	5097

Source: North Dakota Tourism Division, 2021; Hotels.com, 2021.

Tables 5.1-8 and 5.1-9 show the occupied and vacant housing inventory in the study area. Since the 2010 Census, North Dakota’s housing growth rate has been the third fastest in the United States at about 16.7 percent (United States Census Bureau, 2021b). As of 2020, there were approximately 1,700 active building permits to construct housing in the study area (United States Census Bureau, 2021b).

TABLE 5.1-8					
Wahpeton Expansion Project Occupied Housing Statistics for the Socioeconomic Study Area					
State/County	Occupied Housing Units (number)	Occupied Rental Units (number)	Owner Occupied Housing Units (percent)	Median Owner Occupied Housing Costs (\$ per month) ^a	Median Gross Rent (\$ per month)
North Dakota	380,173	113,486	62.4	1,426	826
Cass County	85,442	29,605	52.1	1,527	833
Richland County	7,798	1,885	70.9	1,172	664
Study Area Total	93,240	31,490	N/A^b	N/A^b	N/A^b

Source: United States Census Bureau, 2021b; City Data, 2019; NDHFA, 2020a.

^a Median owner costs for housing with a mortgage.

^b Data unavailable for the total study area due to lack of combined data for the areas.

TABLE 5.1-9			
Wahpeton Expansion Project Vacant Housing Statistics for the Socioeconomic Study Area (2019)			
State/County	Total Vacant Housing Units (number) ^a	Rental Vacancy Rate (percent) ^a	Seasonal, Recreational, or Occasional Use (number)
North Dakota	48,089	13	14,822
Cass County	6,725	8	706
Richland County	791	10.5	206
Study Area Total	7,516	N/A^a	912

Source: United States Census Bureau, 2021b; NDHFA, 2020b.

Note: Specific information on vacant housing statistics is not available in more recent United States Census data provided in the American Community Survey 2016–2020, 5-year Estimates.

^a The rental vacancy rate for the whole study area is unavailable due to lack of differentiated base data to complete more specific calculations.

Per the United States Census Bureau definition, a housing unit is vacant if no one is living in it at the time of the census interview—a definition that captures units for sale or rent, seasonal

use units, and any other unoccupied units. As shown in table 5.1-9, 2020 vacant housing rates in the study area ranged from 8 percent in Cass County to 10.5 percent in Richland County. There were 7,516 vacant housing units in the study area, of which about 12 percent were seasonal, recreational, or occasional use housing.

As shown in table 5.1-10, there are no modular work camps operating in the study area. There are seven recreational vehicle (RV) parks and campgrounds with 180 full hook-up sites licensed in the study area, which could be used for temporary workforce housing.

TABLE 5.1-10		
Wahpeton Expansion Project Campsites Located in the Socioeconomic Study Area		
County	RV Parks and Campgrounds	Full Hook-up Sites
Cass County	4	145
Richland County	3	35
Study Area Total	7	180

Source: North Dakota Tourism Division, 2021.

5.1.4 Transportation

The North Dakota Department of Transportation (NDDOT) is responsible for development, operation, and maintenance of surface transportation in the state. As of 2017, there were 106,202 total road miles (NDDOT, 2021c.) and 4,858 bridges in North Dakota (American Road and Transportation Builders Association, 2021). Of the total road miles, about 3,720 miles are on the National Highway System including 571 miles of interstate. Interstate Highway 29 and Interstate Highway 94 are the major United States highways in the study area. In 2020, there were over 500,000 licensed drivers and over 1 million vehicle registration renewals in North Dakota. Interstates comprised less than 1 percent of the roads in the state but carried around 23 percent of the vehicle miles traveled in 2020 (NDDOT, 2021a).

State and federal funds support almost all public transport in North Dakota. In 2020, over 2.8 million rides were provided by 334 buses and vans. Because most of the state is rural (areas with a population of less than 50,000), the NDDOT provides grants for rural transportation programs to provide access to people in non-urbanized areas (NDDOT, 2021b).

Table 5.1-11 identifies primary roadway corridors within the study area. Other roads along the pipeline routes are paved or unpaved county, local, and private roads. In addition to potentially being crossed by the Project, some of these roads will be used to provide access to the Project area during construction. Project route maps depicting the road crossings and access roads are provided as appendix 1A of Resource Report 1. Additional information regarding road crossings and access roads is provided in Resource Report 8.

TABLE 5.1-11	
Wahpeton Expansion Project Primary Roadways Within the Socioeconomic Study Area	
County	Primary Roadways
Cass County	Interstate 29 and 94, State Highways 18, 38, and 46
Richland County	Interstate 29, State Highways 11, 13, 18, 27, 46, and 127

Source: NDDOT, 2021a.

5.2 Socioeconomic Impact Analysis and Mitigation

5.2.1 Population

WBI Energy anticipates that the maximum workforce for construction of the proposed Project will be about 225 people at its peak. Construction of the pipeline facilities will be accomplished using one or two construction spreads with an average of approximately 175 people. The workforce will consist primarily of employees who will temporarily relocate to the Project area. Construction of the aboveground facilities and modifications at the Mapleton Compressor Station will require a temporary workforce of about 15 additional people working for up to seven weeks at each facility. WBI Energy is still evaluating operational staffing needs but anticipates one new hire to assist in the operation and maintenance of the new facilities.

