

**TRANSCONTINENTAL GAS PIPE LINE COMPANY, LLC**

**Resource Report No. 5  
Socioeconomics**

**Transcontinental Gas Pipe Line Company  
Northeast Supply Link Project**

**December 2011**

<b>SUMMARY OF FILING INFORMATION</b>		
<b>INFORMATION</b>	<b>Data Sources</b>	<b>Found in:</b>
1. For major aboveground facilities and major pipeline Projects that require an EIS, describe existing socioeconomic conditions within the Project area. (§380.12 (g) (1))	I, JJ, KK	Section 5.1
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. (§380.12 (g) (2-6)).	D, I, KK	Sections 5.1 – 5.6

Key:

- |   |                           |    |                         |
|---|---------------------------|----|-------------------------|
| D | Applicant                 | JJ | US Department of Labor  |
| I | County/Municipal Agencies | KK | US Bureau of the Census |

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## List of Acronyms

BMP	best management practice
CEQ	Council on Environmental Quality
dt/d	decatherms per day
E&SCP	Erosion and Sediment Control Plan
EO	Executive Order
FERC	Federal Energy Regulatory Commission
hp	horsepower
INGAA	Interstate Natural Gas Association of America Foundation
IRWA	International Right of Way Association
M&R	meter and regulator
MLV	mainline valve
MP	milepost
NGA	Natural Gas Act
NSL	Northeast Supply Link
NYC	New York City
Project	Northeast Supply Link Project
PS&EG	Public Service Enterprise Group, Inc.
ROW	right-of-way
RR	resource report
Transco	Transcontinental Gas Pipe Line Company, LLC
U.S. Census Bureau	United States Department of Commerce, Bureau of the Census

## 5. SOCIOECONOMICS

### 5.1 INTRODUCTION

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Transcontinental Gas Pipe Line Company, LLC (Transco) is proposing to expand its pipeline systems in the Pennsylvania-New Jersey-New York region to meet the immediate and future demand for natural gas in the Northeast. To accomplish this, Transco will file an application for a Certificate of Public Convenience and Necessity (Certificate) from the Federal Energy Regulatory Commission (FERC). Transco is requesting authorization to construct and operate the Northeast Supply Link Project (NSL Project or Project) to expand its existing pipeline systems located in Pennsylvania, New Jersey, and New York under Section 7(c) of the Natural Gas Act (NGA); and to abandon certain facilities under Section 7(b) of the NGA. The NSL Project will create a new transportation path for 250,000 decatherms per day (dt/d) of natural gas from various receipt points on Transco's Leidy Line in Pennsylvania to various delivery points along Transco's mainline and Leidy systems in Pennsylvania, New Jersey, and New York.

The Project will consist of 12.03 miles of 42-inch diameter pipeline looping extension, 26.95 miles of pipeline uprate, 0.46 miles of 36-inch diameter pipeline replacement, construction of a new compressor station and new electrical substation, and modification of several aboveground facilities. The proposed facilities are located in Pennsylvania, New Jersey, and New York. An overview of the proposed facilities is provided below. Refer to Figure 1.1-1 in Resource Report (RR) 1, "General Project Description," for a Project overview map that shows the location of all proposed facilities and their association with Transco's existing pipeline facilities.

#### Proposed Pipeline Facilities

- **Muncy Loop (Lycoming County, Pennsylvania):** Approximately 2.22 miles of 42-inch diameter pipeline, extending the existing Leidy Line "D" loop between mileposts (MPs) 128.97 and 131.19.
- **Palmerton Loop (Monroe County, Pennsylvania):** Approximately 3.17 miles of 42-inch diameter pipeline, extending the existing Leidy Line "D" loop between MPs 40.50 and 43.67.
- **Stanton Loop (Hunterdon County, New Jersey):** Approximately 6.64 miles of 42-inch diameter pipeline, extending the existing Leidy Line "C" loop between MPs 6.90 and 13.54.
- **Caldwell B Replacement (Essex County, New Jersey):** Approximately 0.46-mile replacement of the existing 36-inch diameter Caldwell B Loop.

Preliminary alignment sheet mapping for the proposed pipeline facilities is included in the Mapping Supplement in Volume 3.

**Proposed Pipeline Uprates**

- **Caldwell Uprate (Essex, Passaic, Bergen, and Hudson counties, New Jersey):** Pressure uprate along approximately 25.55 miles of the existing 36-inch Caldwell B Loop, Mainline B, and 72<sup>nd</sup> Street Lateral.
- **Long Island Extension Uprate (Richmond County, New York):** Pressure uprate along approximately 1.40 miles of the existing 26-inch diameter Long Island Extension pipeline.

The pipeline uprates will not include any ground disturbance and are, therefore, not discussed further in this RR. All work related to the uprates will be at aboveground facilities as described below.

**New Compressor Station: New Jersey**

- **Compressor Station 303 (Essex County, New Jersey):** A new single-unit 25,000 hp electric-drive compressor station.

**New Electrical Substation: New Jersey**

- **Electrical Substation (Essex County, New Jersey):** A new high voltage electric substation to be constructed on an existing PSE&G transmission right of way (ROW) to transmit power from the PSE&G grid to Compressor Station 303.

Site plans for the new compressor station and electrical substation are provided in the Mapping Supplement in Volume 3.

**Compressor Station Modification: Pennsylvania**

- **Compressor Station 515 (Luzerne County, Pennsylvania):** An additional 16,000 horsepower (hp) compressor unit at Transco's existing Compressor Station 515.

**Compressor Station Modification: New Jersey**

- **Compressor Station 505 (Somerset County, New Jersey):** Facility modifications at Transco's existing Compressor Station 505.

Site plans for the compressor station modifications are provided in the Mapping Supplement in Volume 3.

**Other Aboveground Facility Modifications: Pennsylvania**

- **Leidy Interchange Hub (Clinton County, Pennsylvania):** Facility modification associated with upgrading the odorization system due to increased flow volumes.
- **Mainline Valves (MLVs) (Lycoming and Monroe Counties, Pennsylvania):** Relocation and modification of MLVs along the Muncy and Palmerton pipeline loops.

**Other Aboveground Facility Modifications: New Jersey**

- **Roseland Meter and Regulator (M&R) Station (Essex County, New Jersey):** Facility modification due to the Caldwell Uprate including valve and piping replacement and

regulation installation. It may also include modification related to the proposed Compressor Station 303.

