

300 LINE PROJECT

**FINAL
ENVIRONMENTAL REPORT**

RESOURCE REPORT NO. 5

SOCIOECONOMICS

PUBLIC

Submitted by:

Tennessee Gas Pipeline Company
1001 Louisiana Street
Houston, Texas 77002

JULY 2009

RESOURCE REPORT 5 – SOCIO-ECONOMICS FERC ENVIRONMENTAL CHECKLIST

18 CFR Part 380 – Minimum Filing Requirements for Environmental Reports	Company Compliance or Inapplicability of Requirement
For major aboveground facilities and major pipeline Projects that require an EIS, describe existing socioeconomic conditions within the Project area. (§380.12 (g) (1)).	Sections 5.1.1 and 5.2.1
For major aboveground facilities, quantify impact on employment, housing, local government services, local tax revenues, transportation, and other relevant factors within the Project area. (§380.12 (g) (2-6)).	Sections 5.1.2-5.1.8 and 5.2.2-5.2.8

TABLE OF CONTENTS

5.0	INTRODUCTION	5-1
5.1	COMPRESSOR STATION 303	5-1
5.1.1	Socioeconomic Impact Area	5-1
5.1.2	Project Construction and Operation	5-2
5.1.3	Construction Schedule and Workforce	5-3
5.1.4	Housing Needs and Availability	5-3
5.1.5	Transportation	5-3
5.1.6	Residential or Business Replacements	5-4
5.1.7	Operational Workforce, Tax Revenues, and Local Expenditures	5-4
5.1.8	Environmental Justice Statement	5-4
5.2	COMPRESSOR STATION 310	5-5
5.2.1	Socioeconomic Impact Area	5-5
5.2.2	Project Construction and Operation	5-6
5.2.3	Construction Schedule and Workforce	5-6
5.2.4	Housing Needs and Availability	5-6
5.2.5	Transportation	5-7
5.2.6	Residential or Business Replacements	5-7
5.2.7	Operational Workforce, Tax Revenues, and Local Expenditures	5-7
5.3	PROJECT ECONOMIC BENEFITS	5-8
5.3.1	Property Tax Revenues	5-8
5.3.2	Land Leases	5-9
5.3.3	Local Construction Jobs / Economic Multiplier	5-9
5.3.4	Gas Supply Diversification and Price Competition	5-11
5.4	LITERATURE CITED	5-11

LIST OF TABLES

5.1-1	Summary of Existing Socioeconomic Conditions In The Compressor Station 303 Area	2
5.2-1	Summary of Existing Socioeconomic Conditions In The Compressor Station 310 Area.....	5
5.3-1	Estimated Increases in PProperty Tax Revenues Resulting From The 300 Line Project In Pennsylvania And New Jersey	8
5.3-2	Estimate Of Local Construction Jobs And Economic Multiplier For New And Existing Compressor Stations	10

5.0 INTRODUCTION

Tennessee Gas Pipeline Company (“Tennessee”) proposes to construct the 300 Line Project (“Project”) to provide additional natural gas transportation capacity to meet customer needs in the northeastern United States. In addition to the installation of seven pipeline loop segments varying in length from 14.6 to 22.5 miles and modifications at seven existing compressor stations in Pennsylvania and New Jersey, the Project includes the installation of two new compressor stations: Compressor Station 303 in Cranberry Township, Venango County, Pennsylvania and Compressor Station 310 in Sergeant Township, McKean County, Pennsylvania (see Volume II – Appendix L for full size USGS Topographic Quadrangle Maps).

While the Project includes the construction of two new compressor stations, this construction is not expected to have a significant adverse impact on socioeconomic conditions in the vicinity of the Project location. Due to the scale of the Project, the construction and operation methodologies, as well as impact minimization and mitigation measures, significant impacts to socioeconomic conditions within the towns of Cranberry and Sergeant are not anticipated.

This resource report summarizes the socioeconomic conditions of the areas surrounding Compressor Stations 303 and 310. Sections 5.1.1 and 5.2.1 provide a description of the socioeconomic impact areas. Sections 5.1.2-5.1.7 and 5.2.2-5.2.7 discuss the potential Project-related impacts to the socioeconomic conditions and provide information on housing needs, schedule, and workforce as well as potential impacts to transportation and businesses. Section 5.3 discusses the socioeconomic benefits that will be received by the counties where the pipeline loops and aboveground facilities will be located. Section 5.4 provides a list of references used during preparation of this resource report.