Construction of the Project will result in a temporary increase in the population of the Project area. A portion of the construction workforce will be non-local, skilled workers that will reside in the Project area during construction and then move out of the area once construction is complete. Pending receipt of the necessary permits and approvals, WBI Energy anticipates that the Project construction period will be from the spring through the fall of 2024 and the facilities will be placed into service in November 2024. Consequently, there will not be long-term significant impacts on population resulting from the Project.

5.2.2 Economy and Employment

As noted above, WBI Energy expects the construction workforce will consist primarily of workers temporarily relocating to the Project area. Their projected employment is anticipated to last for the period of construction (approximately seven months). Although there may be local or regional workers brought on for the Project, the majority of the workforce will be temporarily relocating. As such, WBI Energy expects that the hiring of local or regional workers for construction will have minimal impact on the overall unemployment rates for the region given the short-term nature of the work and the relatively large Project area.

WBI Energy is still evaluating operational staffing needs but anticipates one new hire to assist in the operation and maintenance of the new facilities. The effect of this one new permanent hire on the unemployment rate will be negligible.

The majority of land crossed by the Project is rural in nature and few businesses (other than farming operations) are in close proximity to the Project. Construction of the pipeline will have a temporary impact on the farmers whose croplands are crossed by the Project, but the Project is not anticipated to have any direct impacts on non-agricultural businesses. No displacement or removal of residences or businesses is anticipated due to Project construction.

or operation. Moreover, the effect of WBI Energy's use or crossing of roads will be localized and temporary. WBI Energy will coordinate any planned road closures with land and business owners. Should construction or operation of the Project result in any unplanned impacts on residences or businesses, WBI Energy will work with the individual property or business owner to mitigate the concerns on a case-by-case basis.

5.2.3 Tourism

The Project does not cross any public recreational lands or pass through any significant tourist attraction areas. Impacts will primarily be associated with increased traffic, noise, and visual impacts caused by construction equipment and activities. Impacts on tourism may be increased due to the timing of the construction schedule (spring 2024 through fall 2024), which is within summer peak tourist season. While construction will coincide with spring, summer, and fall activities such as hunting and fishing, impacts will be short term and localized as discussed below. The Project is not expected to affect the revenues of the tourism industry at the state or local levels, primarily because of the relatively short period (around seven months) of construction.

To minimize noise impacts, construction equipment will be operated on an as-needed basis. While individuals in the immediate vicinity of the construction corridor will experience an increase in noise, this effect will be temporary and localized—typically dissipating to unnoticeable levels beyond 0.5 mile from the construction workspace. Additional information on potential impacts associated with noise is provided in Resource Report 9.

There could be some impacts on tourists due to increased competition for lodging given the existing high demand for accommodations as discussed in section 5.1.3 and the fact that construction will occur during peak tourist season. WBI Energy anticipates that a portion of its workforce will consist of local residents and commuters who will not require lodging facilities in the Project vicinity. The remainder of the workforce will use temporary accommodations in the Project vicinity. Consequently, there is potential for some competition between the Project workforce and tourists visiting the area during the construction period.

Short- and long-term impacts on visual resources in areas used by tourists may occur due to construction activities and the temporary loss of scenic vistas resulting from the clearing and temporary disturbance of the right-of-way. However, the proposed pipeline will be buried underground and WBI Energy will restore the construction right-of-way as near as practicable to preconstruction condition in accordance with the Federal Energy Regulatory Commission (FERC) *Upland Erosion Control, Revegetation, and Maintenance Plan* and *Wetland and Waterbody Construction and Mitigation Procedures*. Therefore, visual impacts from the Project will not have a significant long-term impact on the tourism industry.

Construction activities may have an impact on hunting, fishing, and other outdoor recreational activities due to traffic and noise associated with construction; however, these impacts will be localized and temporary as construction activities proceed through any given area. Further, opportunities to hunt, fish, and engage in other seasonal activities will be available in surrounding areas. Therefore, the Project is not expected to have a significant impact on seasonal tourist activities. More information regarding recreation and special interest areas is provided in section 8.9 of Resource Report 8.

5.2.4 Housing

The influx of construction workers for the Project will temporarily increase the demand for housing in the area. WBI Energy is not proposing to construct temporary work camps to accommodate non-local workers. Based on the short duration of construction (about seven months) and the sufficient availability of temporary housing options (e.g., housing units, hotel/motel rooms, RVs, and campsites), the Project is expected to have a temporary, short term, and localized impact on housing. The potential additional permanent employee who will be hired for operation and maintenance of the Project facilities will have a negligible long-term effect on housing demand.

5.2.5 Government Services

Impacts on government services (i.e., police, fire, and medical services) will generally correspond to the movement of construction through a given area. Impacts associated with the Project are expected to be temporary and localized. Local government services are adequate in the study area to support the temporary addition of construction workers in the area. Table 5.2-1 details the police and fire protection services located within the study area for the Project. WBI Energy will coordinate with these local public services to verify that they are adequately equipped to respond in the unlikely event of a major incident during Project construction. Resource Report 11 provides detailed information on measures to be implemented to protect public safety once the facilities are in operation.

TABLE 5.2-1		
Wahpeton Expansion Project Fire and Police Departments Located in the Socioeconomic Study Area		
County	Fire Departments	Police Departments
Cass	3	4
Richland	1	2

Source: USA Fire & Rescue, 2021; USA Cops, 2021.