- **Montclair State University M&R Station (Passaic County, New Jersey):** Facility modification due to the Caldwell Uprate including valve replacement and isolation of the station during testing of the Caldwell Loop.
- **East Rutherford M&R Station (Bergen County, New Jersey):** Isolation of the scrubbers and heaters during testing of the Caldwell Loop. Facility modification due to the Caldwell Uprate including additional regulation installation.
- **Regulator Station 240 (Bergen County, New Jersey):** Isolation of Regulator Station 240 piping during testing of the Caldwell Loop; pressure testing of Meadows Regulator No. 2 and installation of valves and other equipment.
- **Meadows Heaters (Bergen County, New Jersey):** Modification of existing heaters and installation of a new heater to accommodate increased flow volumes.
- **Mainline Valve (MLV) 505B60 (Essex County, New Jersey):** Modifications and testing to accommodate increased pressure.
- **Paterson Lateral Take-off (Bergen County, New Jersey):** Installation of overpressure protection from Mainline B.
- **MLVs (Hunterdon County, New Jersey):** Relocation and modification of MLVs along the Stanton Loop.

#### **Other Aboveground Facility Modifications: New York**

- **Narrows M&R Station (Richmond County, New York):** Modification to accommodate proposed increased delivery volumes.
- **Brooklyn Regulating Vault (Kings County, New York):** Addition of below-grade, downstream regulation facility adjacent to an existing facility to accommodate proposed increased delivery volumes.
- **134<sup>th</sup> Street Manhattan M&R Station (New York County, New York):** Facility modification due to the proposed increased delivery volumes, including piping replacement, building replacement, and ancillary modifications.

Site plans for all aboveground facility modifications are provided in the Mapping Supplement in Volume 3.

RR 5 describes existing socioeconomic resources directly and indirectly affected by construction and operation of the Project. The proposed facility modifications at Compressor Stations 505 and 515 and the proposed minor modifications to most of the other existing aboveground facilities in Pennsylvania and New Jersey (with the exception of the 134<sup>th</sup> Street Manhattan M&R Station) are not analyzed separately in terms of socioeconomic resources. The majority of the activities at these aboveground facilities will be conducted within existing Transco facilities or on Transco-owned property. As discussed in RR 1, "General Project

Description,” the aboveground facility modifications generally will be minor in nature and are expected to be insignificant in terms of socioeconomic resources (e.g., will be associated with the pipeline portion of the Project, will be modifications to existing facilities/metering stations, will require no new access roads, will require only 10 to 15 construction workers at each station for a maximum duration of approximately three months, and will require no new permanent staff). Therefore, this socioeconomic impact analysis considers impacts related to the three loops: the Muncy Loop (Lycoming County, Pennsylvania), Palmerton Loop (Monroe County, Pennsylvania), and Stanton Loop (Hunterdon County, New Jersey); the Caldwell B Replacement (Essex County, New Jersey); Compressor Station 303 and the Electrical Substation (Essex County); and 134<sup>th</sup> Street Manhattan M&R Station (New York County, New York).

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## **5.2 POPULATION, ECONOMY, AND EMPLOYMENT**

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### **5.2.1 Existing Conditions**

Data from the 2010 Census and 2005-2009 American Community Survey for population, employment, and labor were used to determine socioeconomic conditions for the Project area. Table 5.2-1 shows the 2010 population, 2010 population density, 2009 per capita income, civilian labor force, unemployment rate, and the major industries for the five counties within the Project area.

There is a large difference in the county populations and population densities in the Project area because the Project area contains densely-populated urban counties and their suburbs as well as more rural counties. In 2010, the least populated county in the Project area was Lycoming County with a population of 116,111 persons. The most populated county was New York County (i.e., the Borough of Manhattan) with a population of 1,585,873 persons in 2010. Essex County also has a relatively high population (783,969) compared to the other counties in Pennsylvania and New Jersey in the Project area due to its proximity to New York City. Monroe County and Hunterdon County each have populations below 200,000 persons.

New York County and Essex County likewise have the highest population densities in the Project area. New York County has the highest population density with 69,071 persons per square mile. Essex County has a population density of 6,209 persons per square mile. Lycoming County has the lowest population density with 94 persons per square mile. The population densities in Monroe County (279 persons per square mile) and Hunterdon County (299 persons per square mile) are also relatively low.

**Table 5.2-1  
Existing Socioeconomic Conditions**

State/County	2010 Population <sup>a</sup>	Population Change, percent (2000-2010) <sup>a,b</sup>	Population Density (persons per square mile) <sup>a,c</sup>	Per Capita Income (2009 inflation-adjusted dollars) <sup>d</sup>	Civilian Labor Force <sup>d</sup>	Potential Construction Labor Force <sup>e</sup>	Unemployment Rate (percent) <sup>d</sup>	Major Industry <sup>d</sup>
PENNSYLVANIA	12,702,379	3.4	283	26,678	6,329,266	216,300	6.8	Educational, health, and social services
Lycoming County	116,111	- 3.3	94	21,887	59,886	9,400	7.4	Educational, health, and social services
Monroe County	169,842	22.5	279	24,938	84,529	9,400	8.7	Educational, health, and social services
NEW JERSEY	8,791,894	4.5	1,185	34,566	4,528,110	129,500	6.9	Educational, health, and social services
Hunterdon County	128,349	5.2	299	48,291	69,401	295,700	5.1	Educational, health, and social services
Essex County	783,969	- 1.2	6,209	30,991	390,118	295,700	9.5	Educational, health, and social services
NEW YORK	19,378,102	2.1	410	30,634	9,790,887	305,500	7.0	Educational, health, and social services
New York County	1,585,873	3.2	69,071	60,047	938,448	295,700	7.6	Educational, health, and social services

Notes:

a 2010 Census data (U.S. Census Bureau 2011a)

b 2000 Census data (U.S. Census Bureau 2011b)

c U.S. Census Bureau State and County QuickFacts (U.S. Census Bureau 2011c)

d 2005 - 2009 American Community Survey (5-Year Estimates) data. The American Community Survey 5-Year Estimates are based on data collected over a 5-year time period. These data represent average socioeconomic conditions between January 2005 and December 2009 and do not represent a single point in time. (U.S. Census Bureau 2011d)]

e Construction and Extraction Occupations per the Standard Occupational Classification System, Department of Labor, Bureau of Labor Statistics 2011. Data are for the metropolitan area/division for each portion of the Project:

- Muncy Loop - the Scranton--Wilkes-Barre, Pennsylvania metropolitan area
- Palmerton Loop - the Scranton--Wilkes-Barre, Pennsylvania metropolitan area
- Stanton Loop - the New York, New York - Northeastern New Jersey metropolitan area
- Caldwell B Replacement - the New York, New York - Northeastern New Jersey metropolitan area
- Compressor Station 303 and Electrical Substation - the New York, New York - Northeastern New Jersey metropolitan area
- 134<sup>th</sup> Street Manhattan M&R Station - the New York, New York - Northeastern New Jersey metropolitan area

The populations of most counties in the Project area have increased from 2000 to 2010, with the exceptions of the populations of Lycoming County, Pennsylvania, which decreased 3.3 percent between 2000 and 2010, and Essex County, New Jersey, which decreased 1.2 percent between 2000 and 2010. The percentage of population growth in the other counties (Monroe County, Pennsylvania; Hunterdon County, New Jersey; and New York County, New York) exceeded the percentage of population growth of their respective states during the same time period. Monroe County had the highest rate of population growth in the Project area between 2000 and 2010 (22.5 percent).

From 2005 through 2009, Monroe County and Lycoming County each had per capita incomes slightly lower than the Pennsylvania state per capita income of \$26,678. Likewise, the per capita income in Essex County during the same period was slightly lower than the New Jersey state per capita income of \$34,566. Hunterdon County's per capita income was over \$10,000 higher than the state per capita income from 2005 through 2009. New York County's per capita income (\$60,047) was almost double New York State's per capita income (\$30,634).

The two metropolitan areas closest to the Project area, the Scranton--Wilkes-Barre, Pennsylvania metropolitan area and the New York, New York - northeastern New Jersey metropolitan area, have potential construction labor forces of 9,400 persons and 295,700 persons, respectively. The Philadelphia, Pennsylvania – New Jersey metropolitan area, which is also near the Project area, similarly is expected to have a large potential construction workforce.

Essex County had the highest unemployment rate in the Project area (9.5%) from 2005 through 2009. Lycoming County and Monroe County each had higher unemployment rates than the state of Pennsylvania, and New York County had a higher unemployment rate than the state of New York. Hunterdon County had a lower unemployment rate than the state of New Jersey. The industry employing the most people in each of the counties and states in the Project area was educational, health, and social services, according to 2005-2009 American Community Survey data.

Table 5.2-2 shows county general expenditures and revenues for fiscal year 2009. The primary sources of revenue for each county were taxes, operating grants and contributions, and charges for services. Lycoming County, Essex County, and New York City (inclusive of New York County) each operated at a deficit in fiscal year 2009, while Monroe County and Hunterdon County operated at a surplus.

**Table 5.2-2  
Additional Socioeconomic Conditions**

County	Local General Expenditures and Revenues	
	Expenditures	Revenues
Lycoming County	\$88,587,000	\$85,886,000
Monroe County	\$89,417,000	\$89,559,000
Hunterdon County	\$99,530,000	\$100,009,000
Essex County	\$784,943,000	\$759,638,000
New York City	\$67,356,752,000	\$60,335,841,000

Sources: Lycoming County data from fiscal year ending December 31, 2009 (County of Lycoming, Pennsylvania, Offices of County Controller and Fiscal Services 2010). Monroe County data from fiscal year 2009 (County of Monroe Commissioners Office 2008, County of Monroe Commissioners Office 2009). Hunterdon County data from fiscal year 2009 (County of Hunterdon 2010). Essex County data from fiscal year 2009 (Samuel Klein and Company 2010). The data for New York City, including the Borough of Manhattan (New York County) and the other four New York City boroughs, are from the New York City Comprehensive Annual Financial Report for the fiscal year ending June 30, 2009 (The City of New York Office of the Comptroller n.d.).

### 5.2.2 Impacts from Construction and Operation

Potential impacts to the existing socioeconomic environment of the proposed Project area will result from a temporary influx of construction personnel. The operation of the proposed expansion facilities primarily will be conducted by Transco personnel who operate the existing facilities. Transco expects that two new, permanent employees will be needed to operate Compressor Station 303. The small increase in permanent employment will have a long-term, minimal beneficial impact on employment and the economy because of the associated increase in payroll, a portion of which will be spent by employees in the local economy for living expenses.

Assuming receipt of all required regulatory permits and approvals, construction of Project facilities is expected to occur between November 2012 and November 2013. Construction activities are expected to be completed during one construction season with the use of multiple construction spreads. Construction at each location will last approximately three to five months. Construction personnel will consist of Transco employees, contract employees, construction inspection staff, and environmental inspection staff. The number of personnel required at each proposed activity location will vary greatly, depending on the activity. Table 5.2-3 outlines the proposed construction schedule and approximate average workforce requirements for each major Project facility/activity location. In general, peak construction activities will occur between three to four months into construction. The peak construction workforce is shown in Table 5.2-3 and is estimated to range between 60 workers for the 134<sup>th</sup> Street Manhattan M&R Station and 250 workers for the Stanton Loop. A small number of personnel will conduct tree clearing between November 2012 and March 2013 in order to comply with anticipated tree clearing timing restrictions related to threatened and endangered species enforced by federal and state regulatory agencies.

**Table 5.2-3  
Construction Schedule and Workforce**

Facility/Activity <sup>a</sup>	Location	Number of Construction Spreads	Workforce (Average/Peak)	Construction Start Date <sup>bc</sup>	Duration <sup>d</sup>	In-Service Date
Muncy Loop	Lycoming County, Pennsylvania	1	75/125	4/13/2013	3 – 5 months	11/1/13
Palmerton Loop	Monroe County, Pennsylvania	1	75/150	4/13/2013	3 – 5 months	11/1/13
Stanton Loop	Hunterdon County, New Jersey	1	150/250	4/13/2013	3 – 5 months	11/1/13
Caldwell B Replacement	Essex County, New Jersey	1	50/100	4/13/2013	3 – 5 months	11/1/13
Compressor Station 303 and Electrical Substation	Essex County, New Jersey	NA	50/100	4/13/2013	6 months	11/1/13
134 <sup>th</sup> Street Manhattan M&R Station	New York County, New York	NA	35/60	4/13/2013	6 months	11/1/13

Notes:

a Each replacement/loop consists of one construction spread.

b The anticipated start date for construction is estimated, as there is uncertainty in the timing of receipt of necessary state and local permits. Transco will begin construction as soon as all permits are received for a given replacement/loop, and construction will continue for the length of time indicated in the "Duration" column.

c Selective tree clearing will be conducted between November 2012 and March 2013 to avoid adverse impacts to threatened and endangered species.

d The duration is the estimated duration of actual construction activities for a given replacement/loop.