5.1 COMPRESSOR STATION 303

5.1.1 Socioeconomic Impact Area

The Compressor Station 303 site is located in Venango County, in the town of Cranberry, which is located in the northwestern portion of Pennsylvania. The U.S. Census Bureau estimates the total population for Venango County in 2006 to be 55,488, which is a slight decrease from the 2000 Census of 57,565. The population density of Venango County is 82 people per square mile (U.S. Census Bureau 2008d).

The township of Cranberry encompasses a land area of approximately 71.3 square miles. The township population in 2007 was estimated to be 6,810, which is a decrease from 7,014 in 2000. The population density is 99.7 persons per square mile of land area. The racial makeup of the town is 98.7% White, 0.3% Black or African American, 0.2% Native American, 0.2% Asian, and approximately 0.6% Hispanic or Latino (U.S. Census Bureau 2008a). Please refer to Table 5.1-1 for a summary of socioeconomic conditions within the town of Cranberry, Pennsylvania.

The median income for a household in Cranberry is \$34,547, and the median income for a family is \$40,063. The per capita income for the Town is \$16,361. 11.8 % of individuals and 10.6 % of families are below the poverty line. The unemployment rate for the Township in 2000 was 3.8 % (U.S. Census Bureau 2008a). The manufacturing industry comprises the largest number of employees in the township of Cranberry, followed by educational, health, and social services. Private employers employ the greatest number of workers in the Township (U.S. Census Bureau 2008a).

The township of Cranberry does not have its own schools or emergency services. Public schools, police, fire, and ambulance services are all available within the bordering town of Seneca, which is approximately three miles north of Cranberry. The nearest medical service, UPMC Northwest Hospital, is also located in Seneca. Significant transportation infrastructure is available via major highway systems with access to the township of Cranberry obtained via I-80, Route 8, and Route 322. Significant sources of temporary housing can be found in the township of Cranberry, or in nearby Seneca. Based on the 2000 Census, there were 211 vacant housing units in Cranberry, 74 of which were for seasonal, recreational or occasional use. The rental vacancy rate in the township of Cranberry is 8.5%.

TABLE 5.1-1 SUMMARY OF EXISTING SOCIOECONOMIC CONDITIONS IN THE COMPRESSOR STATION 303 AREA	
Parameter	Cranberry, PA
Land area (mi ²)	71.3
Population (2007)	6,810
Population (2000)	7,014
Per Capita Income (Dollars)(1999)	16,361
Rental Vacancy Rate (%) (2000)	8.5
Civilian Labor Force (2000)	3,321
Unemployment Rate (%) (2000)	3.8
Major Industries	Manufacturing, Educational, Health & Social Services

Source: U.S. Census Bureau 2008a

5.1.2 Project Construction and Operation

While there may be both short- and long-term socioeconomic impacts associated with the construction and operation of Compressor Station 303, the Project has been designed in a manner that minimizes adverse impacts. Short-term impacts may include the potential increase in use of public services such as police for traffic control. The increase in the use of public services will be offset by the benefits derived from increased short-term revenue streams. During construction of Compressor Station 303, there will be minor, temporary increases in the local population, demand for temporary housing and use of temporary services. There will also be an increase in expenditures for local goods and services.

Sufficient services exist within and adjacent to the town of Cranberry to support the needs of the construction crew and personnel associated with construction of the facility. Station 303 will incorporate its own fire prevention and control features, which will minimize the potential for increased demands on local emergency and fire personnel services.

Long-term socioeconomic benefits associated with the continued operation of Compressor Station 303 include payment of local property taxes; purchases of services, materials, and supplies from local businesses; and periodic temporary employment for various construction, operation and maintenance activities. Socioeconomic benefits are described in further detail in Section 5.3 of this resource report.

5.1.3 Construction Schedule and Workforce

Construction on Compressor Station 303 is anticipated to occur over a six to eight month period beginning in Spring 2011. Construction of the compressor station is anticipated to require approximately 15-30 workers on a regular basis, with up to 100 workers total during construction activities. Tennessee, through its construction contractors and subcontractors, are expected to hire local construction workers that possess the required skills and experience for the Project workforce. The majority of inspectors are anticipated to be non-local due to the specialized knowledge required for these positions.

Non-local workers will generally reside in the Project area for the duration of the construction period and, typically, few workers are accompanied by family members. As a result, the socioeconomic impacts resulting from the construction of Compressor Station 303 (*i.e.*, impact on schools and other locally provided services) are not expected to be significant. Local communities will benefit from the payroll taxes paid by construction workers during the construction period. Additional positive impacts will result from payments for construction materials and equipment.