There are seven hospitals and medical clinics in the study area with a total of 1,124 beds. All hospitals are located in the city of Fargo in Cass County. The two largest hospitals both belong to Sanford Medical Center. The Broadway Street location has 380 beds and the 23rd Avenue location has 246 beds. Currently, there are no hospitals in Richland County. The nearest hospital facility for the city of Wahpeton is the St. Francis Medical Center in Breckinridge, Minnesota and is located adjacent to Wahpeton. Table 5.2-2 identifies hospitals near the proposed Project area and the number of beds by facility.

TABLE 5.2-2			
Wahpeton Expansion Project Hospitals Near the Project Area			
County	Hospital Name	Town	Number of Beds
Cass	Essential Health Fargo	Fargo, North Dakota	145
	Sanford Medical Center (801 Broadway North)	Fargo, North Dakota	380
	Vibra Hospital	Fargo, North Dakota	31
	Prairie St. John's	Fargo, North Dakota	110

TABLE 5.2-2			
Wahpeton Expansion Project Hospitals Near the Project Area			
County	Hospital Name	Town	Number of Beds
	Sanford South University	Fargo, North Dakota	170
	Sanford Medical Center (5225 23rd Ave South)	Fargo, North Dakota	246
	Pam Rehabilitation Hospital of Fargo	Fargo, North Dakota	42
Richland	St. Francis Medical Center	Breckinridge, Minnesota	25
Total	8		1,149

Source: North Dakota Department of Health, 2021.

There are several educational facilities near the Project area, particularly near larger population centers. Due to the relatively short duration and transient nature of construction, WBI Energy anticipates that most non-local workers will not be accompanied by their families. Therefore, local schools are not expected to be affected by the temporary influx of non-local workers.

5.2.6 Economy and Tax Revenue

Some of the construction payroll earnings for the Project are expected to be spent locally/regionally. In addition, it is expected that some portion of non-local payroll earnings will be spent locally for the purchase of items such as fuel, food, and entertainment. Construction personnel hired directly or through a third party will have a positive impact on local tax revenues through payroll spending on housing, food, utilities, entertainment, and luxury items. The Project construction payroll is approximately \$39,559,805 over the duration of the Project, which may help stimulate regional employment as new workers are hired to meet construction demands. Due to the minimal number (one) of new permanent employees that will be hired, the Project will have little effect on the long-term payroll of the region or local economies.

WBI Energy estimates that a portion of construction materials will be purchased locally (excluding pipe, valves, and fittings) and other construction funds for housing, machinery repair, catering, fuel, and other items will be spent locally. WBI Energy estimates that the cost of construction materials and supplies will be about \$16,320,091. Materials such as concrete, stone, erosion control materials, mulch, seed, and fencing are all items that can be purchased from local vendors. These purchases will result in short-term beneficial impacts on local businesses by generating additional revenues and contributing to the tax base. Based on current state sales tax rates, the state sales tax revenues for material and supplies are estimated to be about \$979,205.

Project construction will result in positive short-term benefits through increased state and local sales tax revenues associated with increased payroll spending by the construction workforce and the purchase of construction materials. Positive indirect impacts include increased sales for businesses that specifically service construction activities. WBI Energy will pay the required environmental and construction permit fees, which will generate a small amount of revenue for the counties. Income and sales tax revenues generated from Project construction will most likely benefit education and school programs, health care programs, and public transportation and infrastructure projects.

In addition, ad valorem, or property taxes, result in long-term benefits to local and regional economies. Ad valorem tax revenues will depend on the length or footprint of the Project facilities

in each county and will be paid over the life of the Project. Based on estimated property tax rates, WBI Energy estimates that the total annual ad valorem tax revenue associated with the Project will be about \$242,344. Property tax revenues are typically used by local and state governments for infrastructure improvements such as roads, schools, and health facilities and to meet other community needs.

5.2.7 Transportation

Project construction will intermittently affect transportation and traffic in the Project area at varying levels due to construction across roads and highways, the commuting of the construction workforce to the Project area, and the movement of construction vehicles and delivery of equipment and materials to the construction work area.

The movement of construction equipment, materials, and construction personnel will cause a temporary increase in traffic volumes along area roadways. However, impacts from construction-related traffic will be short term at any location as construction personnel and equipment will be geographically dispersed during the construction period and personnel will travel to and from the Project area primarily during early morning and late evening hours. Additionally, construction contractors will comply with local weight limitations and restrictions on area roadways and will remove any soil that falls onto roadway surfaces.

Construction across roads and highways will result in short-term, local impacts on public transportation while construction activities pass through the Project area. Most paved roads, highways, and railroads will be crossed by boring beneath the roadbed or railroad, which will reduce potential impacts on transportation during construction. Brief traffic delays may occur when equipment needed to complete a bore is brought onto, or off of, the Project site; however, the Project will use flaggers and signage to safely slow or direct traffic as appropriate. Unpaved roads, two-tracks, and trails will be crossed using the open-cut method. WBI Energy will document existing road conditions (likely using photography) prior to construction and will restore any roads that are damaged by the Project to pre-disturbed or better conditions in accordance with landowner or road agency requirements. Although these crossings are not expected to affect transportation, WBI Energy will implement measures (e.g., detours, plating over the open portion of the trench) to maintain passage for landowners and emergency vehicles as appropriate.

