Mountain Valley Pipeline Boost Project

Docket No. CP26-__-000

Resource Report 5 – Socioeconomics

October 2025

MVP Boost Project
Resource Report 5 – Socioeconomics

Resource Report 5 Filing Requirements per 18 CFR § 380.12	
Information	**Location in Resource Report**
Minimum Filing Requirements	
1. Describe the socioeconomic impact area. (§ 380.12(g)(1))	Sections 5.1 and 5.2
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 5.3.4, and 5.3.5
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))	Sections 5.3.1, 5.3.2 and 5.3.3, and Appendix 5-A
4. Determine whether existing housing within the impact area is sufficient to meet the needs of the additional population. (§ 380.12(g)(4))	Section 5.3.3
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))	Section 5.3.3.1
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))	Section 5.3.6 and Appendix 5-A
Minimum Filing Requirements – Appendix A to Part 380 [Note: May overlap with requirements above.]	
1. For major aboveground facilities and major pipeline projects that require an EIS, describe existing socioeconomic conditions within the project area. (§ 380.12(g)(6))	Section 5.2
2. For major aboveground facilities, quantify impact on employment, housing, local government services, local tax revenues, transportation, and other relevant factors within the project area.	Section 5.3

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LIST OF ACRONYMS AND ABBREVIATIONS

AADT	Average Annual Daily Traffic
CR	County Route
EJ	Environmental Justice
EPC	Engineering, procurement, and construction
FERC	Federal Energy Regulatory Commission
I	Interstate
MVP	Mountain Valley Pipeline, LLC
MVP Mainline	existing Mountain Valley Pipeline mainline
Project	Mountain Valley Pipeline Boost Project
RV	recreational vehicle
SR	State Route
VDEQ	Virginia Department of Environmental Quality
VEJA	Virginia Environmental Justice Act
VFD	Volunteer Fire Department
WVDOH	West Virginia Department of Highways

RESOURCE REPORT 5
SOCIOECONOMICS

Introduction

Mountain Valley Pipeline, LLC (MVP) 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 MVP to construct and operate the proposed Mountain Valley Pipeline Boost Project (Project) located in Wetzel, Braxton, and Fayette Counties, West Virginia; and Montgomery County, Virginia. MVP plans to expand three existing compressor stations and construct one new compressor station to provide timely and cost-effective access to the growing demand for natural gas for use by local distribution companies, industrial users, and power generation in the Mid-Atlantic and Southeastern markets, as well as potential markets in the Appalachian region.

The Project will include a total addition of approximately 265,750 horsepower of compression at isometric conditions from the proposed modifications and operation at the existing Bradshaw, Harris, and Stallworth Compressor Stations, and the construction of the new Swann Compressor Station, including ancillary facilities required for safe and reliable operations. The Project will create approximately 600,000 dekatherms per day of incremental natural gas capacity on the existing Mountain Valley Pipeline mainline (MVP Mainline).

Resource Report 1 provides a complete summary of the Project facilities (see Table 1.2-1) and a general location map of the Project facilities (Figure 1.2-1). For purposes of this Resource Report, the Project area is defined to be the limits of disturbance for construction at the Bradshaw, Harris, Stallworth, and Swann Compressor Station sites, including ancillary facilities and off-site laydown yards.

The Project is expected to have a positive economic impact on communities in Virginia and West Virginia. Construction of the Project will provide employment opportunities in both states and generate tax revenue for local governments. While some of the construction jobs will be specialized and will require workers from outside the area, there will also be job opportunities for local residents and local contractors.

Environmental Resource Report Organization

Resource Report 5 is prepared and organized according to the FERC *Guidance Manual for Environmental Report Preparation* (FERC 2017). This report is organized into three major sections and a separate section listing the sources used to prepare this report. Section 5.1 describes the analysis area for the socioeconomic assessment. Section 5.2 describes existing socioeconomic conditions, including population, economic conditions, housing, community services, transportation, tax revenues, and environmental justice. Section 5.3 describes how the existing socioeconomic conditions could be affected during construction and operation of the Project. References used in the development of Resource Report 5 are listed in Section 5.4.

5.1 ANALYSIS AREA

The socioeconomic analysis area consists of three counties in West Virginia and two counties in Virginia. This includes the four counties where the proposed facilities are located (Wetzel, Braxton, and Fayette counties in West Virginia, and Montgomery County, Virginia) and one additional county (Roanoke County, Virginia). Roanoke County is included because it is within 1 mile of the new Swann Compressor Station.

Table 5.1-1 identifies the approximate milepost and county where each facility is located and also lists the anticipated construction start and end dates and total employment for each facility.

MVP will competitively bid the Project's construction activities to qualified contractors with a proven track record of constructing natural gas compressor stations with a resulting product that was environmentally sound and safe.

Table 5.1-1

Proposed Project Facilities

Facility	Approx. Milepost a/	County	State	Construction		
				Start	End	Total Workforce
Bradshaw Station - Expansion	2.8	Wetzel	WV	2027	2028	45
Harris Station - Expansion	77.5	Braxton	WV	2027	2028	60
Stallworth Station - Expansion	154.2	Fayette	WV	2027	2028	60
Swann Station – New b/	236	Montgomery	VA	2027	2028	134

Notes:
VA = Virginia, WV = West Virginia.
a/ Milepost along the existing MVP Mainline
b/ Total workforce for the Swann Compressor Station consists of facility construction (80), suction/discharge facilities (30), and civil works (24).

5.2 AFFECTED ENVIRONMENT

5.2.1 Population

The five counties in the analysis area had a total combined estimated population of 260,749 in 2024. Montgomery and Roanoke counties in Virginia, together, accounted for 75 percent of this total, with the remaining 25 percent located in the three West Virginia counties (Table 5.2-1). Total estimated population by county in West Virginia ranged from 12,051 in Braxton County to 38,600 in Fayette County (Table 5.2-1). Montgomery and Roanoke counties in Virginia had total estimated populations of 98,998 and 97,334 in 2024, respectively.

Table 5.2-1

Population by State and County

Geographic Area	2010	2020	2024	Population Change (Percent)		2024 Population Density
				2010 to 2020	2020 to 2024	
West Virginia	**1,852,994**	**1,793,716**	**1,769,979**	**-3%**	**-1%**	**73.6**
Wetzel	16,583	14,442	13,766	-13%	-5%	38.4
Braxton	14,523	12,447	12,051	-14%	-3%	23.6
Fayette	46,039	40,488	38,600	-12%	-5%	58.3
Virginia	**8,001,024**	**8,631,393**	**8,811,195**	**8%**	**2%**	**223.2**
Montgomery	94,392	99,721	98,998	6%	-1%	255.9
Roanoke	92,376	96,929	97,334	5%	0%	387.8
PROJECT COUNTY TOTAL	**94,392**	**99,721**	**260,749**	**0%**	**-1%**	**120.3**

Sources: U.S. Census Bureau 2010, 2020, 2024a, 2025

Estimated population densities in the three West Virginia counties in 2024 ranged from 23.6 persons/square mile in Braxton County to 58.3 persons/square mile in Fayette County. Montgomery and Roanoke counties were both more densely populated, with respective average population densities of 255.9 and 387.8 persons/square mile (Table 5.2-1). The corresponding statewide densities were 73.6 persons/square mile in West Virginia and 223.2 persons/square mile in Virginia, compared to the national average density in the U.S. in 2023 of 96.3 persons/square mile (Table 5.2-1, U.S. Census Bureau 2025).

Statewide, population in West Virginia decreased by 3 percent from 2010 to 2020, with population decreasing by more than 10 percent in all three West Virginia counties. Population in Virginia, statewide, and Montgomery and Roanoke counties increased over the same time period by 8 percent, 6 percent, and 5 percent, respectively (Table 5.2-1).

From 2020 to 2024, population decreased by an estimated 1 percent in West Virginia, with larger decreases in all three West Virginia counties, ranging from -3 percent (Braxton County) to -5 percent (Wetzel and Fayette counties). Population increased by 2 percent in Virginia over this period, dropped by an estimated 1 percent in Montgomery County, and increased by less than 1 percent in Roanoke County (Table 5.2-1).

5.2.2 Economic Conditions

5.2.2.1 Employment and the Economy

Summary economic information is presented by state and county in Table 5.2-2. Statewide annual average unemployment rates in West Virginia and Virginia were 4.1 percent and 2.9 percent in 2024, compared to a national average of 4.0 percent (Table 5.2-2). Unemployment rates were higher than the state average in all three West Virginia counties in the Project area, ranging from 4.3 percent (Fayette County) to 6.9 percent (Wetzel County). The unemployment rates in Montgomery and Roanoke counties, Virginia were slightly higher (3.0 percent) and lower (2.7 percent) than the state average (2.9 percent), respectively, and both lower than the national average (4.0 percent) (Table 5.2-2).

Per capita income in 2023 in West Virginia and Virginia was equivalent to 76 percent and 106 percent of national per capita income, respectively (Table 5.2-2). Per capita income was lower than the corresponding

state/commonwealth per capita in all five analysis area counties. In West Virginia, per capita income by county as a share of the state per capita ranged from 80 percent (Braxton County) to 91 percent (Wetzel County). In Virginia, per capita income in Montgomery and Roanoke counties was equivalent to 67 percent and 86 percent of the state per capita, respectively (Table 5.2-2).

Based on data compiled by the U.S. Bureau of Economic Analysis (2023), the top economic sector by employment in both states and all five counties in 2022 was government and government enterprises, accounting for 17.0 percent and 15.4 percent of total employment in West Virginia and Virginia, respectively. Viewed by county, government was especially important in Montgomery County, Virginia, where it accounted for more than one-quarter (28.3 percent) of total employment. In West Virginia, government as a share of total employment in all three counties exceeded the government share of total employment in the state overall (Table 5.2-2).

Table 5.2-2

Economic Characteristics by State and County

Geographic Area	Labor Force (2024) a/	Unemployment Rate (2024) a/	Per Capita Income (2023) b/	Percent of State/U.S. Per Capita (2023) b/ c/	Top Economic Sectors by Employment (2022) c/ d/
West Virginia	**787,000**	**4.1**	**52,826**	**76%**	**Government (17.0%); Health care and social assistance (14.5%); Retail trade (11.0%)**
Wetzel	5,427	6.9	47,984	91%	Government (18.5%); Retail trade (18.0%); Accommodation and food services (8.4%)
Braxton	4,812	5.8	42,520	80%	Government (20.1%); Retail trade (16.7%); Agriculture (7.5%)
Fayette	16,062	4.3	47,212	89%	Government (19.2%); Health care and social assistance (14.3%); Retail trade (12.9%)
Virginia	**4,586,000**	**2.9**	**73,841**	**106%**	**Government (15.4%); Professional, scientific, and technical services (11.1%); Health care and social assistance (9.5%)**
Montgomery e/	51,308	3.0	49,735	67%	Government (28.3%); Manufacturing (9.7%); Retail trade (9.2%)
Roanoke e/	50,117	2.7	63,792	86%	Government (11.8%); Retail trade (10.2%); Manufacturing (8.7%)

Notes:

a/ Labor force and unemployment rate data are annual averages for 2024 compiled by the U.S. Bureau of Labor Statistics (2025a, 2025b)

b/ Per capita income and top economic sector information are from the U.S. Bureau of Economic Analysis (2023, 2024). Per capita income information is for 2023; economic sector information is for 2022, the last year that the source data set is available for.

c/ County per capita income is shown as a percent of the corresponding state average; the state figures are shown as a percent of the national average ($69,810 in 2023).

d/ The top economic sector percentages indicate the share of total employment accounted for by each sector. Data are for 2022, the most recent available for this dataset, which has since been discontinued.

e/ Per capita income and economic sector data compiled from the U.S. Bureau of Economic Analysis combine data for Montgomery County with the independent city of Radford and combine data for Roanoke County with the independent city of Salem.

Sources: U.S. Bureau of Economic Analysis 2023, 2024, U.S. Bureau of Labor Statistics 2025a, 2025b

5.2.3 Housing

Housing resources are summarized by county and state in Table 5.2-3. Data on housing units are estimates for 2023 prepared by the U.S. Census Bureau (2024b, 2024c). The Census Bureau defines a housing unit as a house, apartment, mobile home or trailer, group of rooms, or single room occupied or intended to be occupied as separate living quarters. In West Virginia, the estimated number of units available for rent in the analysis area counties ranged from 43 (Wetzel County) to 300 (Fayette County). An estimated 566 and 586 housing units were available for rent in Montgomery and Roanoke counties in Virginia, respectively. Additional units classified for seasonal, recreational, or occasional use may also be available (Table 5.2-3). Rental housing options may also include other special living situations, such as short-term rentals (e.g.,

Airbnb units), and spare bedrooms in homes that residents would be willing to rent to construction workers. These types of potential housing opportunities are not included in the data presented in Table 5.2-3. Further, the data presented in Table 5.2-3 are only for the five analysis area counties. Additional housing resources within daily commuting distance may be available in other adjacent and nearby counties.

Table 5.2-3

Housing by State and County

Geographic Area a/	Total Housing Units	Rental Vacancy Rate (Percent)	Units Available for Rent	For Seasonal, Recreational, or Occasional Use b/
West Virginia	**859,653**	**7.0%**	**14,058**	**32,002**
Wetzel	7,302	4.0%	43	242
Braxton	6,278	6.9%	73	548
Fayette	19,134	7.1%	300	552
Virginia	**3,654,784**	**4.9%**	**57,205**	**75,802**
Montgomery	42,229	3.0%	566	772
Roanoke	NA	NA	586	481

Notes:
NA – not presently available on U.S. Census web site (data.census.gov)
a/ Data on housing units are from the American Community Survey 5-year estimates for 2019-2023.
b/ Housing units for seasonal, recreational, or occasional use are generally considered to be vacation homes. They are not included in the estimated number of housing units available for rent.
Sources: U.S. Census Bureau 2024b, 2024c

Temporary housing is also available in the form of hotel and motel rooms. A review of online sources identified three hotels in Wetzel County with 166 rooms, five hotels in Braxton County with a combined total of 325 rooms, and six hotels in Fayette County with more than 300 rooms. In Montgomery County, Virginia, online review identified 20 hotels with more than 1,600 rooms, with additional hotels available nearby in Roanoke County and the city of Roanoke.[1]

Temporary accommodation in the analysis area also includes recreational vehicle (RV) parks and campgrounds. No RV parks were identified in Wetzel County. A review of online sources identified five RV parks in Braxton County with a combined total of 540 spaces and 14 RV parks in Fayette County with 425 spaces. In Montgomery County, Virginia, online review identified three RV parks with 58 spaces. Online review also identified three RV parks in the cities of Roanoke (two parks) and Salem (one park) near Roanoke County, with a combined total of 98 spaces.[2]

This hotel/motel and RV park information was compiled from online sources, and while not comprehensive, suggests that, with the exception of Wetzel County, both types of facility are located in the five analysis area counties. Online review did not identify any RV parks in Wetzel County. However, as noted with respect to rental housing, these data are only for the analysis area counties. Additional hotels, motels, and RV parks within daily commuting distance may also be available in adjacent and nearby counties.

[1] Data on hotels and motels were compiled from a number of online sources, including wvtourism.com, reservationcounter.org, business.montgomerycc.org, travelweekly.com, and google.com/travel, as well as individual hotel web sites.
[2] Data on RV parks and campsites were compiled from a number of online sources, including rvshare.com, goodsam.com, and campground.rvlife.com, as well as individual campground web sites.

5.2.4 Community Services

5.2.4.1 Police and Fire Services

Summary data for law enforcement and fire departments are presented by county in Table 5.2-4. Law enforcement agencies include county sheriffs and local police departments, with the county sheriff typically having jurisdiction over unincorporated areas. Local fire departments provide fire prevention and suppression activities in the analysis area counties, with most departments staffed by volunteers. Fire departments have mutual aid agreements where departments agree to respond to neighboring calls if help is needed (Burns 2025).

Table 5.2-4

Summary of Law Enforcement and Fire Departments by County

County	Police Departments (number)	Fire Departments (number)
West Virginia		
Wetzel County	5	10
Braxton County	4	7
Fayette County	8	15
Virginia		
Montgomery County	5	5
Roanoke County	3	4

Sources: Capitol Impact 2025, West Virginia Fire Commission Office of the State Fire Marshal 2025, Virginia State Police 2025

Review of online data identified five police departments in Wetzel County: the Wetzel County Sheriff's Office, and four municipal police departments serving the cities of New Martinsville and Paden City and the towns of Hundred and Pine Grove.

In Braxton County, four police departments were identified: the Braxton County Sheriff's Office and three municipal police departments serving the towns of Burnsville, Gassaway, and Sutton.

In Fayette County, eight police departments were identified: the Fayette County Sheriff's Office and seven municipal police departments serving the towns of Ansted, Fayetteville, and Gauley Bridge, and the cities of Montgomery, Mount Hope, Oak Hill, and Smithers.

In Montgomery County, there are fire police departments: the Virginia State Police Division 6 Area 49 office, the Montgomery County Sheriff's Department, two municipal police departments serving the towns of Blacksburg and Christiansburg, and the Virginia Tech Police Department.

In Roanoke County, there are three police departments: the Roanoke County Sheriff's Office, the Roanoke County Police Department, and the Vinton Town Police Department.

The number of fire departments identified in each affected county ranged from 4 in Roanoke County, Virginia to 15 in Fayette County, West Virginia. Review of online resources indicated that the closest fire departments to the Project facilities in each county are as follows:

- Closest to Bradshaw Compressor Station, Wetzel County: Jacksonburg Volunteer Fire Department (VFD), approximately 6 miles southwest of the station.

- Closest to Harris Compressor Station, Braxton County: Flatwoods VFD, approximately 8 miles west of the station.
- Closest to Stallworth Compressor Station, Fayette County: Meadow Bridge VFD, approximately 6 miles southwest of the station.
- Closest to proposed Swann Compressor Station, Montgomery County: Elliston VFD, less than 1 mile northwest of the station.

5.2.4.2 Medical Facilities

Medical facilities in the analysis area counties are identified in Table 5.2-5. Minor Project-related injuries would be treated at local medical facilities or emergency rooms. Workers with more serious injuries would be transported to one of the larger hospitals in the general vicinity.

Table 5.2-5

Medical Facilities by County

Hospital	County	Town/City	Number of Beds
West Virginia			
Wetzel County Hospital	Wetzel	New Martinsville	25
Braxton County Memorial Hospital	Braxton	Gassaway	25
CAMC Plateau Medical Center	Fayette	Oak Hill	25
Montgomery General Hospital	Fayette	Montgomery	69
Virginia			
LewisGale Hospital - Montgomery	Montgomery	Blacksburg	76
Carilion New River Valley Medical Center	Montgomery	Christiansburg	162
LewisGale Cave Spring Emergency Room	Roanoke	Cave Spring	0
Carilion Roanoke Memorial Hospital	--	Roanoke	720
LewisGale Medical Center	--	Salem	378
Source: American Hospital Directory 2025			

Wetzel County has one hospital, the Wetzel County Hospital, located in the city of New Martinsville. This hospital is a critical access facility and has 25 staffed beds.