5.1.4 Housing Needs and Availability

The majority of the non-local workers are expected to use temporary housing such as hotels, motels, apartments, and campgrounds within commuting distance to the site. Temporary housing is typically used because the construction period is relatively short and workers generally do not travel with their families. Tennessee does not anticipate that construction crews will encounter any difficulties locating temporary housing, campgrounds, and/or hotel accommodations in the Project vicinity. Apartment availability is discussed in Section 5.1.1. There are at least ten hotels located within 25 miles of Cranberry Township. Many are located in Franklin, which is eight miles northwest of Cranberry. There are also several campgrounds located near the Project, the closest of which is located in Woodland, one mile northwest of Cranberry.

5.1.5 Transportation

Short-term impacts to the transportation network may result from the construction of Compressor Station 303. These impacts will result from the movement of construction equipment and materials, and daily commuting of workers to and from the site. These impacts are not expected to be significant.

To maintain safe conditions, Tennessee will require its contractors to comply with applicable vehicle weight and width restrictions. The construction of Compressor Station 303 is not anticipated to require the crossing of public roads by a significant volume of construction equipment on a daily basis, although the movement of equipment and materials to the site will result in additional short-term impact on the transportation network. Truck traffic associated with transporting construction equipment to the site may increase the workload of local police due to monitoring of vehicle weight, width restrictions, and traffic details. Also, large vehicles may cause some temporary obstructions in traffic flow. Tennessee will work cooperatively with the local police and fire departments, as well as the Pennsylvania state police if necessary, to ensure safe and efficient traffic management during construction of the Project. Project-related demands on local police are not expected to be significant.

The transportation network may experience a short-term incremental increase to traffic as a result of the movement of construction workers between their residences and the construction site. Several trips in personal vehicles may be made each day to and from the site. Impacts to the transportation network from construction workers commuting to and from home or work are not expected to be significant and should have minimal effect on the local traffic patterns as the affected roadways do not typically have significant traffic volumes.

5.1.6 Residential or Business Replacements

No residences or businesses will be displaced as a result of the construction of the Project. Compressor Station 303 is located on a parcel of land to be acquired by Tennessee. No known tribal lands, national forests, or other public lands are expected to be affected. Tennessee has notified the public in accordance with Commission requirements to notify the public about the Project and allow for stakeholder involvement.

5.1.7 Operational Workforce, Tax Revenues, and Local Expenditures

The economic benefits associated with the operation of Compressor Station 303 are described in detail in Section 5.3 of this report. Table 5.3-1 and 5.3-2 further describes tax revenues and benefits of the Project.

5.1.8 Environmental Justice Statement

The construction of the compressor station is not expected to have any environmental, health, social, or economic effects on the minority and low-income communities or Native American groups. This is due to the fact that significant impacts to socioeconomic conditions within the township of Cranberry are not anticipated because of the scale of the Project, as well as construction and operation methodologies and impact minimization.

5.2 COMPRESSOR STATION 310

5.2.1 Socioeconomic Impact Area

The Compressor Station 310 site is located in the township of Sergeant, McKean County, Pennsylvania. McKean County is located in the northwestern portion of Pennsylvania. The U.S. Census Bureau estimates the total population for McKean County in 2006 to be 44,065, which is slight decrease from the 45,936 population from the 2000 Census. The population density of McKean County is 47 people per square mile (U.S. Census Bureau 2008c).

The township of Sergeant encompasses a land area of approximately 80.3 square miles. The township population in 2007 was estimated to be 162 which is a slight decrease from 176 in 2000. The population density is 2.2 persons per square mile of land area. The racial makeup of the township is 96% White, less than 1% African American, and less than 3% Hispanic or Latino (U.S. Census Bureau 2008c). Refer to Table 5-2 for a summary of socioeconomic conditions within the town of Sergeant, Pennsylvania.