Transco will attempt to hire temporary construction staff from the local population whenever possible. However, Transco anticipates that the construction workforce will consist mostly of non-local employees, due to the specialized nature of the craft positions needed. It is estimated that approximately 35% percent of the workforce at each construction spread or aboveground facility will consist of local workers, while 65% percent will consist of non-local workers.

Transco commissioned an economic impact study for both Pennsylvania and New Jersey based on the scope of the proposed Project in each state. The studies were conducted by the Institute for Public Policy and Economic Development and Rutgers University, respectively. The results of the study for Pennsylvania estimate that the project would create \$2.7 million in state tax revenues and fees, including \$300,000 in annual local property tax revenue (IPPED 2010). In New Jersey, the project is expected to create an additional \$5.1 million in state and local tax revenue, including \$610,000 in annual local property tax revenue (Rutgers 2010).

## 5.3 HOUSING

### 5.3.1 Existing Temporary Housing Conditions

Temporary housing exists throughout the Project area. Table 5.3-1 displays the total number of housing units; units for seasonal, recreational, or occasional use; rental vacancy rate; and other vacant housing units, including hotels and campgrounds. Data for Table 5.3-1 is based on the 2000 Census and 2007 Economic Census. The rental vacancy rate in the Project area ranges from 2.7% in Hunterdon County, New Jersey, to 8.2% in Essex County, New Jersey. New York County, New York, and Monroe County, Pennsylvania, have the highest number of hotels and campgrounds. The cities of Williamsport and Wilkes-Barre are the largest cities near the Muncy Loop in Lycoming County. The boroughs of Stroudsburg, Pen Argyl, and Bangor are the largest municipalities near the Palmerton Loop in Monroe County. The larger cities of Easton, Bethlehem, and Allentown are farther away, but still near the Palmerton Loop. Various suburbs of New York City (NYC) are located east of the Stanton Loop in Hunterdon County, including the township of Edison and the city of Plainfield. The Caldwell B Replacement will be located in the Borough of Roseland, which is a suburb of NYC and close to densely developed towns and cities in New Jersey. Compressor Station 303 also will be located in the Borough of Roseland.

Table 5.3-1  
Temporary Housing in Project Area

County	Total Housing Units <sup>a</sup>	Units for Seasonal, Recreational, or Occasional Use <sup>a</sup>	Rental Vacancy Rate (Percent) <sup>a</sup>	Hotels/Campgrounds <sup>b</sup>
Lycoming County, Pennsylvania	53,987	2,522	5.0	14/3
Monroe County, Pennsylvania	78,038	14,705	4.9	49/20
Hunterdon County, New Jersey	48,686	288	2.7	9/2
Essex County, New Jersey	310,379	660	8.2	39/4
New York County, New York	845,057	19,481	3.5	331/10
Notes:				
a Based on 2000 Census data				
b Based on 2007 Economic Census data (U.S. Census Bureau 2011e)				

### 5.3.2 Impacts from Construction and Operation

Each Project activity location is in proximity to highly developed, densely populated areas. Therefore, ample temporary housing is available in the form of hotels, motels, and apartments. With the high population density in the larger cities, the short construction period, and the small number of workers, impacts on temporary housing availability will be negligible.

The local communities may receive a slight benefit from revenue from rentals. No new permanent housing will be needed, since only two additional permanent employees will be hired for the operation of the proposed facilities.

### **5.3.3 Displacements**

Transco designs its pipelines to avoid direct impacts to structures; however, in very rare instances, where a proposed design would traverse physically through a structure, Transco will approach the landowner to attempt to enter into a voluntary agreement based on a fair market value appraisal of the property. In addition, landowners living near existing or proposed facilities sometimes request that the company purchase their property. Due to the wide variety of projects that the company engages in, the company must review any potential home purchases on a case-by-case basis.

Transco has developed individual Residential Construction Plans for residences within 50 feet of the construction workspace. These plans are provided in RR 8, "Land Use, Recreation, and Aesthetics," Appendix 8B. In general, construction across areas in proximity to residences will be limited to the shortest timeframe possible to safely install the pipeline.

### **5.3.4 Property Values**

In 2001 the Interstate Natural Gas Association of America Foundation (INGAA) published the results of a study entitled "Natural Gas Pipeline Impact Study." The goal of the study was to determine the effects of natural gas pipelines on real estate values. The study was conducted over several years, and included data from both rural and suburban areas. The ultimate finding of the study was that proximity to natural gas pipelines has no discernable impact on real estate values (INGAA 2001).

In addition, the January/February 2011 edition of the International Right of Way Association (IRWA) publication, *Right of Way*, includes an article entitled "The Effect of Natural Gas Pipelines on Residential Value." The results of this particular study, which used methodologies similar to those used in the INGAA study, showed that the researchers could "...not identify a systematic relationship between proximity to the pipeline and sale price or value" (International Right of Way Online 2011).

## **5.4 TOURISM**

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### **Proposed Pipeline Facilities**

No federal or state conservation or recreational lands are located within 0.25 miles of the Palmerton Loop (Monroe County, Pennsylvania); therefore, construction activities along the Palmerton Loop are not expected to have adverse impacts on tourism. The Stanton Loop

(Hunterdon County, New Jersey) will cross tracts enrolled in the New Jersey Department of Environmental Protection's Green Acres Program, which purchases land from property owners to add to the state's system of public parks, forests, natural areas, and wildlife management areas. The Stanton Loop will also cross the Landsdown Trail, which runs along the west bank of the South Branch of the Raritan River. Impacts to the Landsdown Trail will be avoided by horizontal directional drilling of the South Branch of the Raritan River. Further discussion of these lands and programs is provided in RR 8, "Land Use, Recreation, and Aesthetics."

Impacts to tourism and recreation during construction could include increased travel time to recreational areas due to construction traffic and detours and decreased recreational enjoyment due to visual and noise disturbances from construction activities.