Braxton County has one hospital, the Braxton County Memorial Hospital, located in the town of Gassaway. This hospital is a critical access facility with 25 staffed beds.

Fayette County has two hospitals, the CAMC Plateau Medical Center located in the city of Oak Hill and the Montgomery General Hospital located in the city of Montgomery. These hospitals have 25 and 69 staffed beds, respectively. The CAMC Plateau Medical Center is a referral center, and the Montgomery General Hospital is a critical access facility.

Montgomery County has two hospitals, the LewisGale Hospital – Montgomery located in the town of Blacksburg and the Carillion New River Valley Medical Center located in the town of Christiansburg. These hospitals have 76 and 162 staffed beds, respectively. Both hospitals are acute facilities (Table 5.2-5).

Roanoke County does not have any hospitals. HCA Virginia Health Services does, however, operate a freestanding emergency room, the LewisGale Cave Spring Emergency Room, located in Cave Spring in Roanoke County. In addition, hospital facilities are located in the independent cities of Roanoke and Salem, which are centrally located within Roanoke County.[3] These facilities include the Carilion Roanoke Memorial Hospital (720 staffed beds) in Roanoke and the LewisGale Medical Center (378 beds) in Salem.

5.2.4.3 Education

The total number of school districts, schools, students, and teachers are summarized by county in Table 5.2-6. Average student/teacher ratios are also provided for each county. Student/teacher ratios, which are calculated by dividing the total number of students by the total number of full-time equivalent teachers, are a common measure used to assess the overall quality of a school. The national average student/teacher ratio for the 2022-2023 school year was 15.4. The statewide average ratios in West Virginia and Virginia were 13.5 and 13.6, respectively (National Education Association Research 2024).

Student/teacher ratios by county in West Virginia ranged from 9.9 (Wetzel County) to 14.1 (Fayette County) for the 2023-2024 school year. The average student/teacher ratios in Montgomery and Roanoke counties in Virginia were 12.8 and 13.5, respectively (Table 5.2-6).

Table 5.2-6

Schools by County, 2023-2024

County	Number of School Districts	Total Number of Schools	Total Number of Students	Total Number of Teachers a/	Student/ Teacher Ratio (Average)
West Virginia					
Wetzel County	1	9	2,205	223.5	9.9
Braxton County	1	8	1,684	126.5	13.3
Fayette County	1	13	5,433	384.5	14.1
Virginia					
Montgomery County b/	2	22	9,534	747.5	12.8
Roanoke County	1	29	13,799	1,026.1	13.5

Notes:

a/ This measurement is a full-time equivalent measurement, calculated by adding the full time staff to full time equivalent of part time staff.

b/ The student/teacher ratio for Montgomery County is for the Montgomery County Public Schools District only. Separate data are not available from this source for the Alternative Education Program/Behavioral Disorders Youth/Montgomery District.

Source: National Center for Education Statistics 2025

In Wetzel County, there is one public school district, the Wetzel County School District, which includes nine schools serving pre-kindergarten through grade 12. The average student/teacher ratio in Wetzel County is 9.9. In Braxton County, there is one public school district, the Braxton County School District, which includes eight schools serving pre-kindergarten through grade 12. The average student/teacher ratio is 13.3. There is one public school district in Fayette County, the Fayette County School District, which includes

[3] The Commonwealth of Virginia is comprised of 95 counties and 38 independent cities – including the cities of Roanoke and Salem -- that are administratively and politically independent of the counties with which they share borders.

12 schools serving pre-kindergarten through grade 12. The average student/teacher ratio is 14.1 (Table 5.2-6).

The National Center for Education Services identifies two public school districts in Montgomery County, Virginia: the Montgomery County Public Schools District and the Alternative Education Program/Behavioral Disorders Youth/Montgomery District. However, the second listing is identified as c/o Montgomery County Public Schools and online review suggests this is the alternative education department for the Montgomery County Public Schools District rather than a separate school district. There are 21 schools in the Montgomery County Public Schools District, serving pre-kindergarten through grade 12. The average student to teacher ratio is 12.8. There is one public school district in Roanoke County, the Roanoke County Public Schools District, which includes 29 schools serving pre-kindergarten through grade 12. The average student to teacher ratio is 13.5 (Table 5.2-6).

5.2.5 Transportation

Access to the general vicinity of the compressor station sites will be via Interstate and U.S. Highways. Interstate highways in the general vicinity of the compressor station sites include Interstate (I)-77 and I-79 (Bradshaw), I-79 (Harris), I-64 (Stallworth), and I-81 (Swann). Once in the vicinity, access to the compressor station sites in West Virginia will be via state and county roads. Primary access to the proposed Swann Compressor Station will be via U.S. Route 406/11 (Roanoke Road). The following paragraphs summarize the location and primary roads that will be used to access the existing and proposed compressor station sites:

- Bradshaw Compressor Station: Located southeast of Jacksonburg in Wetzel County, the existing Bradshaw Compressor Station is accessed via Fallen Timber Road and Bear Run Road. Access to Fallen Timber Road is via State Route (SR) 20 (Shortline Highway), which is a two-lane highway.
- Harris Compressor Station: Located north-northwest of Vernon in Braxton County, the existing Harris Compressor Station is accessed via County Route (CR) 24/5 (Milroy Road), which is a gravel road. Access to CR 24/5 is via CR 23 (Vernon Road), which is paved.
- Stallworth Compressor Station: Located southeast of Spring Dale in Fayette County, the existing Stallworth Compressor Station is accessed via CR 29 (Springdale Road). CR 29 is a paved, two-lane county route.
- Swann Compressor Station: Located directly south of Lafayette in Montgomery County, Virginia, the proposed Swann Compressor Station is accessed via U.S. Route 460/11, a four-lane highway. I-81 passes approximately 1 mile north of the proposed compressor station site.

Existing traffic count data are summarized below for each compressor station location:

- Bradshaw Compressor Station: Traffic count data compiled for 2023 by the West Virginia Department of Highways (WVDOH) (2025) provided Average Annual Daily Traffic (AADT) counts for two locations near the existing compressor station site on SR 20. The AADT at the first location, near Smithfield, approximately 5.4 miles southeast of the compressor station site, was 1,142, with trucks accounting for 25.4 percent of the total. The AADT at the second location, near Pine Grove and the intersection of SR 20 and North Fork Road, approximately 5.6 miles northwest of the compressor station site, was 1,521, with trucks accounting for 19.1 percent of the total

(WVDOH 2025). Construction related to the existing MVP Mainline was ongoing in the area in 2023 and may have contributed to truck traffic counts on SR 20.

- Harris Compressor Station: Traffic count data compiled for 2024 by WVDOH (2025) identified an AADT of 84, with 12.4 percent trucks, at the intersection of CR 23 (Vernon Road) and CR 26/1, which is approximately 1.7 miles southeast of the intersection of CR 23 (Vernon Road) with CR 24/5 (Milroy Road).
- Stallworth Compressor Station: Traffic count data compiled for 2024 by WVDOH (2025) identified an AADT of 393, with 12.5 percent trucks, at the intersection of CR 29 (Springdale Road) and CR 20 (Sewell Creek Road), approximately 3 miles northwest of the compressor station site.
- Swann Compressor Station: Traffic volume data from 2021 compiled by the Virginia Department of Transportation (2025) identified an Average Daily Traffic volume of 9,800 vehicles for the portion of U.S. 460 that would provide access to the compressor station site.

5.2.6 Tax Revenues

5.2.6.1 Sales and Use Taxes

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. The proposed facilities located in West Virginia are all located in unincorporated areas and are not subject to additional municipal sales and use tax (West Virginia State Tax Division 2025). The general sales and use tax rate for Montgomery County, Virginia is 5.3 percent (4.3 percent state tax and 1 percent local tax; Virginia Department of Taxation 2025).

5.2.6.2 Ad Valorem Taxes

Property or ad valorem taxes are an important source of general revenue for counties and municipalities in West Virginia and Virginia, typically providing a large share of general fund revenues. General fund revenues are presented by county in Table 5.2.

Table 5.2-7 General Revenues by County	
State/County	**General Fund Total Revenues ($ million)**
West Virginia a/	
Wetzel	8.6
Braxton	19.5
Fayette	84.5
SUBTOTAL	**112.6**
Virginia b/	
Montgomery	180.1
Roanoke	293.0
SUBTOTAL	**473.1**

Notes:
Sources: Montgomery County 2024, Roanoke County 2024, West Virginia State Auditor's Office 2025
a/ Entries for the West Virginia counties are from county budget estimates for 2024-2025 compiled by the West Virginia State Auditor's Office. Revenues consist of Revised General Fund and Revised Coal Fund totals.
b/ Entries for the Virginia counties are annual revenues for the fiscal year ended June 30, 2024 compiled as part of the Comprehensive Annual Financial Report prepared for each county.

5.2.7 Environmental Justice

Environmental justice (EJ) is broadly defined as fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development and implementation of environmental laws. Minority populations generally include all individuals who do not identify as "White alone, non-Hispanic".

5.2.7.1 West Virginia

West Virginia's Environmental Equity Policy, effective December 15, 2003, defines environmental equity as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies." This regulation directs state agencies to integrate environmental equity principles into its policies, regulations, legislative proposals, and programs in order to address disparate adverse environmental impacts.

The Environmental Equity Policy defines EJ communities to include minority communities and low-income communities, defined as follows:

- "Minority community" is defined as a community that has a significantly greater population of minority individuals than does a statistical reference area as defined by the United States Census Bureau. Minority demographics are compared against the state average (estimated at 5 percent when this regulation was released).
- "Low-income community" is defined as a community that has a greater population of low-income families than does a statistical reference area as determined by the United States Census Bureau. Low-income demographics are compared against the average percentage of the population in the state falling below the federal poverty level (estimated at 19.3 percent when this regulation was released).

Outside of the Air Pollutant Emissions Banking & Trade program, environmental justice is not otherwise explicitly referenced in West Virginia's environmental regulations or environmental permitting guidance.

5.2.7.2 Virginia

The Virginia Environmental Justice Act (VEJA), effective July 1, 2020, establishes a statewide policy, "to promote environmental justice and ensure that it is carried out throughout the Commonwealth, with a focus on environmental justice communities and fenceline communities." VEJA defines environmental justice as "the fair treatment and meaningful involvement of every person, regardless of race, color, national origin, income, faith, or disability, regarding the development, implementation, or enforcement of any environmental law, regulation, or policy". This regulation directs state agencies to promote EJ and to ensure that EJ is carried out throughout the Commonwealth. It operates as a general policy with flexibility for state agencies to implement the policy as appropriate.

VEJA defines EJ communities to include communities of color and low-income communities, defined as follows:

- "Community of color" means any geographically distinct area where the population of color, expressed as a percentage of the total population of such area, is higher than the population of color in the Commonwealth expressed as a percentage of the total population of the Commonwealth. However, if a community of color is composed primarily of one of the groups listed in the definition of "population of color," the percentage population of such group in the Commonwealth shall be used instead of the percentage population of color in the Commonwealth.
- "Low income" means having an annual household income equal to or less than the greater of (i) an amount equal to 80 percent of the median income of the area in which the household is located, as reported by the Department of Housing and Urban Development, and (ii) 200 percent of the Federal Poverty Level.

The Virginia Department of Environmental Quality (VDEQ) maintains an interactive website (Virginia EJScreen+; VDEQ 2025) that identifies EJ communities. In reviewing for potential EJ communities, MVP used a screening distance of 3 miles (no specific distance is identified by VDEQ).

5.2.7.3 Race and Ethnicity

Counties

The population of West Virginia is predominantly White, with individuals identifying as White alone comprising 89.1 percent of the total statewide population in 2020. The percentages of populations identified as White alone in the affected West Virginia counties ranged from 89.7 percent (Fayette County) to 95.9 percent (Braxton County) (Table 5.2-8).

Table 5.2-8

Minority, Low-Income, Children, Elderly, and Disabled Populations in West Virginia Project Area Counties

Population Variable	County			State of West Virginia
	Wetzel	Braxton	Fayette	
Population (2020)	14,442	12,447	40,488	**1,793,716**
Median Household Income (2019-2023)	$53,341	$44,449	$52,672	**$57,917**

Table 5.2-8

Minority, Low-Income, Children, Elderly, and Disabled Populations in West Virginia Project Area Counties

Population Variable	County			State of West Virginia
	Wetzel	Braxton	Fayette	
Population Category as Percent of Total Population/Households c/				
White a/	94.9	95.9	89.7	**89.1**
African American/Black a/	0.2	0.4	4.1	**3.6**
American Indian/Alaska Native a/	0.1	0.2	0.2	**0.2**
Asian a/	0.3	0.2	0.3	**0.8**
Native HI & Other Pacific Islander a/	0.0	0.1	0.0	**0.0**
Some Other Race a/	0.1	0.1	0.3	**0.3**
Two or More Races a/	3.3	2.5	4.1	**4.0**
Hispanic Origin (any race) a/	1.0	0.7	1.3	**1.9**
Total Minority Populations a/	5.1	4.1	10.3	**10.9**
Households in Poverty b/	16.7	20.5	20.2	**17.1**
Disability c/	22.4	19.1	22.7	**19.1**
Children (under 18 years of age) a/	19.4	19.0	20.8	**20.1**
Elderly (over 64 years of age) a/	23.7	24.7	22.1	**20.5**
Limited English Speaking Households b/	0.2	0.0	0.0	**0.3**

Notes:
a/ Percent of total population
b/ Percent of total households
c/ Percent of total civilian noninstitutionalized population
Sources: U.S. Census Bureau 2020, U.S. Census Bureau 2024d, 2024e, 2024f

In Virginia, individuals identifying as White alone comprised 58.6 percent of the total statewide population in 2020. White persons as a percent of the total population were higher than the state average in Montgomery County, Virginia, at 78.1 percent and Roanoke County, Virginia, at 82.5 percent (Table 5.2-9).

Table 5.2-9

Minority, Low-Income, Children, Elderly, and Disabled Populations in Virginia Project Area Counties

Population Variable	Montgomery County	Roanoke County	State of Virginia
Population (2020)	99,721	96,929	**8,631,393**
Median Household Income (2019-2023)	$70,769	$82,931	**$90,974**
Population Category as Percent of Total Population/Households			
White a/	78.1	82.5	**58.6**
African American/Black a/	4.1	5.8	**18.3**
American Indian/Alaska Native a/	0.1	0.2	**0.2**
Asian a/	8.3	3.5	**7.1**
Native HI & Other Pacific Islander a/	0.0	0.0	**0.1**
Some Other Race a/	0.3	0.4	**0.5**
Two or More Races a/	4.3	3.9	**4.7**

Table 5.2-9

Minority, Low-Income, Children, Elderly, and Disabled Populations in Virginia Project Area Counties

Population Variable	Montgomery County	Roanoke County	State of Virginia
Hispanic Origin (any race) a/	4.7	3.6	**10.5**
Total Minority Populations a/	21.9	17.5	**41.4**
Households in Poverty b/	21.6	7.3	**10.2**
Disability c/	10.5	13.7	**12.2**
Children (under 18 years of age) a/	16.2	20.4	**21.9**
Elderly (over 64 years of age) a/	12.7	22.1	**16.2**
Limited English-Speaking Households b/	1.1	0.0	**2.7**

Notes:
a/ Percent of total population
b/ Percent of total households
c/ Percent of total civilian noninstitutionalized population
Sources: U.S. Census Bureau 2020, U.S. Census Bureau 2024d, 2024e, 2024f

Census Block Groups

None of the census block groups in West Virginia or Virginia had total minority populations that exceeded 50 percent. The minority population in each census block group was also compared with its respective county average in 2020 to identify areas where the minority population is potentially "meaningfully greater" than the minority population in the general population (defined as 20 percent higher than the benchmark region). None of the blocks groups in the Project area had a total minority population that was 20 percent higher than the respective county average.

There is one census block group in Montgomery County (Block Group 1, Census Tract 214) within the 3-mile radius of review that qualifies as a community of color under VEJA where the primary group (Hispanic/Latino) population (21.05 percent) exceeds the statewide average.

5.2.7.4 Income and Poverty

Counties

Median household income (in 2023 inflation-adjusted dollars) in West Virginia and Virginia was equivalent to 73.7 percent and 116 percent, respectively, of the national median ($78,538) in 2023. Median household income in the potentially affected counties in West Virginia was below the state median in all three affected counties, ranging from 76.7 percent (Braxton County) to 92.1 percent (Wetzel County) of the state median (Table 5.2-8). Median household income was below the Virginia statewide median in both Montgomery (77.8 percent) and Roanoke (91.2 percent) counties; the Montgomery County median was below the national median while Roanoke County median income exceeded the national median (Table 5.2-9).

The estimated percentage of households in West Virginia below the poverty level in 2023 (17.1 percent) was higher than the national average (12.5 percent). The estimated percentage of households below the poverty level in the potentially affected West Virginia counties exceeded the state average in two of the three counties, with the percentage equal to or exceeding 20 percent in both Braxton and Fayette Counties (Table 5.2-8).

The estimated percentage of households below the poverty level in Virginia in 2023 (10.2 percent) was lower than the national average (12.5 percent). At the county level, the estimated percentage of households

below the poverty level for Montgomery County was 21.6 percent, exceeding 20 percent of all households, while Roanoke County was below 20 percent of all households (Table 5.2-9).

Census Block Groups

Household poverty data compiled as part of the U.S. Census Bureau's American Community Survey are presented for 2023 by county and census block group for West Virginia and Virginia in Table 5.2-10. These data are 5-year estimates based on data compiled from 2019 to 2023. These tables identify block groups where at least 20 percent of the households are below the poverty level.

Table 5.2-10

Poverty Census Block Group Comparison

State/County/Block Group a/ b/	Number of Households	Percent of Households Below Poverty
West Virginia		
Wetzel County	**5,925**	**16.7**
Block Group 2, Census Tract 305	357	32.2
Block Group 4, Census Tract 305	461	24.1
Braxton County	**4,733**	**20.5**
Block Group 1, Census Tract 9679	426	39.9
Block Group 2, Census Tract 9679	321	28.3
Block Group 3, Census Tract 9679	541	26.8
Block Group 4, Census Tract 9679	499	23.2
Fayette County	**16,109**	**20.2**
Block Group 1, Census Tract 211	227	34.8
Virginia		
Montgomery County	**36,731**	**21.6**
Block Group 2, Census Tract 214	840	29.2
Roanoke County	**39,777**	**7.3**
Block Group 2, Census Tract 303	569	27.2

Notes:
a/ The county totals are the benchmark values used for comparison in this table.
b/ Data are only shown for those census block groups with more than 20 percent of households below the poverty level.
Source: U.S. Census Bureau 2024e

At least 20 percent of households were below the poverty level in 7 of the 11 census block groups in the Project area in West Virginia (Table 5.2-10). These block groups were distributed across all three counties. In Virginia, at least 20 percent of households were below the poverty level in 2 of the 8 census block groups in the Project area (Table 5.2-10).

The census block groups meeting Virginia's criteria as an EJ community based on low-income demographics within the three-mile radius of review are included in Table 5.2-11.