The median income for a household in Sergeant is \$33,438, and the median income for a family is \$37,813. The per capita income for the Town is \$16,063. Just over 6% of individuals and 9.2 % of families are below the poverty line. The unemployment rate for the Town in 2000 was 1.8% (U.S. Census Bureau 2008b). The manufacturing industry comprises the largest number of employees in the township of Sergeant, followed by educational, health, and social services. Private employers employ the greatest number of workers in the Township (U.S. Census Bureau 2008b). The township of Sergeant does not have its own schools and emergency services. Public schools, police, fire, and ambulance services are all available within the town of Kane, which is located approximately three miles to the northwest of Sergeant. Kane Community Hospital is also located in Kane. Significant transportation infrastructure is available via major highway systems with vehicle access to the township of Sergeant obtained via I-80, Route 219, and Route 321. Significant sources of temporary housing can be found in the township of Sergeant, or in nearby Kane. Based on the 2000 Census, there were 252 vacant housing units in Sergeant, 244 of which were for seasonal, recreational, or occasional use. The rental vacancy rate in the township of Sergeant is 16.7%.

**TABLE 5.2-1
SUMMARY OF EXISTING SOCIOECONOMIC CONDITIONS
IN THE COMPRESSOR STATION 310 AREA**

Parameter	Sergeant, PA
Land area (mi ²)	80.3
Population (2007)	162
Population (2000)	176
Per Capita Income (Dollars)(1999)	16,063
Rental Vacancy Rate (%) (2000)	16.7
Civilian Labor Force (2000)	93
Unemployment Rate (%) (2000)	1.8
Major Industries	Manufacturing, Educational, Health & Social Services

Source: U.S. Census Bureau 2008b

5.2.2 Project Construction and Operation

While there may be both short- and long-term socioeconomic impacts associated with the construction and operation of Compressor Station 310, the Project has been designed in a manner that minimizes adverse impacts. Short-term impacts may include the potential increase in use of public services such as police for traffic control. The increase in the use of public services will be offset by the benefits derived from increased short-term revenue streams. During construction of Compressor Station 310, there will be minor, temporary increases in the local population, demand for temporary housing and use of temporary services. There will also be an increase in expenditures for local goods and services.

Sufficient services exist within and adjacent to the township of Sergeant to support the needs of the construction crew and personnel associated with construction of the facility. Station 310 will incorporate its own fire prevention and control features, which will minimize the potential for increased demands on local emergency and fire personnel services.

Long-term socioeconomic benefits associated with the continued operation of Compressor Station 310 include payment of local property taxes; purchases of services, materials, and supplies from local businesses; and periodic temporary employment for various construction, operation and maintenance activities. Socioeconomic benefits are described in further detail in Section 5.3 of this resource report.

5.2.3 Construction Schedule and Workforce

Construction on Compressor Station 310 is anticipated to occur over six to eight month period beginning in Spring 2011. Construction of the compressor station is anticipated to require approximately 15-30 workers on a regular basis, with up to 100 workers total during construction activities. Tennessee, through their construction contractors and subcontractors, are expected to hire local construction workers that possess the required skills and experience into the Project workforce. The majority of inspectors are anticipated to be non-local due to the specialized knowledge required for these positions.

Non-local workers will generally reside in the Project area for the duration of the construction period and, typically, few workers are accompanied by family members. As a result, the socioeconomic impacts resulting from the construction of Compressor Station 310 (*i.e.*, impact on schools and other locally provided services) are not expected to be significant. Local communities will benefit from the payroll taxes paid by construction workers during the construction period. Additional positive impacts will result from payments for construction materials and equipment.

5.2.4 Housing Needs and Availability

The majority of the non-local workers are expected to use temporary housing such as hotels, motels, apartments, and campgrounds within commuting distance to the site. Temporary housing is typically used because the construction period is relatively short and workers generally do not travel with their families. Tennessee does not anticipate that construction crews will encounter any difficulties locating temporary housing, campgrounds, and/or hotel accommodations in the Project vicinity. Apartment availability is discussed in Section 5.2.1. There are at least ten hotels located within 25 miles of Sergeant, many of which are located in Kane, which is three miles away. There are also multiple campgrounds located near the project, the closest of which is located in Kane.

5.2.5 Transportation

Minor, short-term impacts to the transportation network may result from the construction of Compressor Station 310. These impacts will result from the movement of construction equipment and materials, and daily commuting of workers to and from the site. These impacts are not expected to be significant.

To maintain safe conditions, Tennessee will require its contractors to comply with applicable vehicle weight and width restrictions. The construction of Compressor Station 310 is not anticipated to require the crossing of public roads by a significant volume of construction equipment on a daily basis, although the movement of equipment and materials to the site will result in additional short-term impact on the transportation network. Truck traffic associated with transporting construction equipment to the site may increase the workload of local police due to monitoring of vehicle weight, width restrictions, and traffic details. Also, large vehicles may cause some temporary obstructions in traffic flow. Tennessee will work cooperatively with the local police and fire departments, as well as the Pennsylvania state police if necessary, to ensure safe and efficient traffic management during construction of the Project. Project related demands on local police are not expected to be significant.