Impacts to transportation infrastructure and proposed mitigation are discussed in Section 5.5.2. Consultations with state and local agencies are on-going to develop further site-specific mitigation measures for conservation and recreation lands. Decreased access and noise and visual impacts at each Project location could result in temporary displacement of tourists and recreational users from the immediate vicinity but will not impact visitation or use of entire trails or recreational areas. These impacts will be temporary and will cease upon completion of construction. Areas disturbed by construction will be restored to their former conditions upon completion, in consultation with landowners. Construction at each of the proposed loops is expected to last from three to five months.

### **Aboveground Facilities**

Compressor Station 303 will be located on existing industrial land within 0.25 miles of West Essex Park, owned and maintained by the Essex County Department of Parks, Recreation, and Cultural Affairs (see Resource Report 8, "Land Use, Recreation, and Aesthetics"). The Electrical Substation will be constructed between an existing Public Service Enterprise Group, Inc. (PSE&G) transmission ROW and the existing Transco Roseland M&R Station. Construction of the Compressor Station 303 and the Electrical Substation will be set back a sufficient distance from West Essex Park such that any impacts to the park associated with noise and visual disturbances during construction will be minor and temporary.

Construction workspace associated with the upgrade of the Brooklyn Regulating Vault is located within Shore Road Park, owned and maintained by the NYC Department of Parks and Recreation (see RR 8, "Land Use, Recreation, and Aesthetics"). Use of the proposed workspace will result in the closure of a small portion of the park for the duration of construction (30 to 45 days). Transco is working with NYC Department of Parks and Recreation, NYC Department of Transportation, NYC Department of Environmental Protection, NYC Department of Citywide Administrative Services, NYC Department of Sanitation, NYC Police Department,

and Manhattan Community Board 9 to minimize inconveniences to the public associated with the closure. Transco's primary goal is to ensure public safety through the use of safety fencing to eliminate public access to the work area during construction. Once construction is complete the area will be reopened for public use. The remainder of the park will be available for public use throughout the construction period. A site specific crossing plan is included in Appendix 8F of Resource Report 8.

The use of temporary work space associated with the 134<sup>th</sup> Street Manhattan M&R Station is within Riverside Park, owned and maintained by the NYC Department of Parks and Recreation (see RR 8, "Land Use, Recreation, and Aesthetics"). Use of the proposed workspace will result in a temporary detour of the Hudson River Greenway bike path, which runs through Riverside Park, for the duration of construction (6 months). Transco is working with NYC Department of Parks and Recreation, NYC Department of Transportation, NYC Department of Environmental Protection, NYC Department of Citywide Administrative Services, NYC Department of Sanitation, NYC Police Department, and Manhattan Community Board 9 to minimize inconveniences to the public associated with the temporary bike path detour. Transco's primary goal is to ensure public safety through appropriate signage and safety fencing to eliminate public access to the work area and direct bike path users to the detour area. Use of the bike path could be reduced during construction due to the temporary detour; however, this impact will be temporary and will cease upon completion of construction. No structural work on the pilings or concrete decking will be required as part of the modifications at this facility; therefore, no disturbance to recreational activities within the Hudson River will occur. A site specific crossing plan is included in Appendix 8F of RR 8.

Because of the short duration of construction, non-local workers likely will be housed in seasonal rental housing, hotels, or campgrounds. Sufficient temporary housing exists in the Project area to house non-local construction workers during most of the construction period (see Table 5.3-1). However, some tourists potentially could be displaced during peak construction at some Project locations. Peak construction will occur over about a month around July at each Project location, and the number of non-local construction workers during peak construction would range from approximately 40 workers at the 134<sup>th</sup> Street Manhattan M&R Station to approximately 160 workers at the Stanton Loop in Hunterdon County, New Jersey. Hunterdon County has a relatively small number of seasonal rental units, hotels, and campgrounds, and some tourists could potentially be displaced during peak construction if most or all non-local workers are housed in the county. Similarly, Lycoming County, Pennsylvania, has a relatively small number of hotels and campgrounds, and some tourists could be displaced from these facilities around July because of the influx of approximately 80 non-local workers for the Muncy Loop. Potential impacts to tourism could be minimized or avoided by housing non-local workers

in other large urban areas near these Project locations. The counties near the remaining four Project locations have sufficient temporary housing to accommodate non-local workers during peak construction.

## **5.5 PUBLIC SERVICES AND FACILITIES**

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### **5.5.1 Existing Public Services and Facilities**

#### **Proposed Pipeline Facilities**

The counties and municipalities in and near the Project area have extensive infrastructures of medical facilities and emergency response services. Emergency services are available through the 9-1-1 calling system. In Pennsylvania, in the area of the Muncy Loop, Susquehanna Health runs three affiliated hospitals in the county, including Williamsport Regional Medical Center, Divine Providence Hospital, and Muncy Valley Hospital, which have a combined total of 228 licensed acute beds and 138 long-term care beds (Susquehanna Health 2011). The hospital affiliation includes a Level II trauma center. The closest hospital to the Muncy Loop is the Muncy Valley Hospital in the Borough of Muncy. No hospitals or schools are located within 0.25 miles of any workspaces associated with the Muncy Loop. Lycoming County is served by over 30 fire departments which provide emergency and fire response services. Two fire departments are located in Wolf Township, which is crossed by the Muncy Loop: Hughesville Volunteer Fire Department and Picture Rocks Volunteer Fire Company (County of Lycoming, Pennsylvania 2005).

The closest hospital to the Palmerton Loop is Pocono Medical Center, located in East Stroudsburg, Monroe County, Pennsylvania. Pocono Medical Center is an accredited Level III trauma center and has at least 192 beds (Pocono Health System 2011a, b). Lehigh Valley Hospital, with locations in Allentown and Salisbury Township, and Lehigh Valley Hospital-Muhlenberg in Bethlehem are also near the Palmerton Loop. The Salisbury Township location is an accredited Level I trauma center (Lehigh Valley Health Network 2011). At its various locations, Lehigh Valley Hospital has 365 medical/surgical beds, 32 intensive care unit beds, and 20 trauma/neurological intensive care unit beds (Lehigh Valley Hospital 2009). No hospitals or schools are located within 0.25 miles of any workspaces associated with the Palmerton Loop. The Blue Ridge Hook and Ladder Fire Company provide emergency and fire response services to Ross Township, in which the Palmerton Loop is located. Two ambulance companies, West End Ambulance and Wind Gap Ambulance, serve the township. Ross Township is served by the Lehigh Barracks of the Pennsylvania State Police (Spotts Stevens McCoy 2006).