Existing local county and township roads will be used to transport construction equipment and materials to the Project area. Estimates for the number of vehicles that WBI Energy anticipates will be required during construction are provided in table 5.2-3. Vehicles will include stringing trucks, welding rigs, water trucks, fuel trucks, mechanic trucks, front-end loaders, hydrostatic equipment trucks, backhoes, and construction personnel and environmental inspector vehicles. WBI Energy anticipates that some workers will carpool to the construction area, thus reducing passenger vehicle load on local roads. During construction, vehicles will be distributed across the Project area according to the specific phase of construction; in addition, vehicles involved in construction are anticipated to travel between the yards and the construction workspace approximately one to two times per day. While the total duration of construction along the pipeline route is anticipated to last approximately seven months, construction in any distinct location is anticipated to last about four to six weeks and construction activities will be scheduled to take advantage of daylight hours (construction activities will generally occur Monday through Saturday from 7:00 AM to 7:00 PM). As such, construction crews will typically avoid peak commuting periods by traveling to the worksite early in the morning and traveling from the worksite

later in the evening. As described in Resource Report 1, certain construction-related activities such as hydrostatic testing, guided bore operations, and tie-ins—among others—may occur at unspecified times and outside of the normal workday. WBI Energy will attempt to schedule these activities in such a way (e.g., outside of peak traffic hours) to minimize impacts on local commuter traffic. The Project may create a minor temporary increase in traffic on county and township roads during active construction, but major traffic delays are not anticipated. Construction of the pipeline across most public roads will be completed via guided bore; therefore, no impacts on local traffic are anticipated.

TABLE 5.2-3 Wahpeton Expansion Project Estimated Daily Vehicle Traffic					
Project Facility	Construction and Delivery Vehicles	Construction Personnel Vehicles	Estimated Duration of Construction	Estimated Trips Per Day Per Vehicle	Estimated Total Trips Per Day
Pipelines	23	175	7 month period	2	396
Mapleton Compressor Station	2	8	8 day period	2	20
MDU—Wahpeton Border Station	6	15	30 day period	2	42
MDU—Kindred Border Station	6	15	30 day period	2	42

If a road closure is necessary, WBI Energy will work with local law enforcement and county agencies to minimize the impacts on local traffic. Construction vehicles and equipment will comply with all federal, state, and county regulations and local load weight restrictions.

5.2.8 Agriculture

Construction of the proposed pipeline will result in the short-term loss of cropland within the construction right-of-way and construction of the aboveground facility sites will result in temporary and permanent impacts on agricultural lands (see Resource Report 8).

5.3 Environmental Justice

Executive Order 12898 on Environmental Justice recognizes the importance of using the National Environmental Policy Act process to identify and address, as appropriate, any disproportionately high and adverse health or environmental effects of its programs, policies, and activities on minority and low-income populations. Consistent with Executive Order 12898, the Center for Environmental Quality called on federal agencies to actively scrutinize the following issues with respect to environmental justice (CEQ, 1997):

- the racial and economic composition of affected communities;
- health-related issues that may amplify project effects on minority or low-income individuals; and
- public participation strategies, including community or tribal participation in the process.

The United States Environmental Protection Agency’s (USEPA) Environmental Justice Policies focus on enhancing opportunities for residents to participate in the decision-making process. The USEPA (2014) states that environmental justice involves meaningful involvement so that: “(1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public’s contributions can influence the regulatory agency’s decision; (3) the concerns of all participants involved will be considered in the decision-making process; and (4) the decision-makers seek out and facilitate the involvement of those potentially affected.”

FERC approved WBI Energy’s request to use FERC’s pre-filing process on September 27, 2021. One of the major goals of this process is to increase public awareness and encourage public input regarding every aspect of the Project before an application is filed. In support of the process, WBI Energy hosted landowner informational meetings and open houses and participated in FERC’s scoping process to receive input from the public about the Project. Landowner informational meetings were held in Wahpeton on September 15, 2021, and in Kindred on September 16, 2021. These meetings were conducted at each location from 11:00 AM to 1:00 PM and from 4:00 PM to 6:00 PM. Open houses were held in Kindred on November 16, 2021, and in Wahpeton on November 17, 2021. These open houses were conducted at each location from 11:00 AM to 1:30 PM and from 4:30 PM to 7:00 PM. WBI Energy also conducted outreach with Native American peoples (see Resource Report 4).

The FERC scoping was initiated with FERC’s Notice of Scoping on January 4, 2022, continued for 30 days until February 3, 2022, and included two virtual public comment meetings on January 25 and 27, 2022. WBI Energy’s filing of this resource report and of other draft resource reports is also part of the process and provides more opportunities for public engagement. This resource report and other WBI Energy filings will be posted on the FERC e-library website, which is available for public viewing and is consistent with a core aspect of Executive Order 12898 on Environmental Justice that public documents, notices, and meetings should be made readily available to the public during review of a project.

5.3.1 Demographic and Economic Data

In accordance with federal guidelines, this environmental justice assessment utilizes demographic and poverty-level data for the geographical area potentially affected directly by the Project to determine if minority and low-income populations are present. The United States Census Bureau 2020 Decennial Census data were used as the source for this information.

Individuals who identify as any race other than white and/or list their ethnicity as Hispanic or Latino are considered minority (USEPA, 2019). According to federal guidelines, an area where the minority population exceeds 50 percent of the total population or where the minority population percentage is “meaningfully greater” than the minority population of an appropriate unit of geographic analysis—referred to as a reference population—is determined to be an environmental justice population (CEQ, 1997). Low income is defined by the USEPA as households where the income is less than or equal to twice the federal poverty level (USEPA, 2019). The designation of a low-income environmental justice community is contingent on the poverty levels for the community being equal to or higher than the poverty level of a reference population.