The transportation network may experience a short-term incremental increase to traffic as a result of the movement of construction workers between their residences and the construction site. Several trips in personal vehicles may be made each day to and from the site. Impacts to the transportation network from construction workers commuting to and from home or work are not expected to be significant and should have minimal effect on the local traffic patterns as the affected roadways do not typically house significant traffic volumes.

5.2.6 Residential or Business Replacements

No residences or businesses will be displaced as a result of the construction of the Project. Compressor Station 310 is located on a parcel of land currently owned by Tennessee. No known tribal lands, national forests, or other public lands are expected to be affected. Tennessee has notified the public in accordance with Commission requirements to notify the public about the Project to the public and allow for stakeholder involvement.

5.2.7 Operational Workforce, Tax Revenues, and Local Expenditures

The economic benefits associated with the operation of Compressor Station 310 are described in further detail in Section 5.3 of this report. Table 5.3-1 and 5.3-2 further describes tax revenues and benefits.

5.2.8 Environmental Justice Statement

The construction of the compressor station is not expected to have any environmental, health, social, or economic effects on the minority and low-income communities or Native American groups. This is due to the fact that significant impacts to socioeconomic conditions within the township of Sergeant are not anticipated because of the scale of the Project, as well as construction and operation methodologies and impact minimization.

5.3 PROJECT ECONOMIC BENEFITS

The Project crosses through nine counties. Seven counties (Venango, McKean, Potter, Tioga, Bradford, Susquehanna, Wayne, and Pike) are in Pennsylvania with Sussex and Passaic Counties in New Jersey. Each county has the opportunity to benefit from one or more of the following as a result of the Project: increased tax revenue, land owner lease payments (separate and in addition to easement or related right-of-way payments), expenditures to local businesses, and temporary employment. Increased availability of domestic natural gas and intermittent availability of pipeline capacity are Project benefits to the northeastern region of the U.S.

5.3.1 Property Tax Revenues

In Pennsylvania, the counties where Tennessee has purchased or will purchase additional land and/or newly will construct or modify buildings will receive increased property tax revenue. In New Jersey, both counties, Sussex and Passaic, will receive increased property tax revenues based upon newly installed pipe and certain applicable modifications to the compressor station building in Sussex County. The estimated increases in property tax revenues resulting from the Project are set forth in Table 5.3-1 below.

TABLE 5.3-1 ESTIMATED INCREASES IN PROPERTY TAX REVENUES RESULTING FROM THE 300 LINE PROJECT IN PENNSYLVANIA AND NEW JERSEY			
County	Estimated Increase	Year Commencing	Escalating Factor
Pennsylvania			
Venango	\$ 55,600	2012	3% / year
McKean	\$ 60,800	2012	3% / year
Potter	\$ 55,000	2012	3% / year
Tioga	\$ 32,000	2012	3% / year
Bradford*	N/A	N/A	N/A
Susquehanna*	N/A	N/A	N/A
Pike*	N/A	N/A	N/A
New Jersey			
Sussex	\$ 145,300	2012	3% / year
Passaic	\$ 101,400	2012	3% / year

The estimated increase in property tax revenues set forth in Table 5.3-1 above assumes that Project facilities are placed in-service in November 2011.

* Counties do not receive property increases

5.3.2 Land Leases

Tennessee will be leasing land for pipe and construction related storage along the length of the Project. The number of sites is expected to include seven locations in five counties within Pennsylvania, and one location in New Jersey. Tennessee expects to pay normal and customary commercial land lease rates in the area, which is typically 10% of fair market values of the land being leased.

5.3.3 Local Construction Jobs / Economic Multiplier

5.3.3.1 Pipeline Facilities

Construction of the pipeline portion of the Project is expected to create approximately 400 temporary construction related jobs per Project section. Tennessee expects that there will be three Project spreads, two in Pennsylvania and one in New Jersey. Approximately half of these workers are expected to be local workers with a pay range of approximately \$25 to \$50 per hour for an estimated 24-week construction season working approximately 10 hours per day, six days per week. A breakdown per county is not feasible at this time because, during the 24-week construction season, workers will be located across Project sections as needed for varying lengths of time, therefore making it difficult to know how many people will be working within any one county at any given time.

