

300 LINE PROJECT

**DRAFT
ENVIRONMENTAL REPORT**

**RESOURCE REPORT NO. 5
SOCIOECONOMICS**

PUBLIC

Prepared for:

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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

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5.0 INTRODUCTION

Tennessee proposes to construct the 300 Line Project to provide additional natural gas transportation to meet customer needs in the northeastern United States. In addition to seven 30-inch OD pipeline loop segments varying in length from 14.6 to 22.5 miles, 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 IIB – Appendix I for full size USGS Topographic Quadrangle Maps).

While the Project involves the construction of two new compressor stations, it is not expected to have a significant adverse impact on socioeconomic conditions in the vicinity to 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 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 percent of individuals and 10.6 percent of families are below the poverty line. The unemployment rate for the Township in 2000 was 3.8 percent (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 services, 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 percent.

**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.

5.1.3 Construction Schedule and Workforce

Construction on Compressor Station 303 is scheduled to occur over an eight to twelve month period beginning in spring 2011. Construction of the compressor station is anticipated to require approximately 100 workers on a regular basis. Tennessee, through their construction contractors and subcontractors, may 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 the 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 twenty five 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

Minor, 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. 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 currently under option agreement 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 FERC requirements to present the Project to the public 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 include increased revenue to Cranberry in the form of property taxes. Exhibit N – Revenues, Expenses, and Income, filed by Tennessee as part of the Certificate Application, further describes tax revenues and benefits.

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 as well as 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 six percent of individuals and 9.2 percent 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 percent.

**TABLE 5-2
 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.

5.2.3 Construction Schedule and Workforce

Construction on Compressor Station 310 is scheduled to occur over an eight to twelve month period beginning in spring 2011. Construction of the compressor station is anticipated to require approximately 100 workers on a regular basis. Tennessee, through their construction contractors and subcontractors, may 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 the 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 twenty five miles of Sergeant, many of which are located in Kane, just 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. 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 303 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 FERC requirements to present 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 include increased revenue to Sergeant in the form of property taxes. Exhibit N – Revenues, Expenses, and Income, filed by Tennessee as part of the Certificate Application, 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 as well as impact minimization.

5.3 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].
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- U.S. Census Bureau. 2008d. Venango County, Pennsylvania – Fact Sheet [Online WWW]. Available URL: <http://factfinder.census.gov/servlet/SAFFPopulation>. [Accessed September 30, 2008].