The Stanton Loop will cross Clinton, Franklin, and Union townships in Hunterdon County, New Jersey. The closest hospitals to the Stanton Loop are Hunterdon Medical Center near Flemington, New Jersey with 178 beds; Somerset Medical Center in Somerville, New Jersey; Warren Hospital in Phillipsburg, New Jersey; and Easton Hospital in Easton, Pennsylvania. Somerset Medical Center has 355 beds (Somerset Medical Center n.d.), and Easton Hospital has 369 beds (Easton Hospital 2011). Information on the number of beds at Warren Hospital is not publicly available. No hospitals or schools are located within 0.25 miles of the Stanton Loop. The Clinton Fire Department provides fire response services to Clinton Township. Fire response services in Franklin and Union townships are provided by the High Bridge Fire Department, Pattenburg Volunteer Fire Company, and Quakertown Fire Company (Union Township 2005a through d). The Clinton First Aid and Rescue Squad, High Bridge Emergency Squad, Pattenburg Rescue Squad, and Quakertown emergency medical services provide emergency medical response services to the three townships (Union Township 2005e through h). Clinton and Franklin have their own police departments. Union Township is served by the Perryville Barracks of the New Jersey State Police.

The Caldwell B Replacement will be located in the Borough of Roseland in Essex County, New Jersey. Numerous hospitals are located in the vicinity of the Caldwell B Replacement. The two closest are St. Barnabas Medical Center in West Orange and East Orange General Hospital in East Orange. St. Barnabas Medical Center has 597 beds (St. Barnabas Health Care System 2010). East Orange General Hospital has approximately 140 beds (East Orange General Hospital 2008a, b). The nearest trauma centers are at Morristown Memorial Hospital in Morristown and The University Hospital in Newark. Both are Level I trauma centers. No hospitals or schools are located within 0.25 miles of the Caldwell B Replacement. Roseland is served by its own fire department, first aid squad, and police department (Borough of Roseland, New Jersey 2010a, b, c).

### **Aboveground Facilities**

Compressor Station 303 and the Electrical Substation will be located in the Borough of Roseland adjacent to the existing Roseland M&R Station. The proposed location of these facilities is also near the location of the Caldwell B Replacement. Nearby hospitals and trauma centers are the same as those identified above for the Caldwell B Replacement. No hospitals or schools are located within 0.25 miles of the proposed Compressor Station 303 and Electrical Substation locations. As noted above, Roseland is served by its own fire department, first aid squad, and police department (Borough of Roseland, New Jersey 2010a, b, c).

The 134<sup>th</sup> Street Manhattan M&R Station is located in the Borough of Manhattan in New York City. The closest hospital is Harlem Hospital Center on Lenox Avenue. The hospital has

286 beds and is a Level I trauma center (The City of New York 2011). No hospitals are located within 0.25 miles of the meter station. One school, Intermediate School 195, is located approximately 800 feet east of the 134<sup>th</sup> Street Manhattan M&R Station. The New York City Fire Department provides fire and emergency medical response services. The nearest fire station is located on East 142<sup>nd</sup> Street near St. Anns Avenue in the Bronx. The nearest New York City Police Department is on West 126<sup>th</sup> Street, approximately six blocks from the Project.

Local school districts were not evaluated for the Project because it is unlikely that construction workers will relocate with school-aged children. This expectation is based on the relatively short timeline for construction-related activities at each location (e.g., three to five months).

### **5.5.2 Impacts from Construction and Operation**

Construction activities could result in minor, temporary impacts on local community facilities and services, such as police, fire, and medical services. However, construction activities will be located in or near large metropolitan areas that have sufficient capability and capacity to manage the temporary influx of personnel without affecting the level of service provided to the current population. As such, impacts on local community facilities and services are expected to be negligible. In addition, the short construction duration at each location (e.g., three to five months) will further minimize impacts. Health and Safety Plans will be developed and adhered to for all Project facilities.

Transco is actively operating facilities adjacent to or at the facilities proposed as part of the NSL. For operations, Transco has existing emergency response procedures in place, which are in compliance with U.S. Department of Transportation 49 CFR 192.615 and 192.617. These procedures outline steps to ensure a prompt and comprehensive response in the event of a pipeline emergency. The company meets regularly with local emergency response officials to share its emergency response plans, as well as pipeline location information and background on natural gas pipeline operations. In addition, the company has a comprehensive public education program, which includes the annual distribution of safety information to residents living in the vicinity of the pipeline ROW. Annual safety information is also distributed to businesses that engage in excavation-related activities, as well as emergency response officials.

Construction at the 134<sup>th</sup> Street Manhattan M&R Station would not affect access to Intermediate School 195. The workspaces adjacent to the M&R station would be secured with access limited to construction workers, and detours will be provided for pedestrians and bikers as discussed under Section 5.3.4.

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## 5.6 TRANSPORTATION

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### 5.6.1 Existing Conditions

#### Proposed Pipeline Facilities

The Muncy Loop involves construction on the Leidy Line “D” pipeline. This looping will begin at MP 128.97 and end at MP 131.19. It will consist of approximately 2.22 miles of 42-inch pipeline parallel to the existing Leidy pipeline in Wolf and Penn townships in Lycoming County, Pennsylvania. The Muncy Loop will cross two major paved roadways, State Highway 220 and Pine Run Road in Wolf Township (note: no railways will be crossed by this loop). In addition, the Muncy Loop will cross secondary roads and private drives, including Dibble Road in Wolf Township and Darrah Road (Sunrise Drive) in Penn Township.

The Palmerton Loop also involves construction on the Leidy Line “D” pipeline. This looping will begin at MP 40.50 and end at MP 43.67. It will consist of approximately 3.17 miles of 42-inch pipeline parallel to the existing Leidy pipeline in Ross Township in Monroe County, Pennsylvania. The Palmerton Loop will cross two major paved roadways, Kunkletown Road and Rolling Hills Road (note: no railways will be crossed by this loop). In addition, the Palmerton loop will cross secondary roads and private drives, including:

- Faulstick Road;
- Woodhaven Drive;
- Woodland Drive;
- Buckwall Drive;
- Lakeview Drive; and
- Dogwood Lane.