Table 5.2-11 Virginia Low Income Block Group Comparison		
County/Block Group a/	**Number of Households**	**Percent Low Income**
Montgomery County		
Block Group 1, Census Tract 213	409	46.7%
Block Group 1, Census Tract 214	291	36.4%
Block Group 2, Census Tract 214	840	71.5%
Block Group 3, Census Tract 214	479	34.7%
Roanoke County		
Block Group 2, Census Tract 303	569	44.6%

Notes:
a/ Data are only shown for those census block groups with more than 30 percent of households below 80 percent of the median income of the area in which the household is located, as reported by the U.S. Department of Housing and Urban Development, and (ii) 200 percent of the Federal Poverty Level.
Source: U.S. Census Bureau 2024e

5.2.7.5 Other Populations of Concern

The below discussion addresses populations of disabled, non-English speakers, children, and elderly people in the areas crossed by the Project.

Disabled Populations

Counties

According to the U.S. Census, an estimated 13.0 percent of the total civilian noninstitutionalized population in the United States had a disability in 2023 (U.S. Census Bureau 2024f). The corresponding figures for West Virginia and Virginia were 19.1 percent and 12.2 percent, respectively (Table 5.2-8 and Table 5.2-9). The share of the population with disability in the affected West Virginia counties exceeded the state average in two of the affected counties, with all three West Virginia counties exceeding the national average (Table 5.2-8). In Virginia, the share of the population with a disability is less than the state and national averages in Montgomery County and more than state and national averages in Roanoke County (Table 5.2-9).

Census Tracts

The census tract is the smallest geographic unit for which comprehensive data on disability are available. The share of the population with a disability for each census tract in the Project area was compared to its corresponding county percentage. In Braxton County, West Virginia, the share of the population with a disability in the Project area (Census Tract 9679) was determined to be lower than the corresponding county average. The Project areas for the remaining two West Virginia sites had a higher percentage of persons with disabilities than their respective counties. The Project area in Fayette County (Census Tract 211) has a net difference of +2.3 percent when compared to its county average, whereas the Project area in Wetzel County (Census Tract 305) showed a +4.7 percentage point difference compared to its county average (U.S. Census Bureau 2024f).

In Montgomery County, Virginia, the share of the population with a disability in the Project area (Census Tract 214) was determined to be 9.20 percent, lower than its corresponding county average of 10.5 percent (U.S. Census Bureau 2024f). In Roanoke County, Virginia, the share of the population with a disability in

the Project area (Census Tract 303) was determined to be 15.9 percent, higher than its corresponding county average of 13.7 percent (U.S. Census Bureau 2024f).

Non-English Speakers

Counties

An estimated 4.2 percent of total households in the United States were identified as limited English-speaking households in 2023 (U.S. Census Bureau 2024g). The corresponding figures for West Virginia and Virginia were 0.3 percent and 2.7 percent, respectively (Table 5.2-8 and Table 5.2-9). Limited English-speaking households as a share of total households in the affected West Virginia and Virginia counties was lower than the respective state average in all counties (Table 5.2-9).

Census Tracts

For all census tracts of the Project area in Virginia and West Virginia, 0.0 percent of households were identified as limited English-speaking (U.S. Census Bureau 2024g).

Children and Elderly

Counties

As of 2023, approximately 22.2 percent of the U.S. population was under 18 years of age (U.S. Census Bureau 2024h). The corresponding figures for West Virginia and Virginia were 20.1 percent and 21.9 percent, respectively (Tables 5.2-8 and 5.2-9). In the affected West Virginia counties, the number of individuals under 18 years of age as a share of total population ranged from 19.0 percent (Braxton County) to 20.8 percent in Fayette County (Table 5.2-8). In Virginia, the number of individuals under the age of 18 as a share of the total population in Montgomery County (16.2 percent) and Roanoke County (20.4 percent), is lower than the state average (Table 5.2-9).

The share of the U.S. population over 64 years of age in 2023 was 16.8 percent (U.S. Census Bureau 2024h). In West Virginia and Virginia, the corresponding shares were 20.5 percent and 16.2 percent, respectively in 2023. The elderly share of total population in the affected West Virginia counties was higher than the state average, ranging from 22.1 percent in Fayette County to 24.7 percent in Braxton County in 2023. The elderly share of total population in Montgomery County, Virgina (12.7 percent) was lower than the corresponding state average and Roanoke County, Virginia (22.1 percent) was higher than the state average.

Census Block Groups

Review of population by age at the census block group level indicated that the shares of children and elderly in the population for each Project census block group are generally comparable with those in their corresponding county (i.e., the county the census block group is located within). However, notable variability was identified in select block groups. Table 5.2-12 provides supplemental data for block groups in the Project area, where values are provided if exceeding the county average.

Table 5.2-12

Other Vulnerable Populations Block Group Comparison

State/County/Block Group a/	Children (under 18 years of age) b/	Elderly (over 64 years of age) b/
West Virginia		
Wetzel County	**19.4**	**23.7**
Block Group 1, Census Tract 305	-	30.4
Block Group 2, Census Tract 305	44.1	-
Block Group 3, Census Tract 305	-	25.7
Block Group 4, Census Tract 305	20.3	33.4
Braxton County	**19.0**	**24.7**
Block Group 1, Census Tract 9679	25.1	-
Block Group 3, Census Tract 9679	21.7	-
Block Group 4, Census Tract 9679	27.3	-
Fayette County	**20.8**	**22.1**
Block Group 1, Census Tract 211	26.1	-
Block Group 2, Census Tract 211	23.2	25.2
Block Group 3, Census Tract 211	-	25.5
Virginia		
Montgomery County	**16.2**	**12.7**
Block Group 1, Census Tract 214	-	21.5
Block Group 2, Census Tract 214	33.7	-
Block Group 3, Census Tract 214	-	20.6
Block Group 4, Census Tract 214	-	27.2
Roanoke County	**20.4**	**22.1**
Block Group 1, Census Tract 303	-	23.3
Block Group 2, Census Tract 303	-	42.3

Notes:
a/ The county percents are the benchmark values used for comparison in this table.
b/ Data are only shown for those census block groups with populations shares exceeding their respective county averages
Source: U.S. Census Bureau 2024i

5.3 ENVIRONMENTAL EFFECTS

5.3.1 Population

Clearing for the Project is expected to commence in Winter 2026-2027. Project construction is expected to take place in 2027 and 2028, with a target full in-service date for the Project of June 2028. MVP estimates that during construction, local workers will account for approximately 21 percent of total jobs for the Project as a whole (Table 5.3-1). Local workers are those who normally reside within daily commuting distance of the work sites. Total jobs in this context include 16 operations workers that would be present at the compressor station sites during construction. Viewed by facility, local workers range from 17 percent (Harris and Stallworth compressor stations) to 44 percent (Bradshaw compressor station) of total

employment (Table 5.3-1). The remaining 79 percent of the overall workforce during construction will consist of non-local workers.

Table 5.3-1

Projected Local and Non-Local Workers by Project Facility a/

Facility	County	Total Work-force	Operation b/	Local Workers		Non-Local Workers	
				Number	Percent of Total	Number	Percent of Total
Bradshaw Compressor Station	Wetzel, West Virginia	45	4	20	44%	25	56%
Harris Compressor Station	Braxton, West Virginia	60	4	10	17%	50	83%
Stallworth Compressor Station	Fayette, West Virginia	60	4	10	17%	50	83%
Swann Compressor Station c/	Montgomery, Virginia	134	4	24	18%	110	82%
	TOTAL	**299**	**16**	**64**	**21%**	**235**	**79%**

Notes:
a/ Workforce numbers represent the cumulative number of construction workers over the Project lifetime expressed in full-time equivalents or job-years.
b/ Number of operation workers during construction.
c/ Total workforce for the Swann Compressor Station consists of facility construction (80), suction/discharge facilities (30), and civil works (24).

Non-local workers will temporarily relocate to the Project vicinity for the duration of their employment. Some non-local workers may commute home on weekends, depending on the location of their primary residence. Very few, if any, of the non-local workers employed during the construction phase of each facility are expected to be accompanied by family members or permanently relocate to the affected areas.

Workforce numbers represent the cumulative number of construction workers over the Project lifetime expressed in full-time equivalents or job-years. Assuming, for the purposes of analysis, that this employment would take place in a single year, Table 5.3-2 compares the projected total numbers of non-local workers with existing population by compressor station location. These estimates illustrate the numbers of non-local workers that could potentially be present during construction. Non-local workers seeking temporary accommodation are expected to reside in daily commuting distance of their work sites. Some non-local workers would likely reside temporarily in the counties within which they are working; others may locate in larger communities in adjacent or nearby communities. This is discussed further in Section 5.3.3.

Table 5.3-2

Comparison of Population and Projected Total Non-Local Workers by Project Facility

Facility	County	2024 Population a/	Total Employment	
			Number of Non-Local Workers b/	Percent of 2024 Population
Bradshaw Compressor Station	Wetzel, West Virginia	13,766	25	0.4%
Harris Compressor Station	Braxton, West Virginia	12,051	50	0.4%

Table 5.3-2

Comparison of Population and Projected Total Non-Local Workers by Project Facility

Facility	County	2024 Population a/	Total Employment	
			Number of Non-Local Workers b/	Percent of 2024 Population
Stallworth Compressor Station	Fayette, West Virginia	38,600	50	0.1%
Swann Compressor Station c/	Montgomery and Roanoke, Virginia	196,332	110	0.1%

Notes:
a/ Existing population data are estimates for 2024 (U.S. Census Bureau 2025). These estimates are presented by county in Table 5.2-1.
b/ Non-local workers are those who normally live outside daily commuting distance of the work sites (see Table 5.3-1 for additional detail).
c/ Non-local workers for the Swann Compressor Station are compared with the combined population in Montgomery and Roanoke counties. The facility is located in Montgomery County within 1 mile of Roanoke County.

Existing MVP staff will be primarily responsible for operations and maintenance of the new facilities. Two new positions will be added to the existing MVP operations staff.

5.3.2 Economic Conditions

5.3.2.1 Employment and the Economy

Construction

Overall Project construction is expected to take place in 2027 and 2028, with a target full in-service date for the Project of June 2028. MVP estimates that it will spend approximately $100 million on construction and commissioning, machinery, and services in West Virginia ($65 million) and Virginia ($35 million) during Project construction. The construction spending total in Virginia also includes easement payments. In addition, MVP estimates that an additional $350 million will be spent outside these states, with almost all this total spent elsewhere in the United States (FTI Consulting 2025). These direct expenditures will generate economic activity and support employment and income elsewhere in the economy through the multiplier effect, as initial changes in demand "ripple" through the local economy and support indirect and induced impacts. Direct, indirect, and induced impacts may be defined as follows:

- **Direct impacts:** the economic activity resulting from the Project engineering, procurement, and construction (EPC) and operational phase spending, employment, and tax revenue generation. Direct construction employment includes workers employed on-site constructing the Project, as well as workers employed in industries providing materials and services to the Project.
- **Indirect impacts:** the economic activity resulting from the "direct" industries spending on goods and services provided by their supply chain.
- **Induced impacts:** the economic activity resulting from the spending of the income earned by employees within the "direct" and "indirect" industries (FTI Consulting 2025).

An economic and fiscal benefit study prepared on behalf of MVP estimated the total economic and fiscal benefits expected to be generated and supported during Project construction in West Virginia, Virginia, and the United States (FTI Consulting 2025). Impacts were estimated using IMPLAN, a commercially available

input-output modeling software and data system, for three study regions (West Virginia, Virginia, and the United States). The results of this analysis for the EPC phase are summarized in Table 5.3-3. Employment estimates are annual averages based on expected employment from 2025 to 2029; the other three measures are cumulative totals for the entire period. The EPC phase costs evaluated in the economic analysis include construction-related expenditures from 2025 to 2028, and also post-construction related costs in 2029 (FTI Consulting 2025).

Table 5.3-3

Economic Impacts of the Engineering, Procurement, and Construction Phase, 2025 to 2029 a/

Metric	Unit	Impact	West Virginia	Virginia	United States
Employment b/	Average Annual Number of Jobs	Direct	70	30	320
		Indirect	30	10	240
		Induced	40	20	300
		TOTAL	**140**	**60**	**860**
Labor Income c/	2025 $ million	Direct	$25	$13	$148
		Indirect	$14	$6	$111
		Induced	$11	$5	$100
		TOTAL	**$50**	**$24**	**$359**
Output (Business Sales) d/	2025 $ million	Direct	$65	$33	$448
		Indirect	$47	$20	$374
		Induced	$34	$17	$312
		TOTAL	**$146**	**$70**	**$1,134**
Gross Domestic Product (Value Added) e/	2025 $ million	Direct	$36	$21	$214
		Indirect	$23	$10	$181
		Induced	$21	$11	$187
		TOTAL	**$80**	**$42**	**$582**

Notes:

Totals may not sum due to rounding.

a/ The engineering, procurement, and construction phase costs evaluated in this analysis include construction-related expenditures from 2025 to 2028, as well as post-construction related costs in 2029.

b/ Employment -- The annual average number of employees engaged in full- or part-time work, including those who are self-employed.

c/ Labor Income -- The sum of employee compensation, including wages, salaries, and other benefits, and proprietary income received by small-business owners or self-employed workers. Estimates are cumulative totals for 2025 to 2029, not annual averages.

d/ Output (Business Sales) -- The value of goods and services produced in the region, which serves as a broad measure of economic activity. Estimates are cumulative totals for 2025 to 2029, not annual averages.

e/ Gross Domestic Product (Value Added) -- The sum of net new economic activity (i.e., output minus the value of intermediate inputs). Estimates are cumulative totals for 2025 to 2029, not annual averages.

Source: FTI Consulting 2025

EPC spending in West Virginia during construction is estimated to support an annual average of 140 total (direct, indirect, and induced) jobs and a cumulative total of $50 million in labor income. In Virginia, EPC spending is estimated to support an annual average of 60 total jobs and $24 million in cumulative labor income. Overall spending in the United States, including spending in West Virginia and Virginia, is estimated to support an annual total of 860 jobs and a cumulative total of $359 million in labor income

(Table 5.3-3). Summary data are also provided in Table 5.3-3 for output and gross domestic product. Direct average annual wages and salaries are estimated to be $68,700 per job in West Virginia, $77,190 per job in Virginia, and $92,310 per job in the United States (FTI Consulting 2025). The results of this analysis are discussed further in Appendix 5-A.

Operation

The Project is anticipated to begin operations in 2028. MVP estimates that it will add two new direct positions to the existing MVP operations staff, one in each state, with annual spending in 2030 expected to reach $2.0 million in West Virginia, $0.7 million in Virginia, and $13.9 million in the rest of the U.S (FTI Consulting 2025).

The economic and fiscal impact report prepared on behalf of MVP developed two sets of economic impact estimates (FTI Consulting 2025). The first set assesses the impact of operations-related spending only. The second set estimates the impacts associated with the potential increase in natural gas production that would result from the Project. Impacts were estimated using separate IMPLAN models for West Virginia, Virginia, and the United States. The results of the first set of estimates, which address operation-related spending only, are summarized in Table 5.3-4. The results of the second set of operation-related analyses that assess the potential increase in natural gas production for West Virginia and the United States are provided in Appendix 5-A.

Table 5.3-4

Annual Economic Impacts of Operation a/

Metric	Unit	Impact	West Virginia	Virginia	United States
Employment b/	Number of Jobs	Direct	1	1	2
		Indirect	6	5	11
		Induced	4	3	7
		TOTAL	**11**	**9**	**20**
Labor Income c/	2025 $ million	Direct	$0.1	$0.4	$0.3
		Indirect	$0.4	$0.4	$0.8
		Induced	$0.2	$0.2	$0.5
		TOTAL	**$0.8**	**$1.0**	**$1.5**
Output (Business Sales) d/	2025 $ million	Direct	$101	$54	$155
		Indirect	$98	$42	$140
		Induced	$31	$13	$45
		TOTAL	**$230**	**$109**	**$340**
Gross Domestic Product (Value Added) e/	2025 $ million	Direct	$17	$15	$32
		Indirect	$48	$22	$71
		Induced	$19	$8	$27
		TOTAL	**$84**	**$45**	**$130**

Notes:
Totals may not sum due to rounding.
a/ These estimates are annual values from 2030 on based on operation spending only. FTI Consulting (2025) also estimated the economic impact associated with the potential increase in natural gas production (see Appendix 5-A, Appendix A).

Table 5.3-4

Annual Economic Impacts of Operation a/

Metric	Unit	Impact	West Virginia	Virginia	United States

b/ Employment -- The number of employees engaged in full- or part-time work, including those who are self-employed.

c/ Labor Income -- The sum of employee compensation, including wages, salaries, and other benefits, and proprietary income received by small-business owners or self-employed workers.

d/ Output (Business Sales) -- The value of goods and services produced in the region, which serves as a broad measure of economic activity.

e/ Gross Domestic Product (Value Added) -- The sum of net new economic activity (i.e., output minus the value of intermediate inputs).

Source: FTI Consulting 2025

Operation in West Virginia is estimated to support annual employment of 11 total (direct, indirect, and induced) jobs and $1 million in labor income. In Virginia, operation is estimated to support annual employment of 9 total jobs and $1 million in labor income. Operation spending in the United States, including spending in West Virginia and Virginia, is estimated to support an annual total of 20 jobs and a cumulative total of $2 million in labor income (Table 5.3-4). Summary data are also provided in Table 5.3-4 for output and gross domestic product. Wages and salaries for the two direct operations positions are estimated to be $134,120 per job (FTI Consulting 2025). The results of this analysis are discussed further in Appendix 5-A.

5.3.3 Housing

The majority of the overall construction workforce (an estimated 81 percent) is anticipated to be non-local. Non-local workers will likely temporarily relocate to the vicinity of the Project area for the duration of their employment, possibly commuting home on weekends, depending on the location of their primary residence. Very few, if any, of the non-local workers employed during the construction phase are expected to be accompanied by family members. Workers temporarily relocating to work on the Project are expected to stay in motel or hotel rooms, rental housing (apartments, houses, or mobile homes), or provide their own housing in the form of RVs or trailers.

Housing resources are summarized by affected county in Table 5.3-5. Table 5.3-5 also presents the estimated number of total non-local workers expected to be present during construction by Project facility and county. Non-local workers seeking temporary accommodation will likely reside within daily commuting distance of their work sites. Some non-local workers will likely reside in the counties within which they are working. Others may be located in other adjacent or nearby counties. In addition to the resources summarized in Table 5.3-5, rental housing options may also include other special living situations, such as short-term rentals, spare bedrooms in homes that residents would be willing to rent to construction workers, and private RV spaces made available on online platforms.