To define an analysis area and identify potentially impacted environmental justice populations, federal guidance advises using an “appropriate unit of geographic analysis” that does not “artificially dilute or inflate” the population (CEQ, 1997). The selected area may be a neighborhood census tract or block group, a governing body’s jurisdiction, or another similar geographic unit. The census block group (CBG) is the smallest geographic unit for which United States Census Bureau demographic data are available. This assessment includes CBGs within 1 mile of the Project centerline and/or aboveground facilities. The chosen reference populations are the respective counties within which the CBGs are located.

Figure 5.3-1 depicts CBGs and minority and low-income populations within 1 mile of the Project facilities and workspaces. Table 5.3-1 provides demographic statistics and economic data for North Dakota, the two counties affected by the Project, and CBGs within 1 mile of the proposed pipeline centerline, aboveground facility sites, and/or Project workspaces.

TABLE 5.3-1

Wahpeton Expansion Project
Environmental Justice Demographic Indicators for Census Blocks Crossed by the Project ^a

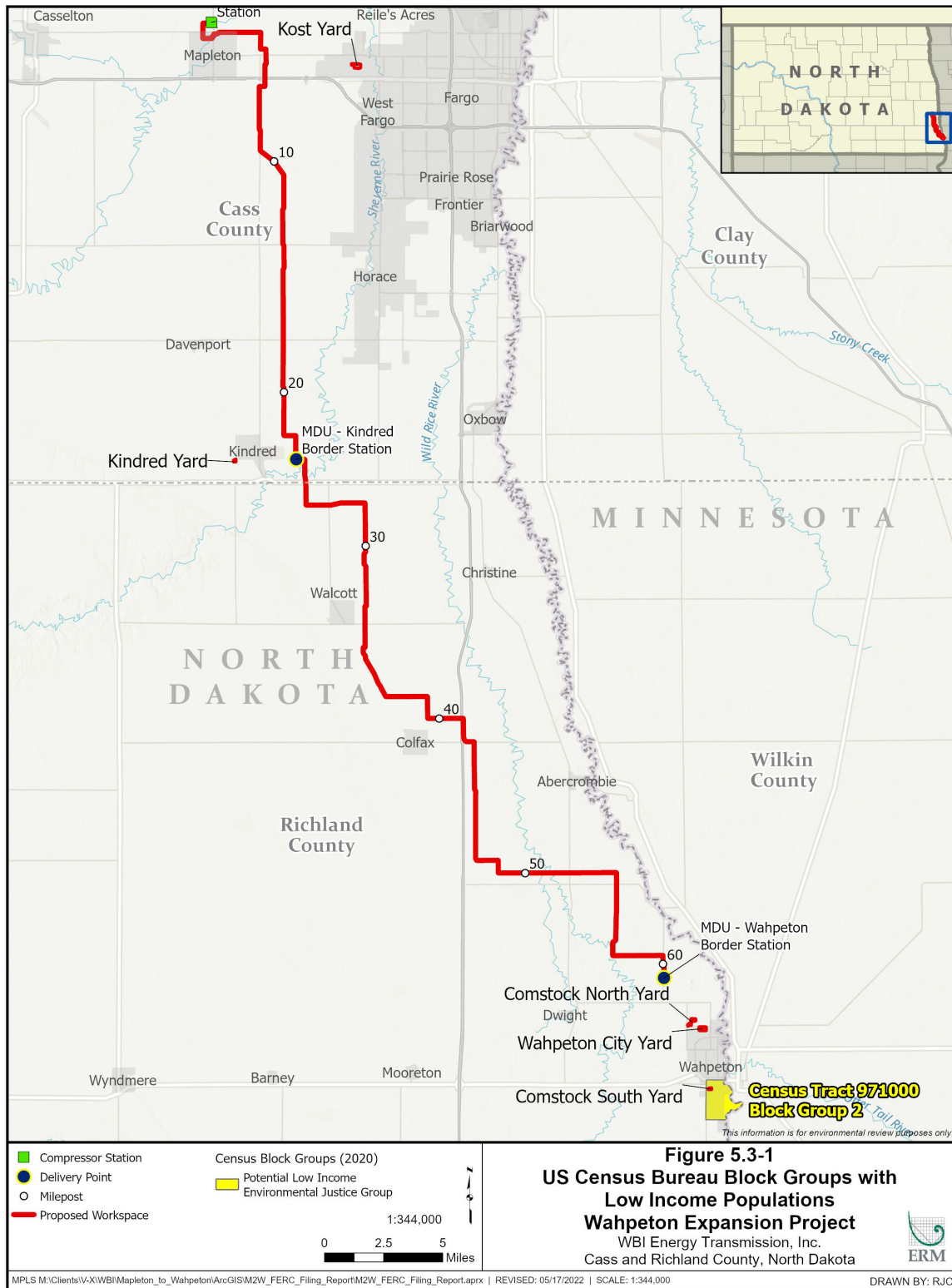
State/County	White Alone Not Hispanic or Latino (percent)	African American or Black (percent)	Asian (percent)	American Indian/ Alaska Native (percent)	Native Hawaiian or Other Pacific Islander (percent)	Hispanic or Latino (percent)	Some Other Race (percent)	Two or More Races (percent)	Total Minority ^b (percent)	Below Poverty Level ^c (percent)
North Dakota	84.4	2.9	1.4	5.1	0.11	0.13	2.2	3.7	15.6	11.4
Cass County	85.4	5.5	2.9	0.9	0.02	0.07	2.5	2.7	14.6	11.4
Census Tract 040300, Block Group 3	99.2	0.2	0.0	0.0	0.00	0.00	0.0	0.6	0.8	0.3
Census Tract 040600, Block Group 1	94.3	0.0	0.0	0.2	0.00	0.17	0.8	4.6	5.7	6.0
Census Tract 040600, Block Group 2	96.5	0.0	0.0	1.2	0.65	0.00	0.2	1.5	3.5	2.0
Census Tract 040800, Block Group 2	80.6	8.6	0.5	0.1	0.00	0.00	2.7	7.6	19.4	4.8
Census Tract 040800, Block Group 3	83.2	6.9	0.0	0.4	0.00	0.00	3.6	5.9	16.8	0.9
Richland County	91.3	0.7	0.4	1.8	0.00	0.02	2.7	3.1	8.7	15.1
Census Tract 970700, Block Group 1	95.7	0.0	0.0	0.0	0.00	0.00	3.7	0.6	4.3	4.2
Census Tract 970700, Block Group 2	88.4	0.3	0.0	0.1	0.00	9.38	0.5	1.3	11.6	3.6
Census Tract 970800, Block Group 1	98.5	0.0	0.0	0.2	0.00	0.00	0.2	1.2	1.5	4.7
Census Tract 970900, Block Group 1	84.1	0.0	0.0	1.0	0.00	0.00	7.9	7.0	15.9	10.4
Census Tract 971000, Block Group 2	88.2	2.2	0.0	0.0	0.00	0.00	3.1	6.5	11.8	26.0