The Stanton Loop involves construction on the Leidy Line “C” pipeline. This looping will begin at MP 6.90 and end at MP 13.54. It will consist of approximately 6.64 miles of 42-inch pipeline parallel to the existing Leidy pipeline in Clinton, Franklin, and Union townships in Hunterdon County, New Jersey. The Stanton Loop will cross three major paved roadways, State Highway 31 in Clinton Township, Pittstown Road between Union and Franklin townships, and Sidney Road in Franklin Township (note: no railways will be crossed by this loop). In addition, the Stanton Loop will cross secondary roads and private drives, including:

- Clinton Township - Pleasant View Road, Acorn Lane, Stanton-Lebanon Road, Cratetown Road, Payne Road, Canterbury Lane, Seven Springs Road, Red School House Road, Lilac Drive, Darby Court, Wedgewood Drive, Grandin Terrace, and Hamden Road;
- Franklin Township - County Road 623; and
- Union Township - Patrick Drive.

The Caldwell B Replacement will not cross any major paved roadways, railways, secondary roads, or private drives.

Transco has identified 10 existing access roads and six new access roads that will be necessary to provide equipment and vehicle access to the construction ROWs during the construction phase of the Project. These access roads are identified in RR 1, "General Project Description." Of the 10 existing access roads, eight will require minor improvements (e.g., grading and gravel) in order to be made suitable for use by heavy equipment. Thirteen of the roads to be used for access will be restored to pre-construction conditions, while the remaining three access roads will be retained for future access to the ROW.

### **Aboveground Facilities**

The proposed location of Compressor Station 303 is located off of Eagle Rock Avenue, northwest of its intersection with Eisenhower Parkway. No new temporary or permanent access roads or modifications to existing roads will be required for Compressor Station 303.

Modifications at the 134<sup>th</sup> Street Manhattan M&R Station will temporarily interrupt traffic along an adjacent bike path along the West Side Greenway, below the overpass of the Henry Hudson Parkway. No new access roads or modifications to existing roads will be required for the 134<sup>th</sup> Street Manhattan M&R Station.

### **5.6.2 Impacts from Construction and Operation**

Construction across transportation routes will result in short-term impacts on traffic while construction activities for the pipeline loops and replacement segments are conducted. Generally, construction of the pipeline loops across major paved roadways where traffic cannot be interrupted will be accomplished by conventional boring techniques. Roads that will be crossed using this methodology are listed in RR 8, "Land Use, Recreation, and Aesthetics" (see Table 8.3-4). Smaller, paved and unpaved roads and drives typically are crossed by open trenching. If an open cut crossing requires extensive construction time, provisions will be made for detours, or other measures will be implemented to permit traffic flow during construction. For the bike path located along the West Side Greenway near the 134<sup>th</sup> Street M&R Station, Transco is working with stakeholders to determine the best temporary detour for recreational users to avoid safety hazards during construction. Transco and various city agencies are developing a diversion plan to ensure public safety through proper signage and posting of NYC police officers at each end of the diversion. Additional information regarding diversion of the bike path can be found in RR 8, "Land Use, Recreation, and Aesthetics."

Transco will acquire road crossing permits from the appropriate state or local jurisdiction. As required by state and/or local road encroachment permits and regulations, Transco's construction contractor will provide traffic control, including warning signs and/or flagmen, along roads to ensure safe ingress and egress from the construction ROW, pipeyard and/or contractor yards.

To maintain safe conditions on roadway surfaces, Transco will direct its construction contractors to remove any soil that is left on the road surface by the crossing of construction equipment. When it is necessary for equipment to cross roads, equipment tracking mats or other appropriate measures (e.g., sweeping) will be used to minimize tracked soil from the ROW and reduce the deposition of soil on the road surface. In addition, best management practices (BMPs) will be implemented in accordance with the approved Erosion and Sediment Control Plan (E&SCP). Traffic control, including flagmen, will be implemented in accordance with state and local requirements.

A short-term, temporary increase in traffic is expected from commuter (worker) traffic and from the transportation of equipment and materials for the Project. The initial staging, which will involve transporting the bulk of the construction equipment and materials to the respective Project areas, and the daily transportation of additional equipment and materials, may temporarily affect local transportation systems. To minimize disruptions to traffic on local roads, multi-lane highways will be used as much as possible to transport heavy construction equipment to the Project activity locations. As the construction progresses, much of the equipment movement for individual pipeline loops will occur along the construction ROWs. When it is necessary for construction equipment and material to cross roadways, traffic flow may be temporarily interrupted. Traffic flow interruptions will be temporary (approximately five to 10 minutes in duration) and will be managed in accordance with traffic control plans required for encroachment permits.

Economic impacts of construction on local communities and businesses associated with road closures are expected to be negligible due to the abovementioned mitigation measures, as well as the short construction period.

## **5.7 CONSTRUCTION PAYROLL, MATERIALS PURCHASE, AND TAX REVENUES**

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Construction of the Project is anticipated to have a slight, temporary beneficial impact on local sales tax revenue. Because the number of construction personnel will be small and the construction period will be short, benefits to the local economies through purchases of local goods and services and additional sales tax revenues are expected to be limited. Beneficial impacts to the local economies during operation of the Project will be limited, since existing personnel will largely be used to operate the pipeline loops or aboveground facilities. A slight beneficial impact on local sales and sales tax revenue will result from the small increase in permanent payroll associated with the two permanent personnel hired for operation of Compressor Station 303.

Table 5.7-1 shows the total estimated construction payroll and the estimated cost of materials purchased locally for each county in the Project area.

**Table 5.7-1  
Socioeconomic Impact Resulting from Construction**

<b>County</b>	<b>Total Construction Payroll</b>	<b>Cost of Materials Purchased Locally</b>
Lycoming County	\$4M	\$2.3M
Monroe County	\$7.5M	\$5.1M
Hunterdon County	\$17M	\$11.2M
Essex County	\$6.5M	\$4.4M
New York County	\$11M	\$1.3M

In Pennsylvania, pipeline properties are exempt from property tax as personal property; therefore, there will be no increase in property taxes as a result of this Project.

Once the proposed Project is completed, property taxes would be assessed on the value of the pipeline and related facilities in New Jersey and New York. The property tax revenues generated by the Project facilities would be based on the annual assessment multiplied by the local property tax rate. The increased property tax base during Project operation will be beneficial to the local governments in the long-term.