Table 5.3-5

Estimated Construction-Related Housing Demand by Construction Spread

Facility	County	Estimated Housing Demand a/	Estimated Available Housing Resources b/		
			Housing Units Available for Rent b/	Hotel and Motel Rooms c/	RV Spaces c/
Bradshaw Compressor Station	Wetzel, West Virginia	50	43	166	0
Harris Compressor Station	Braxton, West Virginia	50	73	325	540
Stallworth Compressor Station	Fayette, West Virginia	25	300	300	425
Swann Compressor Station d/	Montgomery, Virginia	110	566	1,600	58

Notes:

a/ Estimated housing demand is based on the estimated non-local share of the total workforce by county.

b/ Many of these available units include more than one bedroom and, if rented, could be occupied by more than one worker.

c/ Data for hotel and motel rooms and RV spaces were compiled from an online review. While not comprehensive, these data indicate that both types of housing (hotel and motel rooms and RV spaces) are available in three of the four counties included in this table, with hotel and motel rooms available in the fourth county (Wetzel County).

d/ Additional housing resources not shown here are available in Roanoke County, which is less than 1 mile from the Swann Compressor Station.

Vacation homes are also available for rent in the analysis area counties. Data compiled by the U.S. Census Bureau (2024b) identified a total of 1,342 housing units for seasonal, recreational, or occupation use in the three West Virginia counties in the Project area and a combined total of 1,223 units in the two Virginia (Table 5.2-3). Housing units identified for seasonal, recreational, or occasional use by the U.S. Census are generally considered to be vacation homes and viewed by Project area county, range from 2 percent (722 units) of total housing units in Montgomery County, Virginia to 9 percent (548 units) in Braxton County, West Virginia (see Table 5.2-3). These units are not included in the estimated housing units for rent in Table 5.2-3 and would continue to be available for recreationists and tourists, which should reduce the possibility that construction crews would displace these types of visitors.

Existing MVP staff will be primarily responsible for operations and maintenance of the new facilities. Two new positions will be added to the existing MVP operations staff. The potential addition of up to two new households is not expected to affect local housing resources.

5.3.3.1 Displacement of Residences and Businesses

MVP has no plans to displace or relocate any businesses as a result of construction or operation of the Project.

5.3.4 Community Services

The temporary addition of construction workers to local communities is not expected to affect the levels of service provided by existing law and fire protection personnel. Law enforcement and fire departments

within each region are identified by county in Table 5.2-4. Increased demands for local services that could occur from construction workers temporarily relocating to the affected areas would be short term.

MVP will work directly with local law enforcement, fire departments, and emergency medical services to coordinate for effective emergency response. Further, in accordance with 49 Code of Federal Regulations § 192.615, MVP will follow its emergency response procedures for construction and operation of the facilities.

Medical facilities located near the Project facilities are identified by location in Table 5.2-5. Construction of the Project is not expected to have significant adverse impacts on local and regional medical facilities and services. The temporary relocation of workers to the counties in the Project area is not expected to affect existing levels of health care and medical services. Minor increases in demand for local services that could occur from workers temporarily relocating to the area would be short-term.

Very few, if any, of the non-local workers employed during the construction phase are expected to be accompanied by family members. As a result, the number of school-age children expected to relocate is very limited and unlikely to noticeably affect school enrollment in the Project area.

5.3.5 Transportation

Construction activities at the four compressor station sites will add to existing traffic volumes on local roads. Increases in traffic volume will result from the movement of equipment and materials and the daily commuting of workers to and from work sites. Most construction equipment will remain on-site during construction. Several construction-related trips will be made each day to and from the job sites for each compressor station location. Construction crews will commute to Project work areas in their personal or company vehicles. The number of workers commuting to and from each compressor station site will vary by location, ranging from 45 (Bradshaw) to 196 (Swann), with 60 workers expected at the other two sites (Harris and Stallworth) (see Table 5.3-1). Additional information is provided in the Traffic and Transportation Management Plan prepared for this Project (Appendix 5-B).

Existing MVP staff will be primarily responsible for operations and maintenance of the new facilities, with two new positions added to the existing MVP operations staff. The addition of these positions is not expected to affect existing traffic patterns at the existing and proposed compressor station sites.

5.3.6 Tax Revenues

5.3.6.1 Construction-Related Tax Revenues

Construction of the Project would generate sales and use tax revenue during the construction period. In addition to tax revenues resulting from direct Project-related expenditures, the Project will 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. The economic and fiscal benefit study prepared on behalf of MVP used the IMPLAN model to estimate state and local tax revenues that would be generated during the EPC phase in West Virginia and Virginia (FTI Consulting 2025). Construction and post-construction activities were estimated to generate an aggregate total of $5.7 million and $3.4 million in total state and local tax revenues from 2025 to 2029 in West Virginia and Virginia, respectively (Table 5.3-6). These estimates are based on the total (direct, indirect, and induced) economic activity that would be supported during the EPC phase. In addition, using the national IMPLAN model, the report estimated that the EPC phase would generate an estimated $84 million in total (direct, indirect, and induced) aggregate

federal tax revenues from 2025 to 2028. These estimated federal tax revenues consisted of social insurance tax ($40 million), personal income tax ($33 million), corporate profits tax ($9 million), and other taxes and fees ($1 million) (FTI Consulting 2025). The results of this analysis are discussed further in Appendix 5-A.

Table 5.3-6

Estimated Federal and State and Local Tax Revenues Generated During the Engineering, Procurement, and Construction Phase a/

Type of Tax b/	West Virginia (2025 $ million) c/	Virginia (2025 $ million) c/
Federal Taxes	11.0	6.0
State and Local Tax Revenues		
Sales Tax	$2.0	$1.1
State Income Tax	$1.6	$0.8
Property Tax	$1.5	$1.2
Other Taxes and Fees	$0.6	$0.3
STATE AND LOCAL TOTAL	**$5.7**	**$3.4**

Notes:
a/ The engineering, procurement, and construction phase costs evaluated in this analysis include construction-related expenditures from 2025 to 2028, as well as post-construction related costs in 2029. Estimate tax revenues are cumulative totals for this period, not annual averages. Estimates are based on total (direct, indirect, and induced) economic activity.
b/ Estimated tax revenues were generated using the state IMPLAN models for West Virginia and Virginia and are not presented by affected municipality.
c/ Estimates are expressed in millions of 2025 dollars.
Sources: FTI Consulting 2025

5.3.6.2 Operation-Related Tax Revenues

The economic and fiscal benefit study prepared on behalf of MVP used the IMPLAN model to estimate federal, and state and local tax revenues that would be generated during operation in West Virginia and Virginia (FTI Consulting 2025). Annual operation is estimated to support $18.0 million and $12.1 million in state and local tax revenues in West Virginia and Virginia, respectively (Table 5.3-7). These estimates are based on total (direct, indirect, and induced) economic activity and assess the impact of operations-related spending only. State and local tax revenues generated during operation would include ad valorem taxes.

Table 5.3-7

Estimated Federal and State and Local Tax Revenues Generated During Operation a/

Type of Tax b/	West Virginia (2025 $ million) c/	Virginia (2025 $ million) c/
Federal Tax Revenues	$2.4	$1.0
State and Local Tax Revenues d/	$18.3	$12.3
TOTAL	**$20.7**	**$13.3**

Table 5.3-7

Estimated Federal and State and Local Tax Revenues Generated During Operation a/

Type of Tax b/	West Virginia (2025 $ million) c/	Virginia (2025 $ million) c/

Notes:

a/ These estimates are annual values from 2030 on based on operation spending only. FTI Consulting (2025) also estimated the economic impact associated with the potential increase in natural gas production (see Appendix 5-A, Appendix A). Estimates are based on total (direct, indirect, and induced) economic activity.

b/ Estimated tax revenues were generated using the state IMPLAN models for West Virginia and Virginia and are not presented by affected municipality.

c/ Estimates are expressed in millions of 2025 dollars.

d/ State and local tax revenue estimates provided by IMPLAN include ad valorem taxes.

Sources: FTI Consulting 2025

5.3.7 Environmental Justice

Assessing the potential for disproportionately high and adverse impacts on minority and/or low-income populations typically involves two steps: first, identifying whether minority and/or low-income communities are present, and then, if these types of communities are present, evaluating whether high and adverse human health or environmental effects would disproportionately affect the identified community or communities. This assessment is discussed below.

5.3.7.1 Disproportionate High and Adverse Effects on Minority or Low-Income Populations

Review of census data indicated that the populations in the counties of the Project area are predominantly White. Viewed by county, in West Virginia the share of the population identified as White alone ranged from 89.7 to 95.9 percent in the three counties that will be affected (Table 5.2-8). In Virginia, the share of the population identified as White alone in Montgomery County, 78.1 percent, was above the state average (Table 5.2-9). Data were also reviewed at the census block group level. None of the block groups in West Virginia were identified as potential minority communities and one census block group was identified as a community of color using VEJA criteria. (see Section 5.2.7.1).

Review of county-level household poverty data indicated that between 16.7 percent (Wetzel County) and 20.5 percent (Braxton County) of total households were below the poverty line in the three affected counties in West Virginia (Table 5.2-8). Braxton and Fayette counties were identified to have poverty rates exceeding the state average. The number of households below the poverty line in Montgomery County, Virginia is estimated at 21.6 percent (Table 5.2-9), exceeding the state average.

U.S. Census Bureau defines a poverty area as a census tract or other area where at least 20 percent of residents are below the poverty level. Data were also reviewed at the census block group level. The number of households below the poverty line was equal to or exceeded 20 percent of households in 7 of the 11 census block groups for the Census tracts that would be affected in West Virginia; these block groups were distributed across all three counties (Table 5.2-10).

In Montgomery County, Virginia, at least 20 percent of households were identified below the poverty level in one of the four affected census block groups for the Census tract that would be affected (Table 5.2-10). These data, as well as median household income data reviewed in Section 5.2.7.2, suggest that areas within the affected counties may be more economically challenged than the corresponding states as a whole. There

are census block groups meeting Virginia's criteria as an EJ community based on low-income (Table 5.2-10) and community of color demographics within a 3-mile radius of review. Based on current EJ permitting guidance from VDEQ, the air emissions permit for the Swann Compressor Station would not inherently be a "permit of concern" subject to enhanced EJ review, since it will not be a Prevention of Significant Deterioration or Nonattainment New Source Review major source. Note, however, that VDEQ retains the discretion to request supplemental EJ review as part of environmental permitting evaluations on a case-by-case basis.

Review of data on age indicated that while shares of the child or elderly populations within each county were generally comparable with state averages, a notable amount of localized variability does exist when considered at the block group level (Section 5.2.7.3).

MVP will facilitate meaningful public participation and any further review of disproportionate impacts required by regulatory agencies.

Construction of the Project is not expected to have high and adverse human health or environmental effects on any nearby communities. Adverse construction-related impacts would likely include increases in local traffic and noise, as well as dust, and could result in temporary delays on roads near the construction sites. These impacts would be temporary and localized and are not expected to be high. Potential impacts related to construction noise and air quality are discussed in Resource Report 9, and potential impacts on public safety are discussed in Resource Report 11. Visual impacts are discussed in more detail in Resource Report 8. Operation of the Project is not expected to have high and adverse human health or environmental effects on any nearby communities or result in adverse and disproportionate human health or environmental effects to minority or low-income communities.

5.3.7.2 Compressor Station Site Selection

Of the four compressor stations included in the Project, the three stations located in West Virginia are expansions of existing compressor stations, and site selection for these stations was conducted during the planning, design, permitting, and National Environmental Policy Act review for the MVP Mainline. The site selection process for the proposed new Swann Compressor Station in Virginia is discussed in Resource Reports 1 and 10. MVP planned and sited the Swann Compressor Station based on engineering and environmental constraints, including the need to locate the station along the existing MVP Mainline while attempting to avoid densely populated areas (cities or towns), neighborhoods, and isolated individual residences as much as possible. Other siting considerations included topography and site access.

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Mountain Valley Pipeline Boost Project

Docket No. CP26-__-000

Resource Report 5

Appendix 5-A
Economic Benefits of the Mountain Valley Pipeline Boost Project in West Virginia and Virginia

October 2025

The Economic and Fiscal Benefits of MVP Boost

This report describes the economic and fiscal contributions that Mountain Valley's Boost project will deliver to West Virginia, Virginia, and the United States.

FTI CONSULTING

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Executive Summary

Mountain Valley Pipeline, LLC (Mountain Valley) is developing the MVP Boost project, an expansion of the MVP Mainline. The MVP Mainline is a 42-inch natural gas interstate pipeline system spanning 303 miles from northwestern West Virginia to southern Virginia. It can supply up to 2 billion cubic feet per day (Bcf/d) of natural gas. MVP Mainline began operations in June 2024 and achieved 100% utilization in January 2025, moving 1.3 Bcf/d of natural gas, on average.

MVP Boost includes upgrades to the three existing compressor stations in West Virginia and the addition of a new compressor station in Montgomery County, VA. The expansion project is estimated to cost approximately $450 million to construct, and targeted completion for MVP Boost is June 2028.

EPC Phase Cumulative Economic Benefits

During the engineering, procurement, and construction (EPC) phase, MVP Boost will support approximately 140 jobs and 60 jobs, on average, across West Virginia and Virginia, as shown in Table 1. At the national level, the project will support an average of 860 jobs across the United States.

Table 1: Cumulative Economy-wide Economic and Fiscal Benefits of EPC Spending, 2025-2029[1]

Metric	Unit	West Virginia	Virginia	United States
Business Sales (Output)	2025 $M	$146	$70	$1,134
Gross Regional Product (Value Added)	2025 $M	$80	$42	$582
Labor Income	2025 $M	$50	$24	$359
Employment	Average Jobs (#)	140	60	860
Wages and Benefits	2025 $	$70,000	$75,330	$83,510
Federal Tax Revenues	2025 $M	$11	$6	$84
State and Local Tax Revenues	2025 $M	$6	$3	$43

Note: The economic benefits listed encompass the entire region and are not additive.

[1] Although the project is slated for completion in June 2028, post-construction expenditures are expected to extend into 2029.

The EPC phase will contribute $80 million and $42 million in cumulative gross regional product (GRP) to West Virginia and Virginia, respectively, and add $582 million to cumulative U.S GRP. It will also generate $84 million in cumulative federal taxes across the U.S. In addition, approximately $6 million and $3 million in cumulative state and local tax revenues will be generated in West Virginia and Virginia, respectively.

Operational Phase Economic Benefits

MVP Boost will not only generate benefits through its direct operations, but it will also provide a significant boost to the natural gas industry by facilitating the transportation of new gas production to end markets. In 2030, the project, together with the increased natural gas production it will enable, is expected to support approximately 2,230 jobs nationwide and bolster U.S. GDP by $586 million annually, as outlined in Table 2. Furthermore, the project's impact will be felt at the state level, with 540 economy-wide jobs supported in West Virginia from operations and incremental gas production and 9 economy-wide jobs in Virginia from operations.

Table 2: Annual Operational Phase Economy-wide Economic Benefits of the MVP Boost Project, 2030[2]

Metric	Unit	West Virginia	Virginia	United States
Business Sales (Output)	2025 $M	$438	$109	$1,141
Gross Regional Product (Value Added)	2025 $M	$207	$46	$586
Labor Income	2025 $M	$50	$1	$241
Employment	Average Jobs (#)	540	9	2,230
Wages and Benefits	2025 $	$93,990	$81,550	$107,910
Federal Tax Revenues	2025 $M	$15	$1	$61
State and Local Tax Revenues	2025 $M	$29	$12	$88

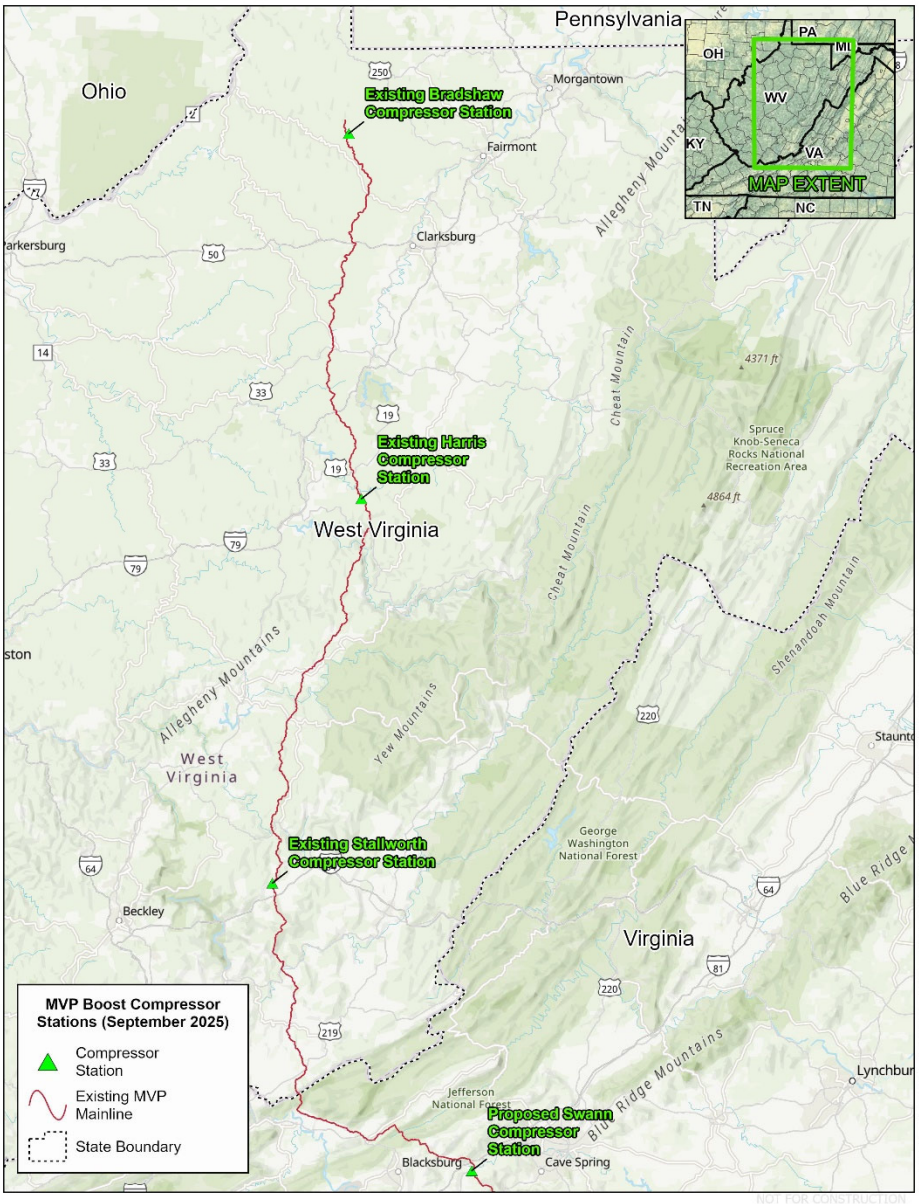
Overall, the project will play a significant role in growing the regional economy and will support millions in economic activity across West Virginia, Virginia, and the United States.

[2] The economic benefits listed encompass the entire region and are not additive.

Introduction

Mountain Valley Pipeline is a 42-inch diameter underground natural gas interstate pipeline system spanning 303 miles from northwestern West Virginia to southern Virginia, as shown below in Figure 1.[3] MVP Boost is owned and being constructed by Mountain Valley Pipeline, LLC. The pipeline is regulated by the Federal Energy Regulatory Commission (FERC).

Figure 1: Mountain Valley Pipeline Route[4]



[3] The MVP project is owned by Mountain Valley Pipeline, LLC, a joint venture in which the primary partners are EQM Midstream Partners and NextEra US Gas Assets, LLC.