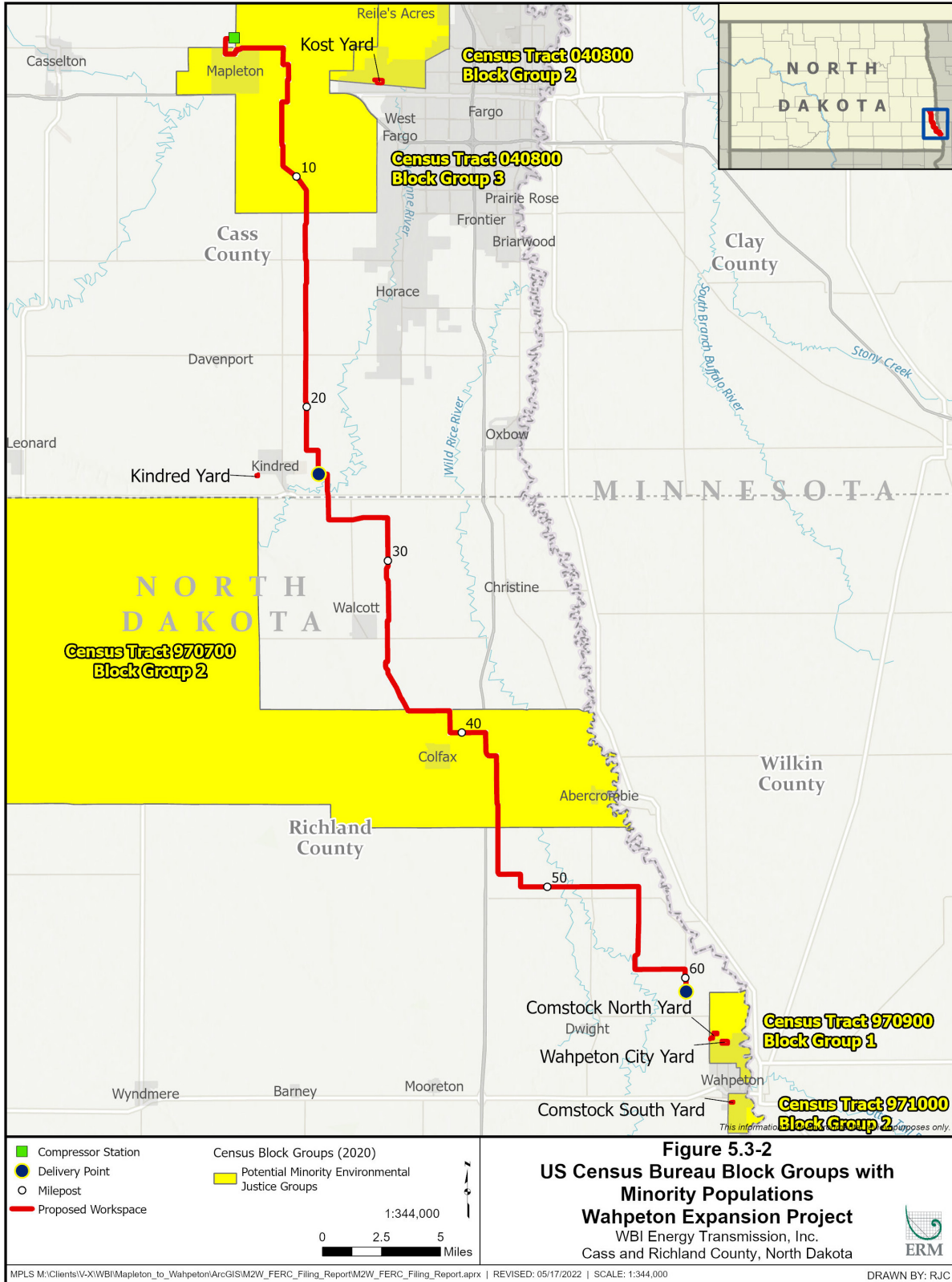
Source: United States Census Bureau, 2021a Table B17017, B03002.