The temporary labor estimate for the pipeline construction portion of the Project is estimated, based upon, 600 local workers times an estimated \$40 per hour times 60 hours per week times 24 weeks (the length of the construction spreads will require ramp-up and ramp-down time, and will vary between spreads) generating an estimated \$34,560,000 salary for the local, temporary workforce.

Additionally, each worker is expected to spend approximately \$700 to \$800 per week for local living expenses for such items as motels and meals. Based upon an estimated 24-week construction season, the total approximate expenditure in the local communities is expected to be over \$10 million dollars.

5.3.3.2 Aboveground Facilities

As discussed above, two new compressor stations will be built in Venango and McKean counties in Pennsylvania as part of the Project. Modifications to seven existing compressor stations will take place in Potter, Tioga, Bradford, and Susquehanna Counties in Pennsylvania and in Sussex County New Jersey. Based upon the amount of work to be undertaken, the number of temporary workers needed, and the length of the construction season financial benefits within the respective counties will vary. An estimate of financial benefits is listed in Table 5.3-2 below.

TABLE 5.3-2 ESTIMATE OF LOCAL CONSTRUCTION JOBS AND ECONOMIC MULTIPLIER FOR NEW AND EXISTING COMPRESSOR STATIONS						
County	Number of Local Jobs	Average Hourly Rate	Weeks of Work	Income Total	Economic Multiplier	Total
Pennsylvania						
Venango	15-30 (100 total)	\$40.00	24	\$864,000	\$576,000	\$1,440,000
McKean	15-30 (100 total)	\$40.00	24	\$864,000	\$576,000	\$1,440,000
Potter	15	\$40.00	24	\$864,000	\$576,000	\$1,440,000
Tioga	15	\$40.00	24	\$864,000	\$576,000	\$1,440,000
Bradford	05	\$40.00	10	\$120,000	\$ 40,000	\$ 160,000
Susquehanna	05	\$40.00	12	\$144,000	\$ 48,000	\$ 192,000
Pike	Negligible					
New Jersey						
Sussex	05	\$40.00	12	\$144,000	\$48,000	\$192,000
Passaic	None					

The local benefits set out in Table 5.3-2 above are estimates. The hourly rate for labor is expected to range from \$26 to \$53, with an average of \$40/hour times 60 hours/week times 24 weeks times 15 people. The construction crews are expected to work 10 hours per day, six days per week.

Of the number of workers required, half are expected to be local with the remaining in need of temporary housing and related expenses which generates the Multiplier. It is based upon 15 people multiplied by \$800/week for 24 weeks. These numbers do not include major equipment, fuel, additional sub-contractors, or other related costs, which are difficult to estimate as of the date of this resource report.

In addition to benefits to local businesses, sales tax revenues will be generated for the state. Local suppliers will experience an increase in demand for fuel, mechanical services, landscaping services and materials, sundry purchases and other related expenditures to support the construction activity for the Project. A breakdown per county is not feasible at this time.

5.3.4 Gas Supply Diversification and Price Competition

The delivery points for the natural gas to be transported following completion of the construction of the Project facilities are located in Mahwah, New Jersey and River Vale, New Jersey and White Plains, New York, connecting into third-party interstate natural gas pipelines with access into downstream markets in the northeast. Alternatively, the natural gas to be transported following completion of the construction of the Project facilities could be delivered to existing interconnections to New Jersey local distribution companies, resulting in increased gas supply reliability, diversification, and increased price competition benefits for these New Jersey utilities. In addition, the new, domestically produced gas supplies transported by the Project into the northeast will assist in reducing the country's reliance on imported foreign natural gas supplies via liquefied natural gas.

5.4 LITERATURE CITED

- U.S. Census Bureau. 2008a. Cranberry township, Venango County, Pennsylvania – Fact Sheet [Online WWW]. Available URL: <http://factfinder.census.gov/servlet/SAFFPopulation>. [Accessed September 30, 2008].
- U.S. Census Bureau. 2008b. McKean County, Pennsylvania – Fact Sheet [Online WWW]. Available URL: <http://factfinder.census.gov/servlet/SAFFPopulation>. [Accessed September 30, 2008].
- U.S. Census Bureau. 2008c. Sergeant township, McKean County, Pennsylvania – Fact Sheet [Online WWW]. Available URL: <http://factfinder.census.gov/servlet/SAFFPopulation>. [Accessed September 30, 2008].
- U.S. Census Bureau. 2008d. Venango County, Pennsylvania – Fact Sheet [Online WWW]. Available URL: <http://factfinder.census.gov/servlet/SAFFPopulation>. [Accessed September 30, 2008].