[4] https://mountainvalleypipeline.info/

Fueled by abundant natural gas from the Marcellus and Utica shale formations, the Mountain Valley Pipeline is designed to deliver up to 2 Bcf/d of firm transmission capacity to markets across the mid-Atlantic and southern Atlantic regions of the U.S. The pipeline runs from an interconnect with the Equitrans L.P. pipeline in Wetzel County, West Virginia, to Transcontinental Gas Pipeline Company's (Transco) Zone 5 compressor station 165 in Pittsylvania County, Virginia. Mountain Valley has reached full utilization under 20-year agreements for the pipeline's full capacity.[5]

The Mountain Valley Pipeline currently has compressor stations in Wetzel (Bradshaw Compressor Station), Braxton (Harris Compressor Station), and Fayette (Stallworth Compressor Station) counties of West Virginia. The planned MVP Boost project includes upgrades to the three compressor stations in West Virginia and the addition of one new compressor station in Montgomery County, Virginia (Swann Compressor Station). MVP Boost is designed to add 0.6 billion cubic feet per day (Bcf/d) of natural gas to the MVP Mainline's capacity and is estimated to cost approximately $450 million. The MVP Boost project has a targeted commercial online date of June 2028 and is expected to directly employ 2 workers.

Mountain Valley retained FTI Consulting, Inc. (FTI) to examine MVP Boost's potential economic benefits along two areas: (1) economic growth and employment resulting from construction expenditures related to the planned expansion, and (2) operational benefits in terms of jobs created and ad valorem taxes paid by MVP Boost owners.

[5] https://mountainvalleypipeline.info/

Methodology and Approach

The process for evaluating the economic and fiscal impacts of spending on goods and services during the construction and operations periods, direct employment, and direct tax payments for the MVP Boost project involved the following three steps:

1. Preparation and issuance of the data request
2. Collection and preparation of data for economic impact modeling
3. Economic and fiscal impact modeling

The sections below describe these steps in further detail.

Preparation and Issuance of the Data Request

The first step of the economic and fiscal impact analysis process involved preparing and issuing the data request on Mountain Valley's planned capital and operational spending, direct employment, and direct tax payments during the EPC and operational periods. The requested spending, employment, and tax payment data included the following:

Table 3: Data Request Spending, Employment, and Tax Payment Categories

EPC Cost Categories	Operation Cost Categories
• Compressors • Construction Labor • Construction Material • Engineering & Design • Inspection Fees • Legal Fees • Machinery and Equipment • Regulatory & Permitting Fees • Right-of-way Payments • Site Preparation	• Ad Valorem Tax • Capital Maintenance • Electricity • Employee Compensation • General & Administrative • Insurance • Maintenance and Spares • Natural Gas Shipments

Collection and Preparation of Input Data for Economic Impact Modeling

After Mountain Valley responded to the data request, FTI reviewed and validated the data for reasonableness and consistency. The data was then prepared as inputs for the economic impact modeling, which consisted of the following steps:

- Assigning the spending and employment data to the appropriate economic sectors within the IMPLAN dataset;
- Working with Mountain Valley to distribute the spending and employment data across the correct, anticipated years of spending; and

- Working with Mountain Valley to allocate the spending and employment to the appropriate geographies from where the goods and services will be provided – West Virginia, Virginia, rest of the U.S, and internationally.

Economic and Fiscal Impact Modeling

Once the input data was assigned to the correct sectors, years, and geographies, FTI prepared the data input files for IMPLAN and then ran the IMPLAN model. The IMPLAN model is a general input-output modeling software and data system that tracks the movement of money through an economy, looking at linkages between industries along the supply chain, to measure the cumulative effect of spending in terms of job creation, income, production, and taxes. The IMPLAN data sets represent all industries within the local, state, and national economies and are derived primarily from data collected by federal agencies.[6]

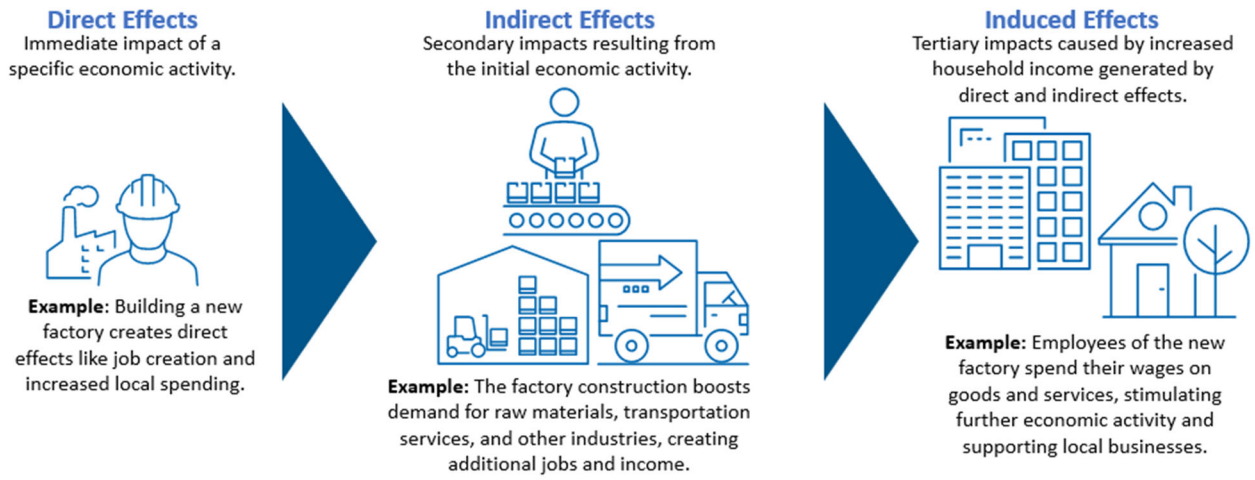
The economic impacts that IMPLAN calculates are segmented by direct impacts, indirect impacts, and induced impacts, defined as follows:

- **Direct impacts:** the economic activity resulting from the project EPC and operational phase spending, employment, and tax revenue generation.
- **Indirect impacts:** the economic activity resulting from the "direct" industries spending on goods and services provided by their supply chain.
- **Induced impacts:** the economic activity resulting from the spending of the income earned by employees within the "direct" and "indirect" industries.

Through the direct, indirect, and induced impact calculations, IMPLAN provides the economic ripple effect, or multiplier, that tracks how each dollar of input, or direct spending, cycles through the economy to suppliers and ultimately to households as shown in Figure 2 below.

[6] https://implan.com/

Figure 2: IMPLAN Process



IMPLAN produces six metrics that quantify the direct spending on an economy:

- **Employment** – the number of individuals receiving compensation through wages or salaries, including those who are self-employed.
- **Output** – sometimes called "business sales" or "sales output," the sum of all revenues of private and public enterprises in the region in a particular year.
- **Gross Domestic Product (GDP) or Gross Regional Product (GRP)** – sometimes called "value-added," the sum of all net new economic activity in the region (i.e., sales output minus the value of intermediate input) and regional contribution to the total state and U.S. GDP.
- **Labor Income** – the share of economic activity accruing to labor and households in the form of wages and salaries, other compensation, benefits like the cash-equivalent value of health insurance provided by employers, and the income of proprietors.
- **Federal Taxes** – taxes collected by the federal government, mostly in the form of income taxes and payroll taxes paid to support healthcare and retirement benefits.
- **State and Local Taxes** – taxes collected by the state and local governments, which includes state income taxes, municipal income taxes, sales taxes, various user fees and other charges, and property taxes.

Major Inputs and Assumptions

EPC Phase

From 2025 to 2029, Mountain Valley estimates it will spend $450 million in direct EPC expenditures for MVP Boost. Total EPC phase costs include construction-related expenditures on the project from 2025-2028, and post-construction related costs in 2029, when MVP Boost is in service but not yet at full operational capacity.

Figure 3 provides a breakdown of this spending by major category, which includes $256 million on machinery and equipment, $123 million of on-site preparation and construction labor, $61 million on professional services and easement payments, and over $10 million on construction materials such as concrete and steel.[7]

Figure 3: Total Direct Expenditures by Major Spending Category, 2025–2029[8]

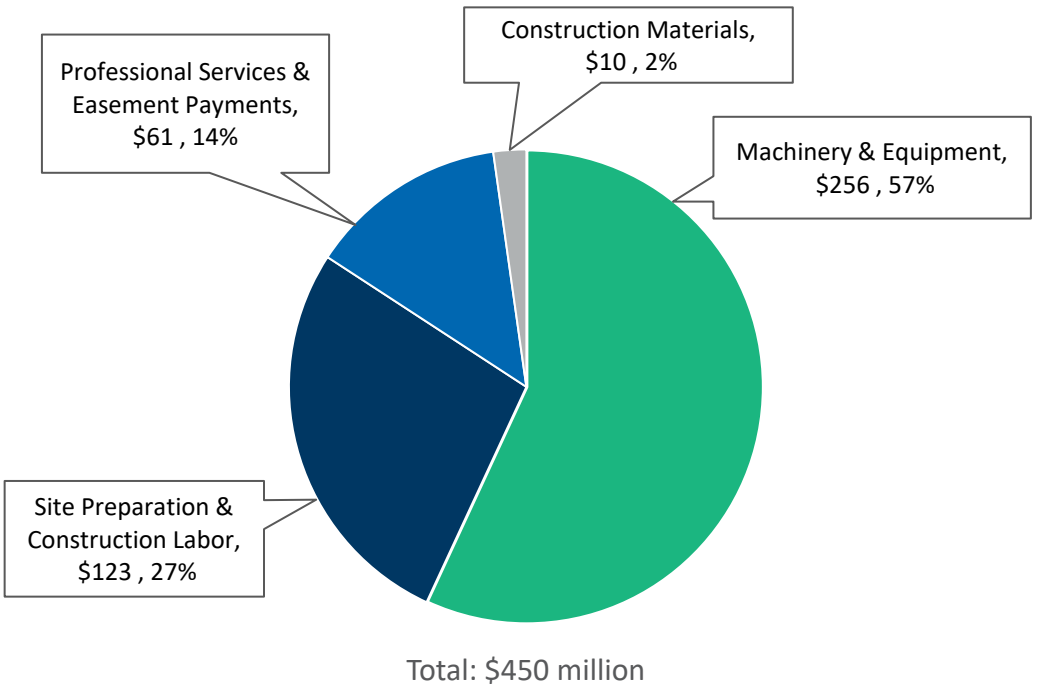
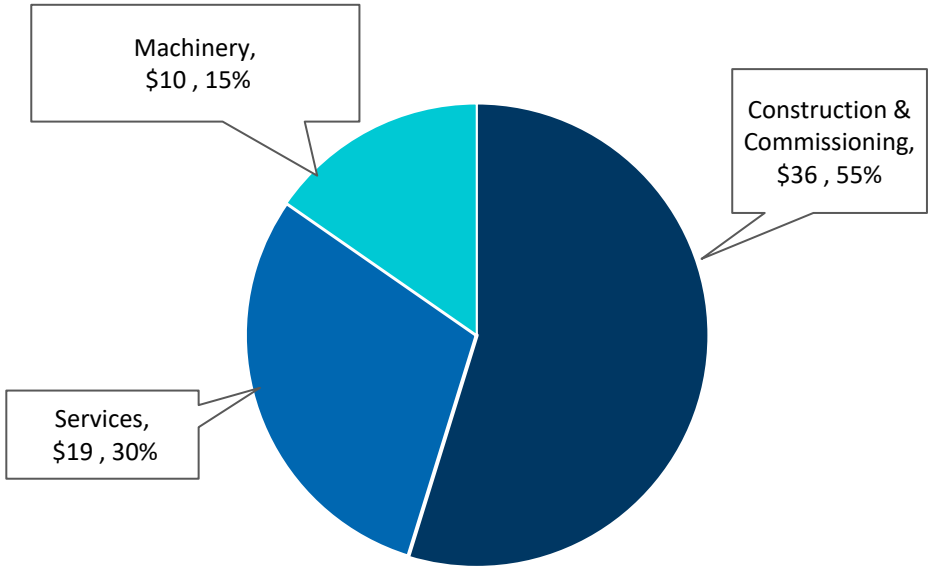


Figure 4 and Figure 5 below show the composition of MVP Boost direct expenditures by category for West Virginia and Virginia, respectively.

[7] Spending totals include forward escalation.
[8] Note, numbers may not sum due to rounding.

Figure 4: MVP Boost Capital Expenditures in West Virginia by Major Spending Category, 2025–2029

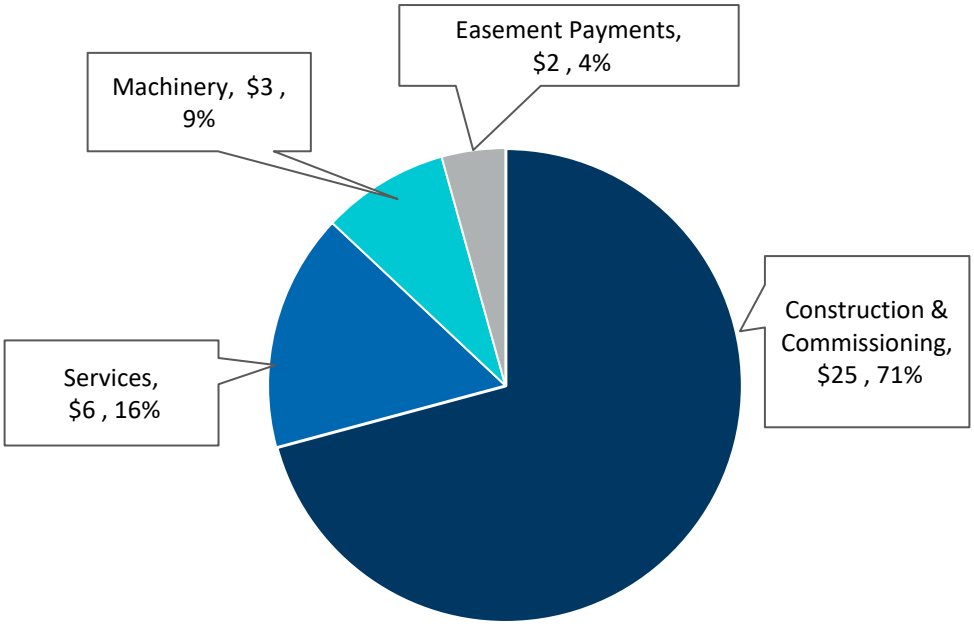
Millions of 2025 Dollars



Total: $65 million

Figure 5: MVP Boost Capital Expenditures in Virginia by Major Spending Category, 2025–2029

Millions of 2025 Dollars



Total: $35 million

Mountain Valley also provided its projected share of spending in each category by region – West Virginia, Virginia, the rest of the U.S., and internationally. In total, approximately 99%, or $449 million of the approximate $450 million in direct EPC phase expenditures will occur somewhere within the U.S.

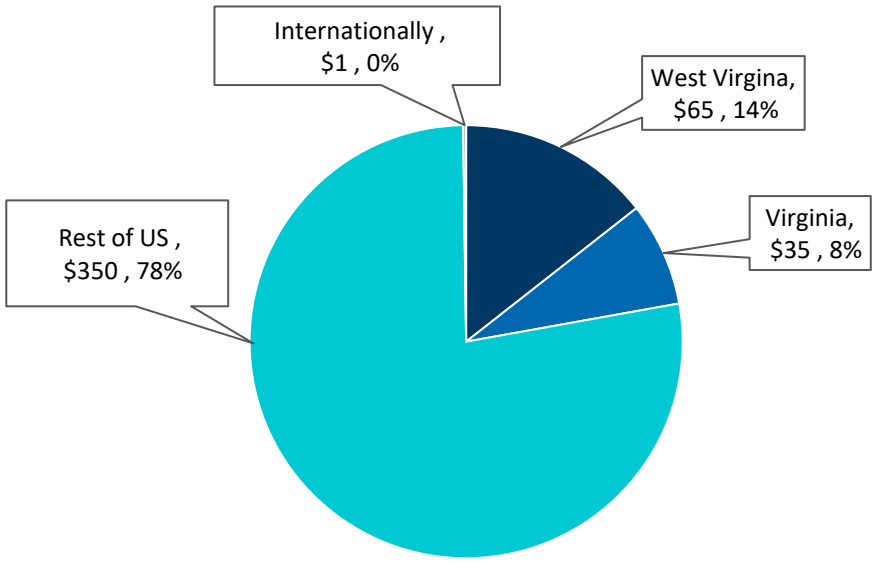
The direct expenditures were mapped to corresponding IMPLAN sectors and to each study region to estimate the total direct, indirect, and induced impacts of each expenditure on the three geographies. Expenditures were assigned to years within the anticipated 2025-2029 EPC phase according to Table 4 below. Peak EPC expenditures will occur in 2028.

Table 4 : Share of EPC Phase Expenditures by Year

Year	Share of EPC Expenditures
2025	17.9%
2026	6.6%
2027	33.9%
2028	38.0%
2029	3.6%

As shown below in Figure 6, Mountain Valley will spend $65 million in West Virginia, $35 million in Virginia, and $350 million in the rest of the U.S., with the remainder going to other countries.

Figure 6: EPC Expenditures by Jurisdiction (millions of 2025 dollars)



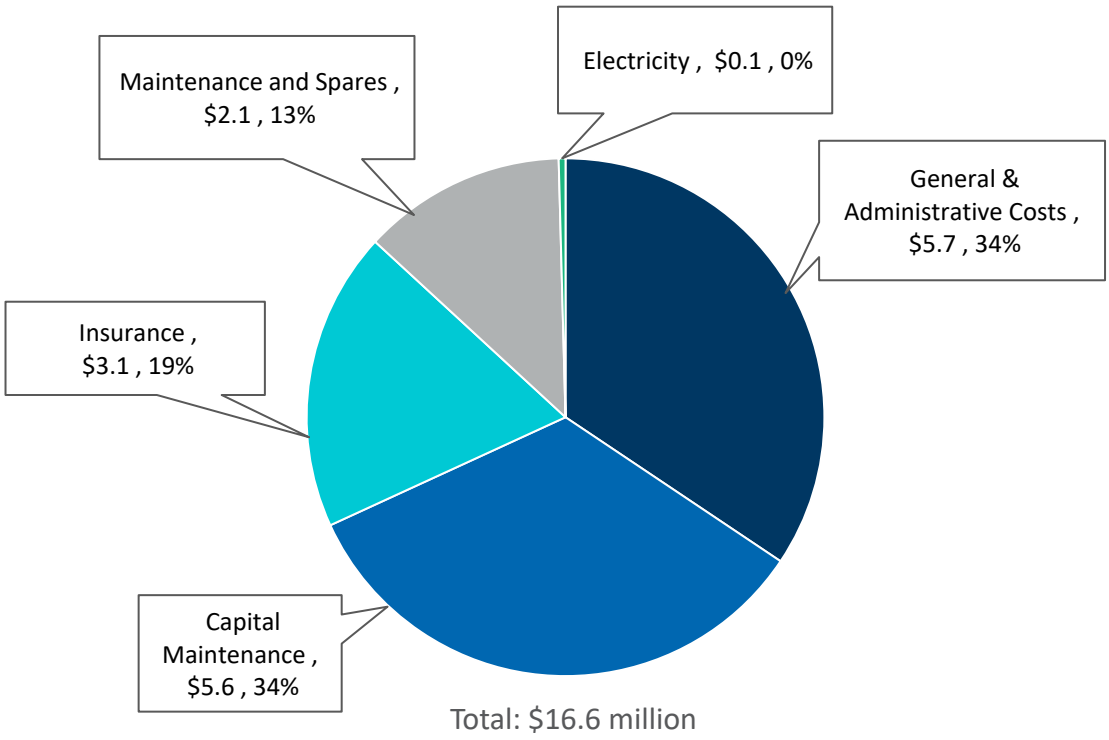
Total: $450 million

Operational Phase

In 2030, after MVP Boost in operation, MVP anticipates spending $16.6 million annually on the project and expects to employ two additional direct workers.