Pipeline properties within New Jersey and New York are subject to property taxes by local municipalities. Transco anticipates that the incremental property tax increases for the Stanton Loop (Hunterdon County) will total \$435,000 per year (\$320,000 to Clinton Township, \$65,000 to Franklin Township, and \$50,000 to Union Township), and Compressor Station 303 in Essex County will total \$60,000. Annual property tax incremental increase for the 134<sup>th</sup> Street Manhattan M&R Station in Manhattan (New York County) will total \$850,000.

## **5.8 ENVIRONMENTAL JUSTICE**

Executive Order (EO) 12898, entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations,” addresses the potential disproportionate human health and environmental impacts that a project may have on minority or low-income communities. Environmental effects of the Project on minority and low-income communities or Native American populations must be disclosed. As a result of this order, agencies must evaluate projects to ensure that they do not disproportionately impact any such community. If such an impact is identified, appropriate mitigation measures must be implemented.

To determine whether a project has a disproportionate impact on a potential environmental justice community (i.e., minority or low income population), the demographics of an affected population within the vicinity of the Project must be considered in the context of the overall region. Guidance from the Council on Environmental Quality (CEQ) states that “minority

populations should be identified where either: (1) the minority population of the affected areas exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis (CEQ 1997).”

Based on 2010 Census data, Table 5.8-1 provides an overview of the racial characteristics of the population in the Project area. A review of this data reveals that the racial characteristics of the populations residing in Lycoming and Monroe counties in Pennsylvania, as well as Hunterdon County, New Jersey, were primarily non-minority. In fact, minority populations in all three counties were each well below 50 percent and not meaningfully greater than the general population of the state. The minority populations of Essex County, New Jersey, and New York County, New York, however, were both greater than 50 percent. The population residing in Essex County includes the highest concentration of minorities within the study area at 66.8 percent. Due to their relatively high minority populations, Essex County, New Jersey and New York County, New York are considered to be minority communities and potential environmental justice communities. A low-income population is defined as a group of individuals having an annual income that is less than the poverty threshold established by the United States Department of Commerce, Bureau of the Census (U.S. Census Bureau). For the purpose of this assessment, a low-income community is a Census block group, or area with multiple Census block groups, having a low-income population equal to or greater than the percent of the total population living below poverty level in the general population or other appropriate unit of geographic analysis. According to 2005-2009 American Community Survey data, 12.1 percent of individuals were below the poverty level in the state of Pennsylvania, as were 8.8 percent in the state of New Jersey, and 13.8 percent in the state of New York. Monroe County, Pennsylvania, and Hunterdon County, New Jersey, had lower percentages of individuals below the poverty level than their respective states, with 9.3 percent and 3.6 percent, respectively. Lycoming County, Pennsylvania; Essex County, New Jersey; and New York County, New York, had higher percentages of individuals below the poverty line than their respective states, with 13.8 percent, 14.5 percent, and 17.3 percent, respectively. As such, the populations of Lycoming County, Pennsylvania; Essex County, New Jersey; and New York County, New York, are considered to be disproportionately low-income and potential environmental justice communities.

**Table 5.8-1  
Racial Characteristics in the Project Area (percent)**

Region	One Race						Two or More Races	Hispanic or Latino (of any race) <sup>a</sup>	White Alone <sup>b</sup>	Total Minority <sup>c</sup>
	White	Black/ African American	American Indian and Alaska Native	Asian	Native Hawaiian / Other Pacific Islander	Some other Race				
<b>Pennsylvania</b>	<b>81.9</b>	<b>10.8</b>	<b>0.2</b>	<b>2.7</b>	<b>0.0</b>	<b>2.4</b>	<b>1.9</b>	<b>5.7</b>	<b>79.5</b>	<b>20.5</b>
Lycoming County, PA	92.6	4.5	0.2	0.6	0.0	0.4	1.7	1.3	91.9	8.1
Monroe County, PA	77.2	13.2	0.3	2.1	0.0	4.3	2.9	13.1	70.5	29.5
<b>New Jersey</b>	<b>68.6</b>	<b>13.7</b>	<b>0.3</b>	<b>8.3</b>	<b>0.0</b>	<b>6.4</b>	<b>2.7</b>	<b>17.7</b>	<b>59.3</b>	<b>40.7</b>
Essex County, NJ	42.6	40.9	0.4	4.6	0.0	8.4	3.2	20.3	33.2	66.8
Hunterdon County, NJ	91.4	2.7	0.1	3.3	0.0	1.2	1.3	5.2	87.7	12.3
<b>New York</b>	<b>65.7</b>	<b>15.9</b>	<b>0.6</b>	<b>7.3</b>	<b>0.0</b>	<b>7.4</b>	<b>3.0</b>	<b>17.6</b>	<b>58.3</b>	<b>41.7</b>
New York County, NY	57.4	15.6	0.5	11.3	0.1	11.1	4.0	25.4	48.0	52.0

Note: The above data are from the 2000 Census (U.S. Census Bureau 2000). Race is a self-identification data item in which respondents choose the race or races with which they most closely identify.

a According to the U.S. Census, "People who identify with the terms "Hispanic" or "Latino" are those who classify themselves in one of the specific Hispanic or Latino categories listed on the Census 2000—"Mexican," "Puerto Rican," or "Cuban"—as well as those who indicate that they are "other Spanish, Hispanic, or Latino." Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parents or ancestors before their arrival in the United States. **People who identify their origin as Spanish, Hispanic, or Latino may be of any race.**

b "White Alone" (percent) include respondents who identified their race as only one race (white) and were not also of Hispanic/Latino origin.

c "Total Minority" (percent) was calculated by subtracting the "white alone" racial category from 100 percent of the population.

Environmental justice issues arise when minority or low-income communities are disproportionately impacted. Within the Project area, Lycoming County, Pennsylvania; Essex County, New Jersey; and New York County, New York, are communities with potential environmental justice concerns due to disproportionately low-income. However, the potential adverse impacts that could be associated with construction of the Project will not disproportionately affect those living below the poverty level. Potential adverse safety risks associated with construction would occur only in the immediate vicinity of the construction sites. Public access to construction areas would be restricted, and fencing would be installed to separate construction areas from adjacent residences. Therefore, construction of the Project is not likely to affect populations outside of the construction areas.

Construction and operation of the Project is expected to create economic benefits for local communities by generating employment opportunities and local expenditures by workers. Completion of the Project will also result in an increase of state and local property tax revenues that will benefit local communities.

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