^a Data represents census populations within 1 mile of the Project.

^b Minority refers to people who reported an ethnicity and race other than non-Hispanic white. Totals may not sum to 100 due to rounding.

^c Poverty level is set by the United States Census Bureau based on family size and composition; poverty status is determined based on pre-tax income excluding capital gains.





Based on the “meaningfully greater” analysis method, two CBGs in Cass County and three CBGs in Richland County meet the definition of an environmental justice community based on minority population. Cass and Richland Counties are both majority white (not Hispanic or Latino) areas, with total minority populations less than the state as a whole. In Cass County, Census Tract 408, Block Groups 2 and 3 are considered minority population environmental justice groups as they have total minority populations that are at least a 10 percent increase over the county percentage of minority population. In Richland County, the minority population environmental justice groups are Census Tract 9707, Block Group 2; Census Tract 9709, Block Group 1; and Census Tract 9710, Block Group 2. In addition, Census Tract 9710, Block Group 2 also meets the criteria of an environmental justice community based on low-income data. Although these Block Groups meet the definitions of environmental justice groups based on meaningfully greater analysis, they are majority white in demographic with the highest total minority percentage of all block groups at 19.4 percent.

Census Tract 408, Tracts 2 and 3 are located near the town of Mapleton. As with the other tracts in the area, these Block Groups cover predominantly rural areas. Mapleton Elementary, Mapleton City Hall, and the Church of Lutheran Confession are potentially sensitive receptors at a distance of around 1 mile of the centerline of the Project. With the type of work being done in the area of Mapleton, the main concerns related to sensitive receptors would be traffic disruptions and construction related air quality issues. Issues related to traffic patterns are discussed in more depth in section 5.2.7. The traffic and construction issues are expected to be temporary and short in duration. Air quality is addressed in Resource Report 9 and is expected to result in temporary minor impacts. As such, no disproportionately high or adverse impacts are expected on this community.

Census Tract 9707, Block Group 2 encompasses a predominantly rural area. Although the minority population is meaningfully greater than that of Richland County, the total minority percentage for the Block Group is less than that of the state. The area of the Block Group that intersects the Project is near the town of Colfax. The town is more than 1 mile away from the centerline of the Project and, as such, there are no sensitivity receptors that might be significantly impacted by Project construction.

Census Tract 9710, Block Group 2 is located on the southern side of the city of Wahpeton. It is the only Block Group that meets the criteria for an environmental justice group based on both minority population and low-income status. Although it is not within 1 mile of the pipeline or aboveground facilities, it is included due to the planned placement of contractor yards within the bounds of the CBG. The sites chosen for the contractor yards in this CBG are located in an area comprised of industrial businesses and appear to have been previously used for industrial or manufacturing purposes. As such, the usage of these sites to temporarily function as contractor yards during the construction phase of the Project would be in keeping with the existing nature of the sites.

Census Tract 9709, Block Group 1 is located on the northern side of the city of Wahpeton. There is a proposed contractor yard within the bounds of the CBG and the boundaries of the CBG are within 1 mile of the pipeline. Although the CBG is considered, by definition, an environmental justice community, it covers a large area of land. In the northern section of the Block Group nearest to the pipeline and facilities, there are no residences or sensitive community areas. The nearest active facility is a food manufacturing plant. The contractor yard is located farther south and although it is nearer to the residential areas, it is still more than 1 mile away. The contractor

yard is located across from an industrial zone. The site appears to be unused. As with the other contractor yards, the impacts from the temporary placement of the contractor yards during the construction phase are expected to be minimal considering the existing site usage and distance from residential areas.

There are no linguistically isolated areas within 1 mile of any part of the Project Area. The Project team will perform specialized outreach to any linguistically isolated communities or other environmental justice communities encountered during the course of the Project. Overall, although there is one low-income environmental justice community and five minority population environmental justice communities within 1 mile of the Project, no residences, schools, hospitals, or commercial services that support the community will be crossed or bordered by Project activities. For those sensitivity receptors mentioned above, all are at a distance of around 1 mile or more. While there may be some visual, noise, air quality, or traffic impacts on these communities, it is expected that any impacts will be short-lived and not cause disproportionately severe impacts. As such, environmental justice impacts are not anticipated to result from the Project.

Because the 2020 Decennial Census data was released in March 2022 after most of WBI Energy's outreach efforts occurred, WBI Energy's early outreach was based on environmental justice communities identified during the majority of its Pre-Filing Process. These communities were limited to two CBGs located near contractor yards with no environmental justice communities previously identified within 1 mile of the proposed pipeline or aboveground facilities. With regard to the proposed pipeline and aboveground facilities, WBI Energy has worked extensively to coordinate directly with landowners in the area to negotiate survey access and verbal agreement on siting of the pipeline route. WBI Energy has worked with affected landowners directly to avoid impacts to farming practices by routing the pipeline along the edge of land parcels instead of diagonally across them and has routed the pipeline based on landowners amenable to the route. See Resource Report 10 for a discussion of WBI Energy's extensive coordination with landowners and consideration of alternatives based on landowner feedback.

5.4 Cumulative Impacts

Section 1.10 of Resource Report 1 defines a cumulative impact and describes the general scope of the cumulative impact analysis for the Project. This section describes the potential cumulative impacts on socioeconomics from the Project combined with the past, present, and reasonably foreseeable future actions (RFFA) identified in appendix 1H and figure 1.10-1 of Resource Report 1. The location, proposed schedule, and a description of each RFFA are provided in appendix 1H.