MVP will incur annual operational expenditures on the upkeep and maintenance. Figure 7 provides a breakdown of this spending by major category, which includes $5.7 million on general and administrative costs, $5.6 million on capital maintenance, $3.1 million on insurance, more than $2.1 million on maintenance and spares (materials), and $0.1 million on electricity.

Figure 7: Total Direct Expenditures by Major Spending Category (millions of 2025 dollars)[9]



Mountain Valley will spend $2.0 million in West Virginia, $0.7 million in Virginia, and $13.9 million in the rest of the U.S. In addition to the direct spending, FTI estimates the project will generate $150 million in revenue in 2030.

Table 5 below presents a summary of the anticipated operational revenue, employment, and natural gas production that Mountain Valley anticipates during operations.

Table 5: U.S. Operational Revenue, Employment, and Natural Gas Production Supported[10]

Direct Impact	Units	West Virginia	Virginia	United States

[9] Note, numbers may not sum due to rounding.
[10] Note, numbers may not sum due to rounding.

Revenue	2024 $M	$98	$52	$150
Employment	Average Jobs (#)	1	1	2
Natural Gas Production	2024 $M	$108	N/A	$354

The direct expenditures were mapped to corresponding IMPLAN sectors and to each study region to estimate the total direct, indirect, and induced impacts of each expenditure on the three geographies.

West Virginia Economic Benefits

EPC Phase Benefits

Mountain Valley plans to spend approximately $450 million on goods and services to construct MVP Boost, of which $65 million will be spent in West Virginia. This substantial spending will translate into job creation and economic growth for the state, as shown below in Table 6. During the EPC phase, MVP Boost will cumulatively generate $146 million in total economic output, $80 million in GRP, and support almost $50 million in labor income in West Virginia.

Additionally, the EPC phase will support average wages and benefits of approximately $70,000 per job as compared to the median household income of $55,948 for residents in West Virginia.[11]

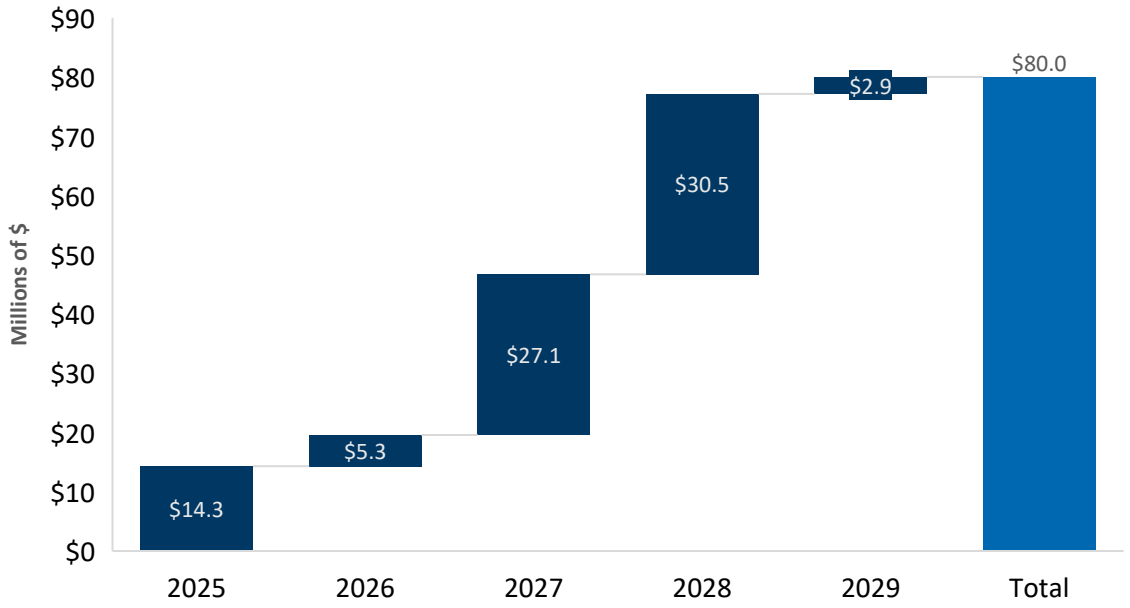
Table 6: Cumulative Economic and Fiscal Benefits of EPC Spending – West Virginia, 2025-2029

Metric	Units	Direct	Indirect	Induced	Total
Business Sales	2025 $M	$65	$47	$34	$146
Gross Regional Product	2025 $M	$36	$23	$21	$80
Labor Income	2025 $M	$25	$14	$11	$50
Employment	Average Jobs (#)	70	30	40	140
Wages and Benefits	2025 $	$68,700	$82,150	$61,030	$70,000
Federal Tax Revenues	2025 $M	$5	$3	$3	$11
State and Local Tax Revenues	2025 $M	$2	$2	$2	$6

Figure 8 shows that cumulative GRP additions of $80.0 million will peak in 2028 at $30.5 million. The average annual GRP addition during the EPC phase will be approximately $16.0 million.

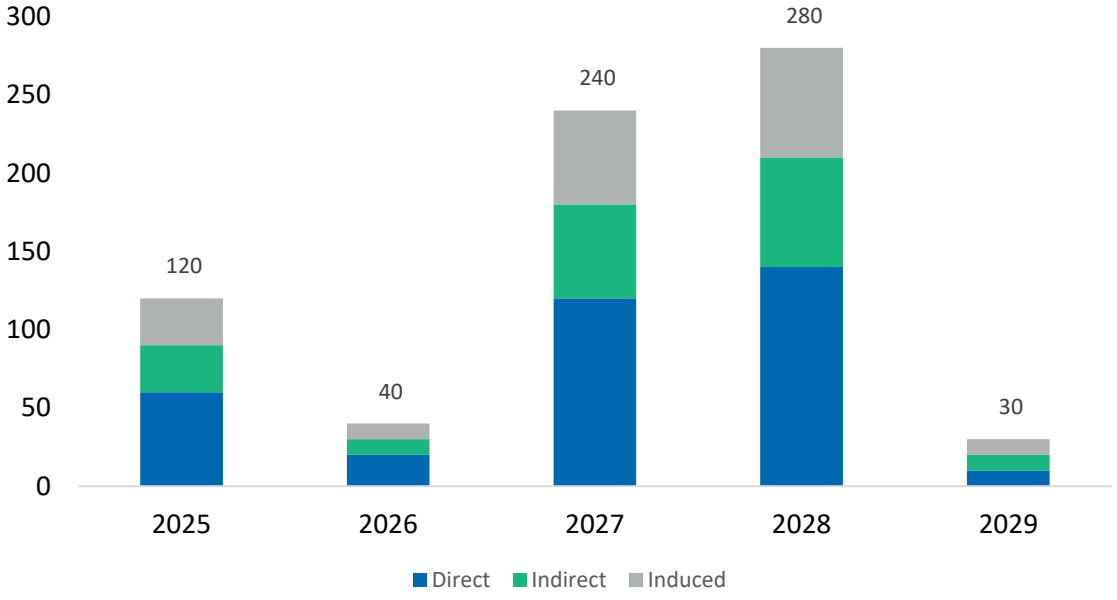
[11] U.S. Census, 2023 statistics, accessed at https://data.census.gov/profile/West_Virginia?g=040XX00US54.

Figure 8: Annual and Cumulative GRP Additions during the EPC Phase – West Virginia



The highest level of annual jobs supported will occur in 2028, in alignment with peak GRP contributions during the EPC phase, as highlighted in Figure 8. An estimated 140 jobs, on average, will be supported in West Virginia during the project's EPC phase. These jobs will include direct jobs (workers constructing MVP Boost and those in industries providing materials and services to the project), indirect jobs (workers upstream in the supply chain), and induced jobs (employees supported by household spending of the direct and indirect workers).

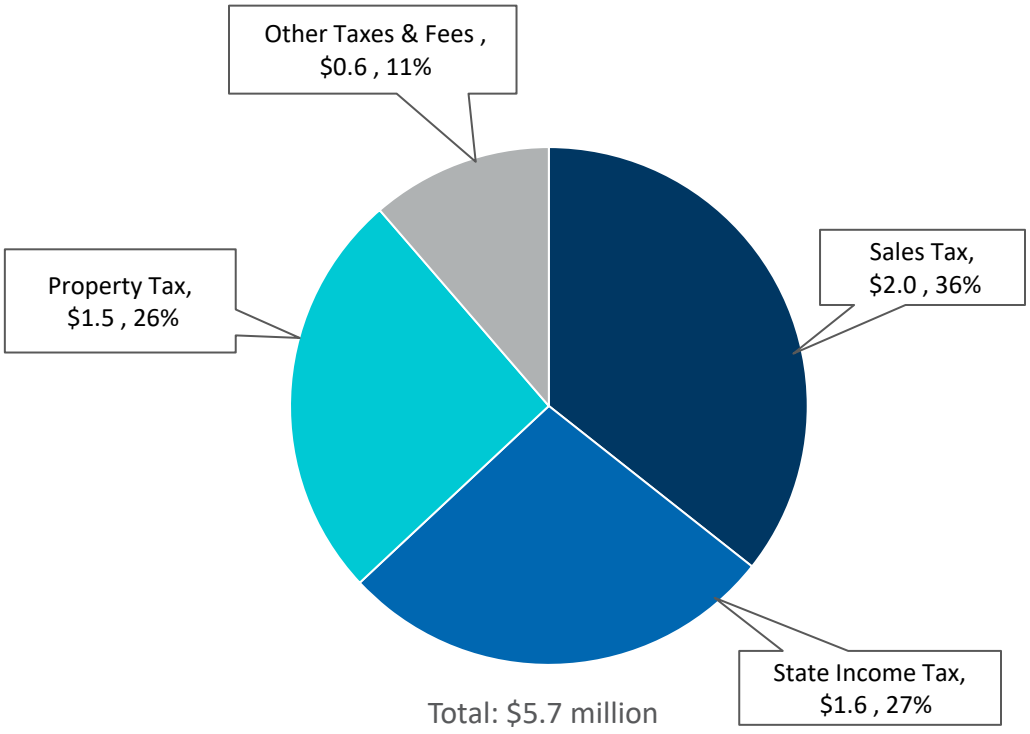
Figure 9: Annual Jobs Created and Supported during the EPC Phase – West Virginia



During the EPC phase, MVP Boost will generate approximately $6 million in state and local taxes for localities across West Virginia, between 2025 and 2029. Indirect and induced impacts will spread these fiscal benefits to other states and local jurisdictions. As shown in Figure 10, government revenues generated by the economic activity associated with the project are generally a result of sales taxes (36%) and to a lesser extent, income taxes (27%), and property taxes (26%). Other taxes and fees contribute about 11% to state and local government revenues.

Figure 10: Total State and Local Tax Revenues Generated during the EPC Phase – West Virginia (millions of 2025 dollars)[12]

Includes Direct, Indirect, and Induced Taxes Generated



[12] Note, numbers may not sum due to rounding.

Operational Phase Benefits

Once operational, MVP Boost will spur additional upstream and midstream natural gas activity and economic benefits across the state.

Table 7 highlights the anticipated annual economic and fiscal benefits generated from operations and natural gas production for West Virginia in 2030. The project will increase output by $438 million, contribute $207 million to GRP, and support labor income of $50 million.

Table 7: Annual Operational Phase Economic and Fiscal Benefits of the MVP Boost Project – West Virginia[13]

Metric	Units	Direct	Indirect	Induced	Total
Business Sales	2025 $M	$206	$163	$69	$438
Gross Regional Product	2025 $M	$81	$84	$41	$207
Labor Income	2025 $M	$13	$25	$12	$50
Employment	Average Jobs (#)	100	240	200	540
Wages and Benefits	2025 $	$136,600	$102,180	$62,720	$93,990
Federal Tax Revenues	2025 $M	$5	$6	$3	$15
State and Local Tax Revenues	2025 $M	$17	$7	$5	$29

The operation of MVP Boost will result in average wages and benefits of $93,990 for all jobs created and supported by the project. This is significantly higher than the average annual household income of $55,948 for residents in West Virginia.[14] Direct workers will experience the highest income benefits, with average wages and benefits of $136,600 annually once the pipeline is in operation.

MVP Boost will support an estimated 540 jobs across West Virginia once in operation. An estimated 100 direct and contractor jobs in the pipeline and natural gas production industries will be supported by the project. Another 440 jobs will be supported by those industries' supply chains (indirect jobs) and from direct and indirect employee spending (induced jobs). In 2030, MVP Boost is projected to generate $29 million in annual state and local tax revenues in West Virginia, including ad valorem.

[13] Note, numbers may not sum to due to rounding.
[14] U.S. Census, 2023 statistics, accessed at https://data.census.gov/profile/West_Virginia?g=040XX00US54.

Virginia Economic Benefits

EPC Phase Benefits

Mountain Valley plans to spend approximately $450 million on goods and services to construct MVP Boost, of which $35 million will be spent in Virginia. This substantial spending will translate into job creation and economic growth for the state, as shown below in Table 8.

During the EPC phase, MVP Boost will cumulatively generate $70 million in total economic output, $42 million in GRP, and support almost $24 million in labor income in Virginia. Additionally, the EPC phase will support average wages and benefits of approximately $75,330 per job.

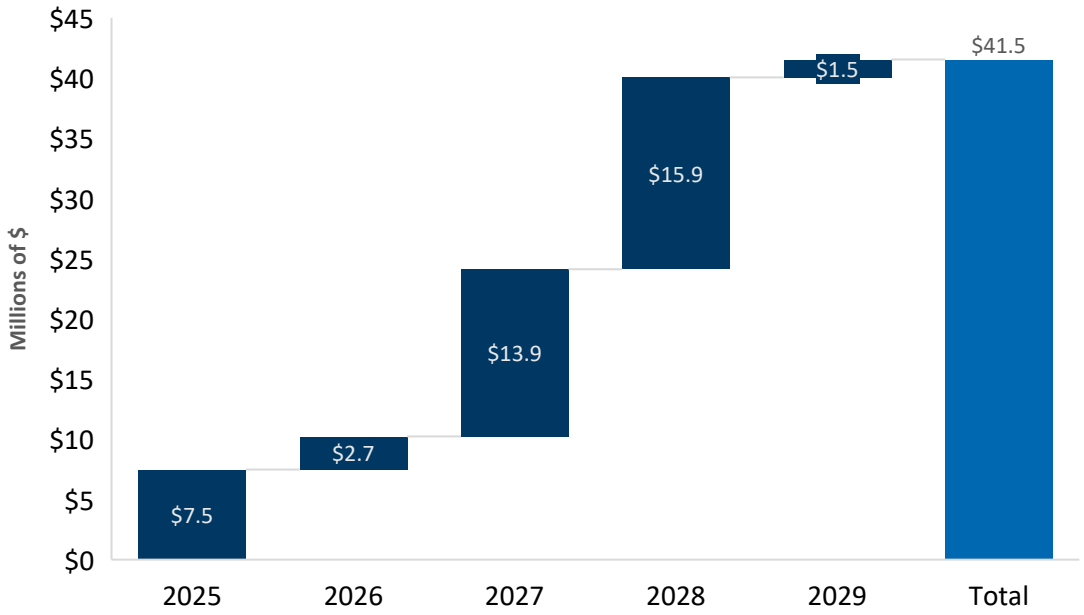
Table 8: Cumulative Economic and Fiscal Benefits of EPC Spending – Virginia, 2025-2029[15]

Metric	Units	Direct	Indirect	Induced	Total
Business Sales	2025 $M	$33	$20	$17	$70
Gross Regional Product	2025 $M	$21	$10	$11	$42
Labor Income	2025 $M	$13	$6	$5	$24
Employment	Average Jobs (#)	30	10	20	60
Wages and Benefits	2025 $	$77,190	$86,920	$62,980	$75,330
Federal Tax Revenues	2025 $M	$3	$1	$1	$6
State and Local Tax Revenues	2025 $M	$1	$1	$1	$3

Figure 11 shows that cumulative GRP additions of $41.5 million will peak in 2028 at $15.9 million. The average annual GRP addition during the EPC phase will be approximately $8.3 million.

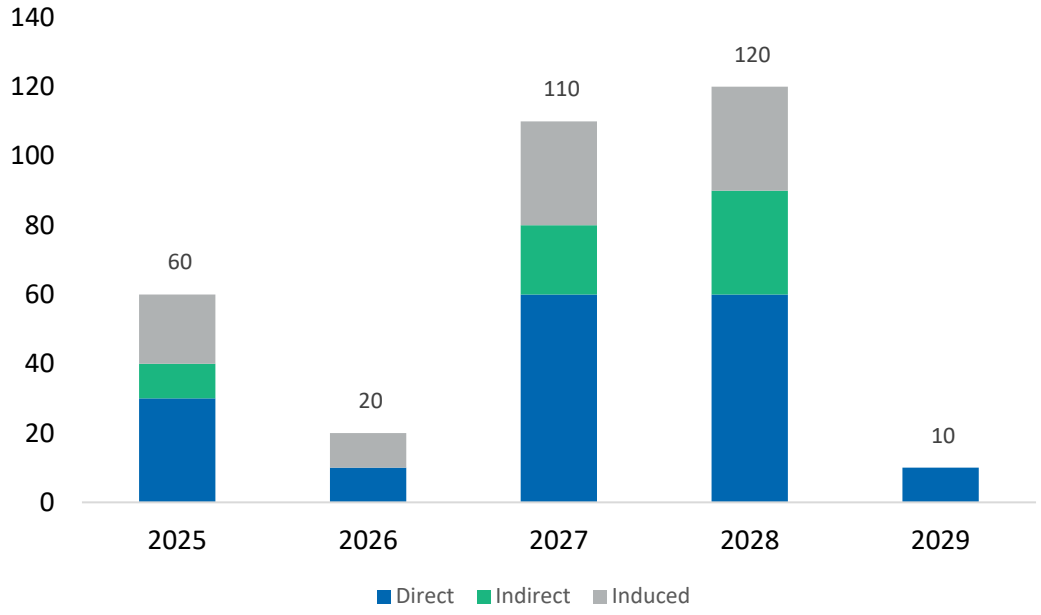
[15] Note, numbers may not sum due to rounding.

Figure 11: Annual and Cumulative GRP Additions during the EPC Phase – Virginia



The highest level of annual jobs supported will occur in 2028, in alignment with peak GRP contributions during the EPC phase, as highlighted in Figure 12. An estimated 60 jobs, on average, will be supported in Virginia during the project's EPC phase. These jobs will include direct jobs (workers constructing MVP Boost and those in industries providing materials and services to the project), indirect jobs (workers upstream in the supply chain), and induced jobs (employees supported by household spending of the direct and indirect workers).

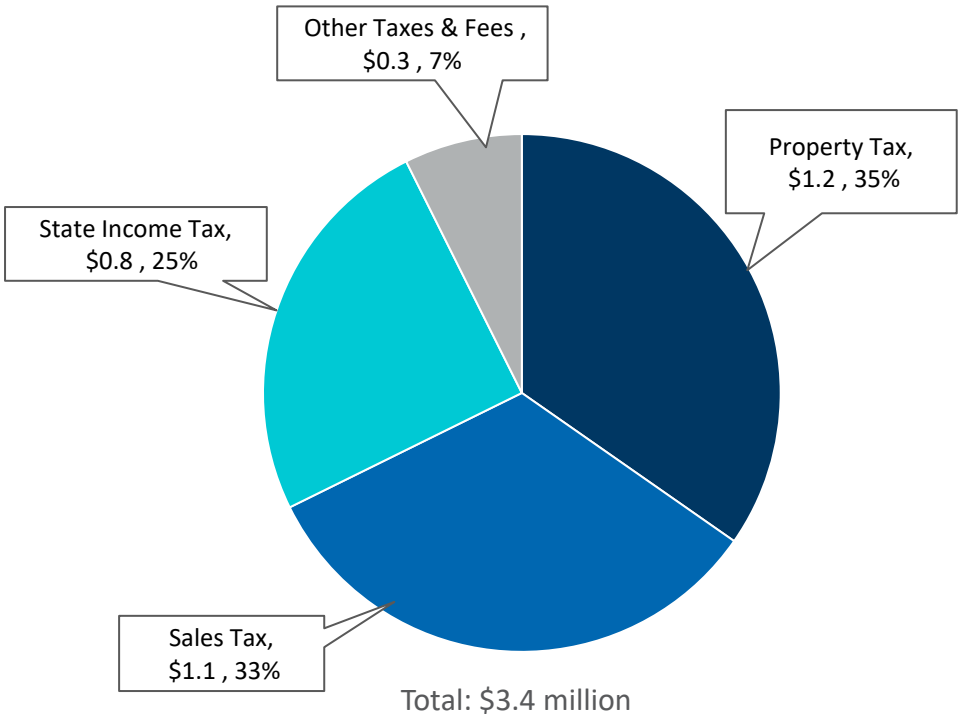
Figure 12: Annual Jobs Created and Supported during the EPC Phase – Virginia



During the EPC phase, MVP Boost will generate over $3 million in state and local taxes for localities across Virginia, between 2025 and 2029. Indirect and induced impacts will spread these fiscal benefits to other states and local jurisdictions. As shown in Figure 13, government revenues generated by the economic activity associated with the project are generally a result of property taxes (35%) and to a lesser extent, sales taxes (33%), and income taxes (25%). Other taxes and fees contribute about 7% to state and local government revenues.

Figure 13: Total State and Local Tax Revenues Generated during the EPC Phase – Virginia (millions of 2025 dollars)[16]

Includes Direct, Indirect, and Induced Taxes Generated



[16] Note, numbers may not sum due to rounding.

Operational Benefits

Once operational, MVP Boost will spur economic benefits across Virginia. Table 9 highlights the anticipated annual economic and fiscal benefits generated from operations for Virginia in 2030. The project will increase output by $109 million, contribute $46 million to GRP, and support labor income of $700,000.

Table 9: Annual Operational Phase Economic and Fiscal Benefits of the MVP Boost Project – Virginia[17]

Metric	Units	Direct	Indirect	Induced	Total
Business Sales	2025 $M	$54	$42	$13	$109
Gross Regional Product	2025 $M	$15	$22	$8	$46
Labor Income	2025 $M	$0.1	$0.4	$0.2	$0.7
Employment	Average Jobs (#)	1	5	3	9
Wages and Benefits	2025 $	$134,115	$83,190	$63,660	$81,550
Federal Tax Revenues	2025 $M	$0.7	$0.2	$0.1	$1.0
State and Local Tax Revenues	2025 $M	$9.2	$1.7	$1.4	$12.3

The operation of MVP Boost will result in average wages and benefits of $81,550 for all jobs created and supported by the project. Direct workers will experience the highest income benefits, with average wages and benefits reaching $134,115 annually once the pipeline is in operation.

MVP Boost will support an estimated 9 jobs across Virginia once in operation, with the project directly supporting one additional job in Virginia. In 2030, MVP Boost is projected to generate $12.3 million in annual state and local tax revenues in Virginia, including ad valorem.

Operational Benefits Case Study: Summit View Business Park

Summit View Business Park is a 540-acre park located in Franklin County, Virginia, featuring ready-to-build pad sites with in-place utilities and road infrastructure.[18] The Mountain Valley Pipeline supplies natural gas to Summit View Business Park in Franklin County, Virginia, through Roanoke Gas at the

[17] Note, numbers may not sum to due to rounding.

[18] https://www.yesfranklincountyva.org/228/Summit-View-Business-Park

Franklin tap connection.[19] As of 2025, this connection currently supports Stik-Pak and ValleyStar Credit Union, with plans to support nearby residents and additional businesses.[20]

Stik-Pak is a commercial packaging company that opened a new manufacturing and packaging facility at Summit View in 2021.[21] The company invested $10 million in the development of the 50,000 square feet facility,[22] and employs over 100 people. Stik-Pak plans to expand the facility by 2027.[23] Previously, Stik-Pak had been burning propane to keep process temperatures stables and to produce hot water for the facility. It now uses natural gas from MVP, which is a cleaner and cheaper fuel than propane.[24]

ValleyStar is a credit union serving cities and counties throughout Virginia and North Carolina.[25] In 2019, it broke ground on its administrative campus at Summit View.[26] The project created twenty new jobs, making 40 total positions at the facility.[27] The new jobs will pay an average annual salary and benefits of $70,000, exceeding Franklin County median household income of $68,348.[28] ValleyStar is estimated to have invested $7 million in building the facility.[29]

The additional supply of gas will meet growing demand from the businesses at Summit View, attract growth to the area, and boost development.[30] According to officials, increasing access to natural gas in the region creates conditions that could, "catalyze a wave of industrial expansion."[31] Approximately 80-90% of corporate prospects searching for expansion sites list natural gas as a need, highlighting the advantages of this gas connection to economic development in the area.[32]

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[19] https://cardinalnews.org/2024/09/13/with-mountain-valley-pipeline-gas-flowing-roanoke-based-utility-eyes-expansion/
[20] https://cardinalnews.org/2024/09/13/with-mountain-valley-pipeline-gas-flowing-roanoke-based-utility-eyes-expansion/
[21] https://roanoke.org/stik-pak-solutions-opens-new-franklin-county-facility/
[22] https://roanoke.org/stik-pak-solutions-opens-new-franklin-county-facility/
[23] https://stikpaksolutions.com/about-us/
[24] https://cardinalnews.org/2024/09/13/with-mountain-valley-pipeline-gas-flowing-roanoke-based-utility-eyes-expansion/
[25] https://www.valleystar.org/valleystar-credit-union-breaks-ground-on-administrative-campus/
[26] https://www.valleystar.org/valleystar-credit-union-breaks-ground-on-administrative-campus/
[27] https://www.yesfranklincountyva.org/228/Summit-View-Business-Park; https://www.valleystar.org/valleystar-credit-union-breaks-ground-on-administrative-campus/
[28] https://www.valleystar.org/valleystar-credit-union-breaks-ground-on-administrative-campus/; https://data.census.gov/profile?g=050XX00US51067
[29] https://www.valleystar.org/valleystar-credit-union-breaks-ground-on-administrative-campus/
[30] https://cardinalnews.org/2024/09/13/with-mountain-valley-pipeline-gas-flowing-roanoke-based-utility-eyes-expansion/
[31] https://roanoke.com/news/local/business/article_f51de712-2366-11ef-9303-b7e8c3657cec.html
[32] https://roanoke.com/news/local/business/article_f51de712-2366-11ef-9303-b7e8c3657cec.html

U.S. Economic Benefits

EPC Phase Benefits

Mountain Valley plans to spend approximately $450 million on goods and services to construct MVP Boost, of which $449 million will be spent in the United States. This substantial spending will translate into job creation and economic growth for the entire United States, as shown below in Table 10.

During the EPC phase, MVP Boost will cumulatively generate $1.1 billion in total economic output, $582 million in GRP, and support $359 million in labor income in the United States. Additionally, the EPC phase will support average wages and benefits of approximately $83,510 per job.

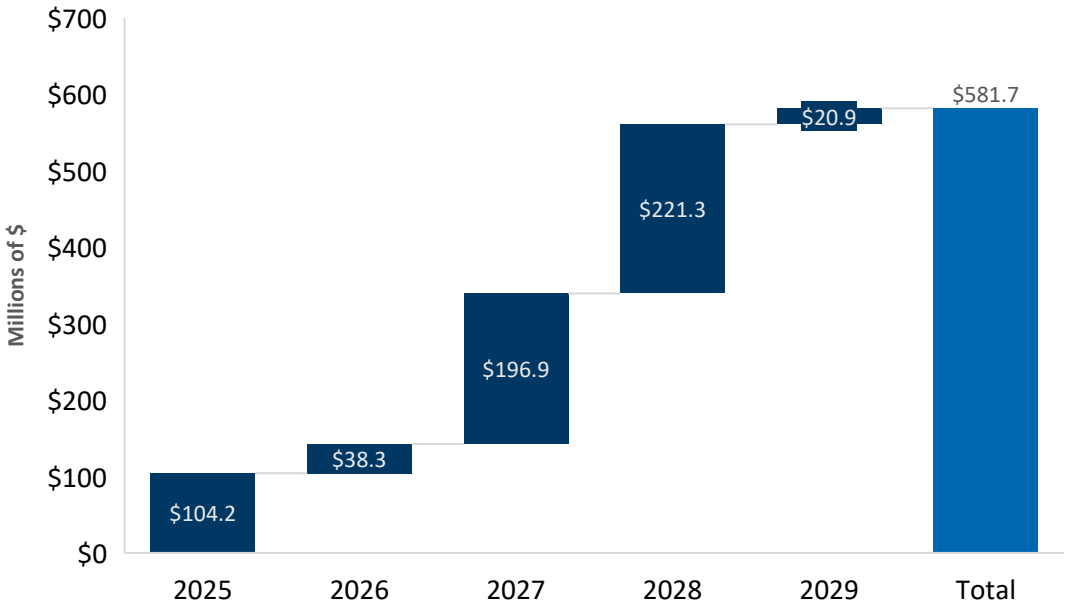
Table 10: Cumulative Economic and Fiscal Benefits of EPC Spending – United States, 2025-2029[33]

Metric	Units	Direct	Indirect	Induced	Total
Business Sales	2025 $M	$448	$374	$312	$1,134
Gross Regional Product	2025 $M	$214	$181	$187	$582
Labor Income	2025 $M	$148	$111	$100	$359
Employment	Average Jobs (#)	320	240	300	860
Wages and Benefits	2025 $	$92,310	$91,480	$67,530	$83,510
Federal Tax Revenues	2025 $M	$33	$26	$24	$84
State and Local Tax Revenues	2025 $M	$10	$14	$19	$43

Figure 14 shows that cumulative GRP additions of $581.7 million will peak in 2028 at $221.3 million. The average annual GRP addition during the EPC phase will be approximately $116.3 million.

[33] Note, numbers may not sum due to rounding.

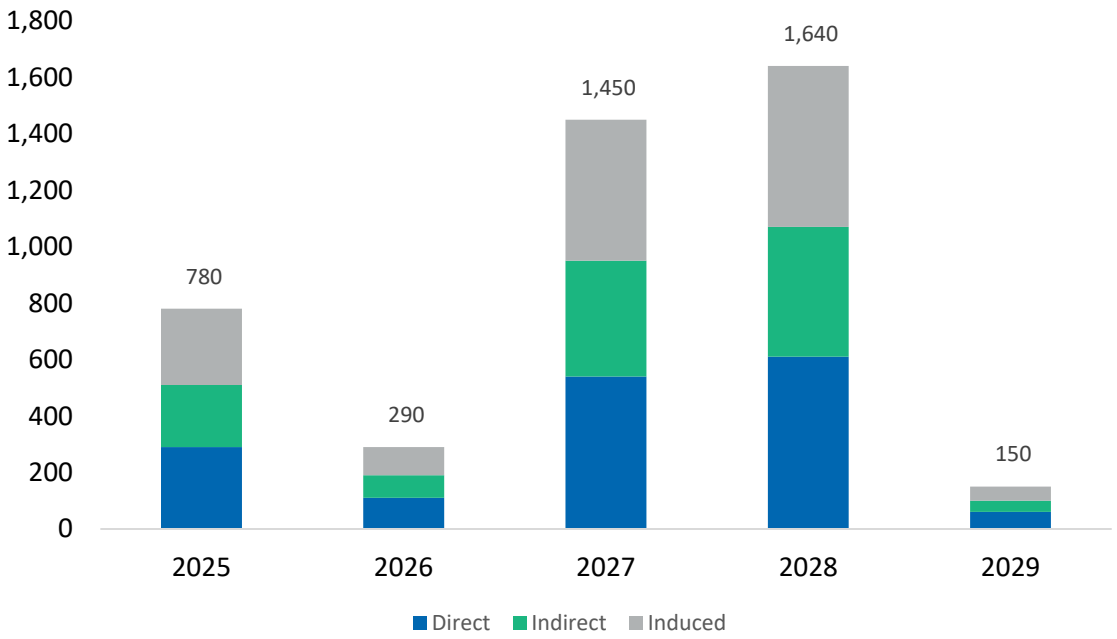
Figure 14: Annual and Cumulative GRP Additions during the EPC Phase – United States[34]



The highest level of annual jobs supported will occur in 2028, in alignment with peak GRP contributions during the EPC phase, as highlighted in Figure 15. An estimated 860 jobs, on average, will be supported in the U.S. during the project's EPC phase. These jobs will include direct jobs (workers constructing MVP Boost and those in industries providing materials and services to the project), indirect jobs (workers upstream in the supply chain), and induced jobs (employees supported by household spending of the direct and indirect workers).

[34] Although the project is slated for completion in June 2028, post-construction expenditures are expected to extend into 2029.

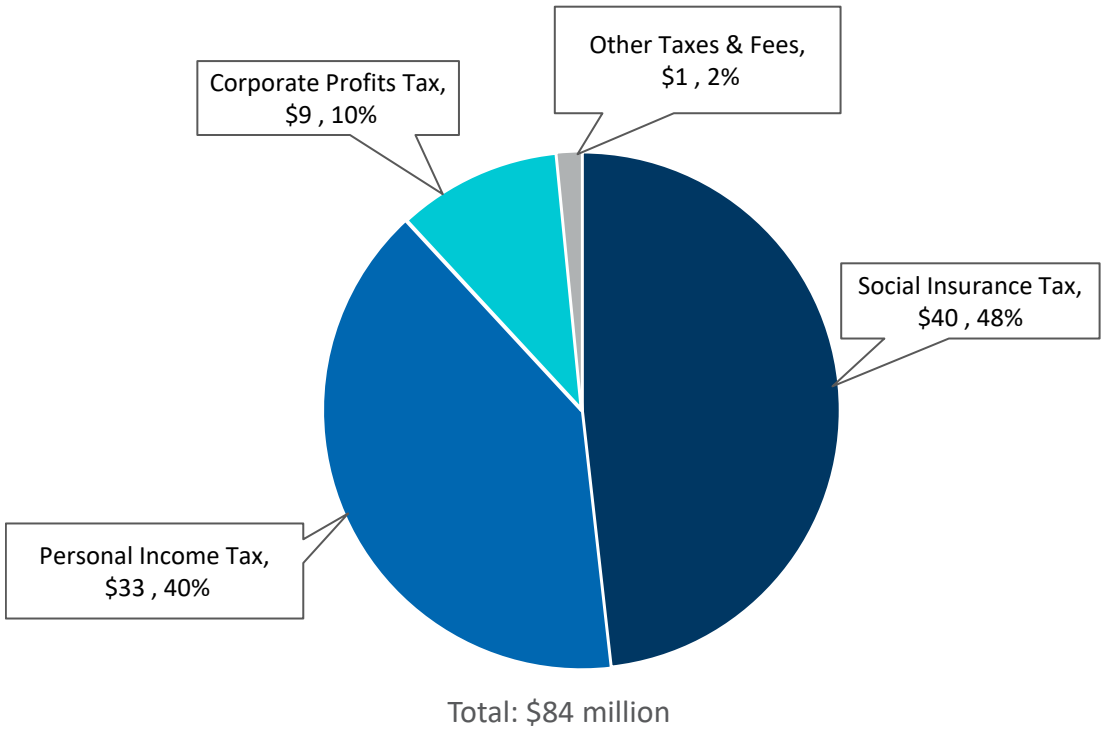
Figure 15: Annual Jobs Created and Supported during the EPC Phase – United States



During the EPC Phase, MVP Boost will generate a significant amount in federal taxes. As shown below in Figure 16, cumulative U.S. federal tax revenues are estimated to reach $84 million. Social Insurance taxes (48%) and income taxes (40%) are the two categories of federal taxes that comprise the bulk of tax revenues generated by the project. Corporate taxes compose 10% of all tax revenues, while other taxes and fees make up the remaining 2%.

Figure 16: Total Federal Tax Revenues Generated during the EPC Phase – United States (millions of 2025 dollars)[35]

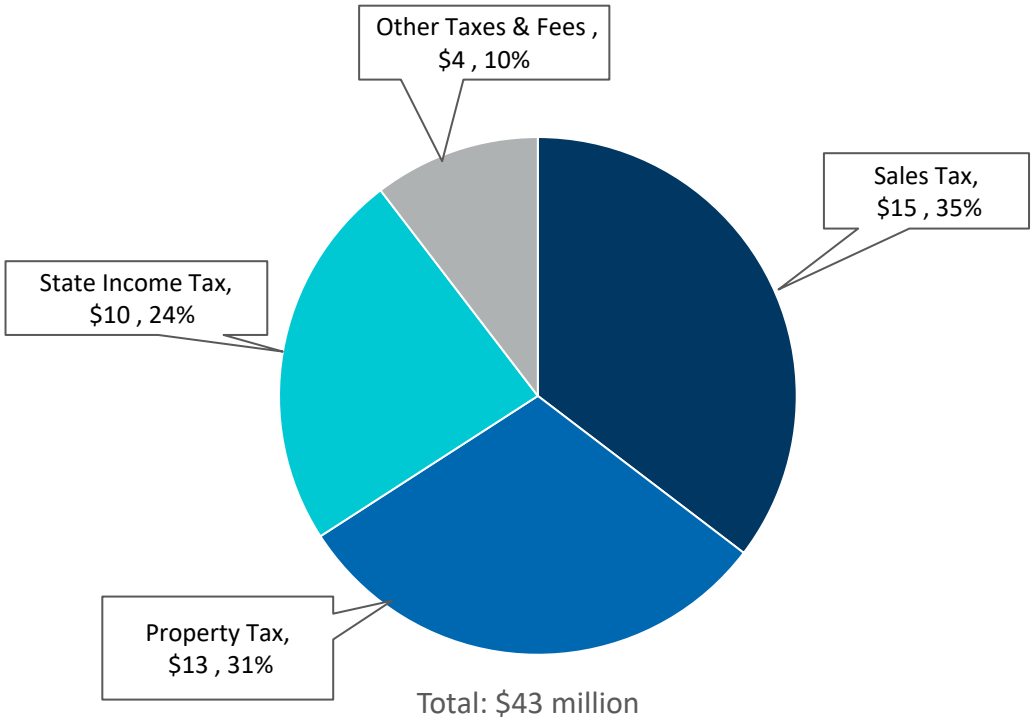
Includes Direct, Indirect, and Induced Taxes Generated



[35] Note, numbers may not sum due to rounding.