Socioeconomic impacts of the Project include temporary and localized increases in traffic, temporary population increases in the areas where workers are located, temporary economic migration and increased burden on housing and other accommodations, temporary effects on tourism, and increased tax revenues. Impacts to local utilities, public services, and health are possible, but unlikely.

The RFFAs that could fall within the geographic and temporal scope for socioeconomics are listed in appendix 1I of Resource Report 1. This section focuses on RFFAs that could impact socioeconomics on a county-wide scale within Cass or Richland Counties.

- Meridian Grove Second Addition and Asmoor Glen Projects: These residential developments would improve housing availability within the Project area. Construction is expected to temporarily increase traffic on haul roads and may affect electric, telephone, and fiber optic lines.
- Flickertail Solar Project and Harmony Solar Projects: Construction of these solar projects are expected to result in short- and long-term economic benefits. The benefits of the Flickertail Solar Project include employment, an increased tax base due to property taxes, and increased spending during construction. Although impacts are expected to be primarily positive, adverse impacts could include increased demand on the existing labor force and demand for local housing during construction. Construction is expected to temporarily increase traffic on haul roads and may affect electric, telephone, and fiber optic lines. The schedule for the Harmony Solar Project is unknown and may contribute to similar effects as the Flickertail Solar Project if the construction occurs concurrently with the Project.
- Fargo Moorhead Area Diversion Project: This project could result in county-wide impacts on socioeconomics similar to those described for the Project. This United States Army Corps of Engineers Flood Risk Management Project could potentially improve property values for properties within the flood risk area. Construction is expected to temporarily increase traffic on haul roads and may affect electric, telephone, and fiber optic lines.
- Kindred/Davenport Regional Airport Runway Expansion Project: The airport expansion may encourage business and economic activity by making the region more accessible via an improved air transportation facility. Overall, the airport is not anticipated to cause a substantial social impact on the community. Construction is expected to temporarily increase traffic on haul roads and may affect electric, telephone, and fiber optic lines, but the construction is proposed to begin several years following the Project.
- NuStar Pipeline Operating Partnership's Pipeline Relocation Project: Construction of this project would result in the replacement/relocation of about 2.2 miles of 10-inch-diameter steel petroleum products pipeline, with temporary and localized impacts similar to those described for the Project but on a much smaller scale. Construction is expected to temporarily increase traffic on haul roads and may affect electric, telephone, and fiber optic lines.
- MDU Distribution System for Kindred and Wahpeton and Farm Tap Service: MDU is planning to build distribution systems from the MDU—Kindred Border Station to industrial and residential customers in Kindred and from the MDU—Wahpeton Border Station to natural gas customers in Wahpeton. MDU is also planning to construct service lines off the mainline to provide landowners with natural gas services. Although impacts are expected to be primarily positive, adverse effects are not expected because these distribution systems are unlikely to be built in a similar time frame as the Project. Construction is expected to temporarily increase traffic on haul roads and may affect electric, telephone, and fiber optic lines.

- Power lines: Power lines are anticipated to be built to serve non-jurisdictional facilities at the proposed MDU—Kindred and MDU—Wahpeton Border Stations. Construction of the power lines is not anticipated to increase demand on labor force or temporary housing, but would temporarily affect traffic and electric lines in the vicinity of the MDU—Kindred and MDU—Wahpeton Border Stations during construction.
- Ongoing agricultural activities: The ongoing agricultural activities in the vicinity of the Project are expected to continue throughout the life of the Project. During construction, agricultural activities will be temporarily affected by construction in the immediate vicinity of the Project, but the impacts will be highly localized and temporary. Ongoing maintenance of the Project may temporarily affect farming activities, but the impacts would be short in duration and limited to the permanent pipeline easement.
- New Unnamed Pipeline: A new, unnamed pipeline is proposed to capture natural gas from western North Dakota and transport it to eastern North Dakota and could have similar county-wide impacts on socioeconomics similar to those described for the Project. However, the location of the new, unnamed pipeline is unknown and would not be constructed in the same timeframe as the Project and, thus, the potential for cumulative impacts cannot be determined.
- NDDOT Projects: The 40 NDDOT Projects that are scheduled to be completed between 2022 and 2025 in Cass and Richland Counties are primarily road surface preventative maintenance projects, several safety improvement projects, and some road rehabilitation projects. The improvements would provide efficient and reliable means of transport for goods, services, and people facilitating economic growth and stability within the region. Following temporary impacts on traffic during construction, road improvements would have an overall beneficial impact by improving traffic flow, traffic safety, and highway accessibility.

Cumulative impacts on employment and workforce with projects that are scheduled to occur at the same time will largely depend on how much of the temporary construction workforce is sourced locally and the number of permanent positions that will be needed to operate the other projects' facilities. Alongside the temporary workforce numbers, there may also be impacts on housing. Depending on the temporary housing set-ups devised by the other projects, the impacts on housing could be positive or negative. While there are currently no other projects planned during the entirety of the scope of the Project, there are multiple projects that would likely impact traffic patterns and accessibility during Project construction. It will be important to consider the effects on traffic, workforce, and housing with consideration to the other projects. There are likely to be long-term positive cumulative impacts on the economy from property, sales, and income tax collections associated with the Project and the RFFAs listed above.

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