During the EPC phase, MVP Boost will generate approximately $43 million in state and local taxes for localities across the country, including the study regions of the West Virginia and Virginia, between 2025 and 2029. Indirect and induced impacts will spread these fiscal benefits to other states and local jurisdictions. As shown in Figure 17, government revenues generated by the economic activity associated with the project are generally a result of sales taxes (35%) and to a lesser extent, property taxes (31%), and income taxes (24%). Other taxes and fees contribute about 10% to state and local government revenues.

Figure 17: Total State and Local Tax Revenues Generated during the EPC Phase – United States (millions of 2025 dollars)[36]
Includes Direct, Indirect, and Induced Taxes Generated



[36] Note, numbers may not sum due to rounding.

Operational Benefits

Once operational, MVP Boost will spur additional upstream and midstream natural gas activity and economic benefits across the country. Table 11 highlights the anticipated annual economic and fiscal benefits generated from operations and natural gas production for the United States in 2030. The project will increase output by $1.1 billion, contribute $586 million to GRP, and support labor income of almost $241 million.

Table 11: Annual Operational Phase Economic and Fiscal Benefits of the MVP Boost Project – United States[37]

Metric	Units	Direct	Indirect	Induced	Total
Business Sales	2025 $M	$500	$380	$261	$1,141
Gross Regional Product	2025 $M	$223	$206	$156	$586
Labor Income	2025 $M	$75	$96	$70	$241
Employment	Average Jobs (#)	362	831	1,037	2,230
Wages and Benefits	2025 $	$206,800	$114,930	$67,620	$107,910
Federal Tax Revenues	2025 $M	$21	$23	$18	$61
State and Local Tax Revenues	2025 $M	$54	$17	$17	$88

The operation of MVP Boost will result in average wages and benefits of $107,910 across all jobs created and supported by the project. This is significantly higher than the average annual U.S. household income of $77,719.[38] Direct workers will experience the highest income benefits with average wages and benefits reaching approximately $206,800 annually once operations begin. MVP Boost will support an estimated 2,230 direct, indirect, and induced jobs across the United States once in operation. In addition to the economic activity, GDP, and jobs supported, MVP Boost will generate $61 million in federal tax revenues annually, and over $88 million in annual state and local tax revenues in the United States.

[37] Note, numbers may not sum due to rounding.
[38] https://data.census.gov/profile/United_States?g=010XX00US.

Appendix A: West Virginia Operations and Natural Gas Production

Table 12 and Table 13 provide a detailed breakdown of the data presented in Table 7 and may not add exactly to the values presented in Table 7 due to rounding.

Table 12: Annual Economic and Fiscal Benefits Generated from MVP Boost Operational Activities Only – West Virginia[39]

Metric	Units	Direct	Indirect	Induced	Total
Business Sales	2025 $M	$101	$98	$31	$230
Gross Regional Product	2025 $M	$17	$48	$19	$84
Labor Income	2025 $M	$0.1	$0.4	$0.2	$0.8
Employment	Average Jobs (#)	1	6	4	11
Wages and Benefits	2025 $	$134,115	$75,320	$61,900	$75,870
Federal Tax Revenues	2025 $M	$0.8	$1.0	$0.6	$2.4
State and Local Tax Revenues	2025 $M	$11.8	$3.6	$3.0	$18.3

[39] Note, numbers may not sum to due to rounding.

Table 13: Annual Economic and Fiscal Benefits Supported from Increased Natural Gas Production – West Virginia[40]

Metric	Units	Direct	Indirect	Induced	Total
Business Sales	2025 $M	$105	$66	$37	$208
Gross Regional Product	2025 $M	$64	$36	$23	$123
Labor Income	2025 $M	$13	$24	$12	$50
Employment	Average Jobs (#)	100	240	190	530
Wages and Benefits	2025 $	$136,630	$102,840	$62,740	$94,360
Federal Tax Revenues	2025 $M	$4.6	$5.4	$2.9	$12.9
State and Local Tax Revenues	2025 $M	$5.4	$3.0	$2.3	$10.7

[40] Note, numbers may not sum to due to rounding.

Appendix B: United States Operations and Natural Gas Production

Table 14 and Table 15 provide a detailed breakdown of the data presented in Table 11 and may not add exactly to the values presented in Table 11 due to rounding.

Table 14: Annual Economic and Fiscal Benefits Generated from Operations Only – United States[41]

Metric	Units	Direct	Indirect	Induced	Total
Business Sales	2025 $M	$155	$140	$45	$340
Gross Regional Product	2025 $M	$32	$71	$27	$130
Labor Income	2025 $M	$0.3	$0.8	$0.5	$1.5
Employment	Average Jobs (#)	2	11	7	20
Wages and Benefits	2025 $	$134,120	$78,160	$62,580	$77,930
Federal Tax Revenues	2025 $M	$1.5	$1.1	$0.7	$3.4
State and Local Tax Revenues	2025 $M	$21.0	$5.3	$4.4	$30.6

[41] Note, numbers may not sum to due to rounding.

Table 15: Annual Economic and Fiscal Benefits Supported from Increased Natural Gas Production –United States[42]

Metric	Units	Direct	Indirect	Induced	Total
Business Sales	2025 $M	$345	$240	$216	$801
Gross Regional Product	2025 $M	$191	$136	$129	$456
Labor Income	2025 $M	$75	$95	$70	$239
Employment	Average Jobs (#)	360	820	1,030	2,210
Wages and Benefits	2025 $	$207,200	$115,400	$67,660	$108,170
Federal Tax Revenues	2025 $M	$19	$21	$17	$58
State and Local Tax Revenues	2025 $M	$34	$12	$13	$58

[42] Note, numbers may not sum to due to rounding.

Mountain Valley Pipeline Boost Project

Docket No. CP26-__-000

Resource Report 5

Appendix 5-B
Traffic and Transportation Management Plan

Mountain Valley Pipeline Boost Project

Traffic and Transportation Management Plan

October 2025

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Tables

1 Introduction

Mountain Valley Pipeline, LLC (MVP) has developed this Traffic and Transportation Management Plan to describe the measures MVP, and its Contractors will take to minimize potential impacts on federal, state and local roadways during the construction of the Mountain Valley Pipeline Boost Project (Project). This plan outlines traffic impact minimization measures, noxious weed control measures, and dust control methods that will be used on the Project to reduce impacts to the traveling public during construction.

Note: Operations and maintenance activities will be conducted with light, passenger-type vehicles, to minimize the impact to roadways and traffic once the Project is in-service.

2 Traffic Impacts

Prior to construction, MVP will obtain the applicable Federal, State/Commonwealth and local road use and crossing permits as required. MVP personnel will comply with all permit requirements and conditions to provide for public safety and minimize impacts on public roads. A copy of this *Traffic and Transportation Management Plan* and applicable road use, encroachment and utility crossing permits will be provided to the appropriate personnel and maintained at the Contractors' field office.

A designated MVP traffic coordinator will consult with State/Commonwealth and local agencies regarding detour routes, speed/load limits, and other use limitations, conditions or restrictions on the roads that will be utilized during construction. A Temporary Traffic Control (TTC) plan shall be submitted for review and approval at each location to the appropriate State/Commonwealth office. Prior to the start of construction, MVP will work with these agencies to obtain the most up-to-date traffic information for the roadways in the Project area as well as ongoing road reconstruction or improvement projects in the vicinity of the Project facilities. Where local and private roadways will be affected, MVP will coordinate with landowners and lessees of properties to mitigate potential impacts on those roads. Where applicable, MVP will coordinate with the appropriate managing agency to mitigate potential impacts on roads and/or implement a traffic and transportation procedure.

As discussed further in the following sections, MVP will place and maintain traffic control measures such as flagman, warning lights, signs, and/or other barriers, per the applicable West Virginia Division of Highways Manual on Temporary Traffic Control for Streets and Highways (WVDOH-MTTC), the Virginia Work Area Protection Manual (WARM), the Virginia Supplement to the Manual on Uniform Traffic Control Devices (MUTCD), and also in accordance with any Local, State and Federal Regulations and Laws to minimize traffic congestion, and ultimately to ensure the safety of the construction workers and the public.

MVP will maintain traffic flow and emergency vehicle access on roadways with traffic control personnel or appropriate detour signs where necessary. MVP's Traffic Coordinator will work with local law enforcement, fire departments, and emergency medical services to coordinate access

for effective emergency response during construction. Contractors will be directed to comply with local weight limitations and restrictions on area roadways.

MVP strives to mitigate the increase in construction-related truck traffic on local roads shared with community and school buses in suburban and densely populated rural areas with the following community partnership tasks.

- Central point of command for construction traffic route plan.
    - MVP will have a designated Traffic Coordinator reporting to the Safety Program Manager responsible for maintaining traffic related plans, procedures, records and all related documents.
- School bus curfews.
    - Often times construction vehicles can pose concern when school buses are traveling their established routes. The community expects their children to have safe and timely travel to and from school. MVP will work with the governing School Districts or the County Transportation Departments in the Project area to identify the bus routes and times. Construction traffic will be limited or refrained during the bus route times with a published school bus route curfew time period.
- Speed enforcement.
    - In rural areas, law enforcement is often not sufficiently staffed to handle a sudden increase in traffic. Establishing a third-party contractor to assist in monitoring the speed on the route not only keeps the contractor and the public safe, but lends accountability to MVP. Inevitably, contractors will end up off of bonded or preapproved haul routes in the Project area. The Traffic Coordinator will be able to actively monitor these issues and reduce unbonded travel that can become costly if/when damage to the roadway or private property occurs. The Coordinator can also be useful in diffusing potential hostile situations with neighbors and adjacent landowners.
- Communication and compliance.
    - All impacts shall be within the guidelines of all applicable agencies, as well as approval from adjacent landowners. A list of state and county contacts is provided in Table 1, found at the end of this document. At the completion of the Project, MVP will restore all roads back to their original level of service or better, unless MVP is directed otherwise in writing by the landowner or applicable regulatory agency. Pre-construction high-definition videos will be used to document the existing roadway conditions prior to Project usage.

3 Construction Traffic

An increase in traffic to local and state roads will be expected throughout the day typically between the hours of 7:00 a.m. and 7:00 p.m. Emergencies or other designated construction activities may necessitate nighttime work and will be communicated to the agency as required.

MVP will work with all local entities listed in Table 1.0 to establish a site-specific TTC plan. The temporary traffic will include transportation for construction workers in light and heavy-duty trucks,

as well as tractor trailers hauling machinery and materials. Each construction compressor station site is limited to a single location, and a majority of work will take place within the limits of the existing and proposed compressor stations.

Impacts are expected to be minor and short term since the construction and personnel will be geographically located and contained on a single construction site per compressor station. MVP personnel will commute to and from the work area in early morning and late evening, typically during nonpeak traffic hours.

MVP may arrange to have road improvements in areas that are not conducive to heavy hauling and large traffic volumes. The improvements will be in addition to maintaining all bonded and pre-approved haul routes during construction.

Post-construction, MVP intends to return the roads back to their original or better level of service, meaning their original width and length unless directed otherwise in writing by the adjacent landowner or state/commonwealth agency.

4 Noxious Weeds

To prevent noxious weeds from being transported along roadways, MVP has developed the following plan of action:

- Minimize any soil disturbance wherever possible.
- Promptly seed and revegetate areas of disturbed soils with a certified weed-free seed mixture meeting the applicable regulatory agency's specifications.
- Encourage the cleaning of equipment and vehicles prior to entering or leaving each construction area. Pressure washing will be performed in designated areas only.
- Use certified weed-free mulch/straw for erosion control.
- Where applicable, mowing of weeds in newly revegetated areas during the first season of establishment is to be performed prior to seed formation. However, care will be taken to encourage seed formation and growth of new native vegetation to impede any noxious weed growth.

5 Fugitive Dust Control

Dirt and gravel during construction periods in dry weather can create an inhospitable environment for neighbors and workers. MVP will implement fugitive dust control measures to address this issue:

- Best Management practices and operational controls will be implemented to mitigate fugitive dust emissions.
- Applicable earth disturbance permits for this Project will outline specific practices that control fugitive dust, including a construction sequence, use of rock construction entrances, and temporary soil stabilization methods.

- Operational controls will also be used, including a self-imposed reduction of speed for MVP traffic on unpaved roads, as well as sweeping/vacuuming paved roadways when Project-related soils are tracked out onto the road surfaces.
- Wet suppression, using water, is the predominant method of fugitive dust control on unpaved roads and gravel pads, as it causes finer materials to adhere together and form larger particles.
    - Moisture content of unpaved road surfaces can be naturally increased through rainfall or mechanically increased by the application of water from a construction vehicle.
    - The amount of water required to sufficiently control fugitive dust emissions is dependent on the characteristics of materials (i.e. existing surface moisture content), ambient conditions (i.e. rainfall, humidity, temperature), and other activities occurring in the area (i.e. vehicle traffic, vehicle speeds, etc.).

The following actions will be taken to reduce fugitive dust from our operations:

- Unpaved Roads.
    - Fugitive dust emissions generated by motorized equipment and miscellaneous vehicle traffic will be controlled by wet suppression as necessary. Fugitive dust emissions from active access roads will be controlled by periodic surface wetting using a water truck. During periods of high truck traffic, road surfaces will be wetted more frequently to minimize dust emissions, however, this may be adjusted depending on the weather conditions. On unpaved roads, MVP will reduce the speed of construction traffic to minimize the potential of fugitive dust emissions.
- Paved Roads.
    - Fugitive dust emissions from paved roads will be controlled with a combination of water trucks, power washers, sweeping and/or vacuuming as appropriate to minimize the amount of dust that is generated and built up on the road surface.
- Track-out onto Roads.
    - Track-out of loose materials will be controlled using rock construction entrances on access roads that begin at a junction with paved roads; this is done to prevent tracking of mud onto public roadways. In the event loose material goes beyond the rock construction entrance, sweeping and/or vacuuming will be used to remove the material.
- Deposition on Other Premises.
    - MVP will take all appropriate precautions to prevent the deposition of solid or liquid materials onto any other premises from the Project sites and access roads that may cause or contribute to dust emissions. Preventative actions may include wet suppression; the operation of a sweeper truck on paved roadways equipped with water suppression; or the operation of a vacuum truck.

- Tackifiers
    - The Contractor may propose the use of tackifiers to reduce fugitive dust, provided that the product to be utilized has been previously approved by the appropriate federal or state/commonwealth agencies. The Contractor will detail the proposed usage of any such substance in their dust control plan and provide copies of the Safety Data Sheets (SDS) and recommended application procedures. Typical tackifiers that may be used would include DustFloc, RoadFloc and Kodiak Super TACKMixes.

6 Inspection, Monitoring and Record Keeping

The construction contractor will implement the dust control measures specified in this plan. All construction personnel will be informed of the measures included in this plan. MVP Environmental Inspectors will have primary responsibility for monitoring and enforcing the implementation of dust control measures by the construction contractor. The inspectors will also be responsible for ensuring that these measures are effective and proper documentation is maintained. When environmental conditions are dry, inspection of dust control measures will be conducted daily, and the Environmental Inspectors will be responsible for recording the following information:

- Weather conditions, including temperature, wind speed and wind direction.
- Number of water trucks in use.
- Incidents where dust concentration is such that special abatement measures must be implemented.
- Condition of soils (i.e. damp, crusted, unstable, other) on access roads.
- Condition of track-out pads.
- Overall status of dust control compliance.

This information will be incorporated into the Environmental Inspector's daily report, and significant occurrences of non-compliance with this plan will be reported to the Construction Project Manager as soon as they are discovered.

7 Reference Documentation

The MVP has used many documents in reference for the preparation of this Traffic and Transportation Management Plan. This list below is not all inclusive, but will be utilized to comply with applicable Local, State/Commonwealth and Federal Agencies.

7.1 West Virginia Division of Highways (WVDOH)

- Manual on Rules and Regulations for Constructing Driveways on State Highway Rights of Way
- Accommodation of Utilities on Highway Right of Way and Adjustment and Relocation of Utility Facilities on Highway Projects

- Accessible Rights of Way Design Guide
- Design Directives
- Traffic Engineering Directives
- Design Manual
- Construction Manual
- Standards for Roads and Bridges, and Addenda
- Manual on Temporary Traffic Control for Streets and Highways
- Supplemental Documentation & Memoranda

7.2 Virginia Department of Transportation (VDOT)

- Right of Way Manual
- Roadway Design Manual
- Traffic Engineering Design Manual
- Road and Bridge Standards
- CADD Manual
- Work Area Protection Manual
- Virginia Supplement to the MUTCD
- Temporary Traffic Control
- Supplemental Documentation & Memoranda

7.3 Other

- Manual on Traffic Control for Streets and Highways (MUTCD)
- AASHTO Policy on Geometric Design of Highways and Streets
- FHWA Design Standards

Table 1.0 Contact Information

West Virginia State and County Contact Information			
	Phone	**Website**	**Contact Name, Position**
State Agency			
West Virginia Department of Transportation (WVDOT)	(304) 558-0384	http://www.transportation.wv.gov	Fred Saunders, Permits Section Administrator
WVDOT	(304)326-0091	http://www.transportation.wv.gov	Lacy Pratt, Statewide Oil and Gas Coordinator
West Virginia County			
Wetzel	(304) 455-8801	http://www.wetzelcounty.wv.gov/	Lisa Heasley, County Commissioner
Braxton	(304) 765-2835	http://www.braxtoncounty.wv.gov/	Lisa Mace Godwin, County Commissioner
Fayette	(304) 574-4320	http://www.fayettecounty.wv.gov/	Angela Gerald, Zoning Enforcement Officer
Commonwealth of Virginia and County Contact Information			
	Phone	**Website**	**Contact Name/Position**
State Agency			
Virginia Department of Transportation (VDOT)	(540)874-5720	http://www.virginiadot.org/	Todd Daniel, Sr. Maintenance & Land Use Manger
Virginia County			
Montgomery	(540) 394-2148	http://www.montgomerycountyva.gov/	Brea Hopkins, Planning Director