

Resource Report 5

Socioeconomics



Resource Report No. 5

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Central Mainline Corridor Expansion Project

FERC Docket No. CP26- 000

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**RESOURCE REPORT 5 – SOCIOECONOMICS
SUMMARY OF FILING INFORMATION**

MINIMUM REQUIREMENT	LOCATION ADDRESSED
For major aboveground facilities and major pipeline projects that require an environmental impact statement, describe existing socioeconomic conditions within the project area – Title 18 Code of Federal Regulations (CFR) § 380.12(g)(1)	Section 5.1
For major aboveground facilities, quantify impact on employment, housing, local government services, local tax revenues, transportation, and other relevant factors within the project area – 18 CFR § 380.12(g)(2) through (6)	Section 5.2
ADDITIONAL INFORMATION	
Evaluate the impact of any substantial immigration of people on governmental facilities and services and describe plans to reduce the impact on local infrastructure.	Sections 5.2.1, 5.2.3 and 5.2.4
Describe on-site workforce requirements, including the number of construction personnel who currently reside within the impact area, who would commute daily to the site from outside the impact area, or who would relocate temporarily within the impact area.	Sections 5.2.1, 5.2.2 and 5.2.3
Estimate total worker payroll and material purchases during construction and operation.	Not applicable
Estimate project-related ad valorem and local tax revenues.	Not applicable
Determine whether existing housing within the project area is sufficient to meet the needs of the additional population.	Section 5.2.3
Describe the number and types of residences and businesses that would be displaced by the project, procedures to be used to acquire these properties, and types and amounts of relocation assistance payments.	Section 5.2.6
Describe impacts on local traffic due to construction and operation-related traffic and worker commuting. Address impacts on marine traffic where applicable (e.g., LNG import/export facilities).	Section 5.2.4
Evaluate the effects of the project on minority and low-income populations in consideration of Executive Order 12898.	Not applicable
Conduct a fiscal impact analysis evaluating incremental local government expenditures in relation to incremental local government revenues that would result from construction of the project. Incremental expenditures include, but are not limited to, school operating costs, road maintenance and repair, public safety, and public utility costs.	Not applicable

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Abbreviations and Acronyms

ACS	American Community Survey
CT	U.S. Census Tract
Dth/day	dekatherms per day
FERC	Federal Energy Regulatory Commission
HDD	horizontal directional drill
IDOT	Iowa Department of Transportation
INGAA	Interstate Natural Gas Association of America
ISO	International Organization for Standardization
MAOP	maximum allowable operating pressure
NDOT	Nebraska Department of Transportation
Northern	Northern Natural Gas
NPPD	Nebraska Public Power District
Project	Central Mainline Corridor Expansion Project
ROW	right of way

5.0 SOCIOECONOMICS

Resource Report 5 describes the socioeconomic conditions present around Northern’s proposed Project and assesses the potential for impacts and mitigation measures, as applicable, associated with the construction, operation and maintenance of the Project.

Northern owns and operates a natural gas transmission pipeline system and associated aboveground facilities, including pipelines and facilities in Iowa and Nebraska. Northern is proposing to construct the Project, which will consist of (1) install 9.03 miles of 20-inch-diameter Omaha 3rd branch line loop, (2) install 14.64 miles of 30-inch-diameter NPPD Princeton Road power station branch line, (3) install 2.48 miles extension of the 20-inch-diameter Des Moines C-line, (4) uprate of the 20-inch-diameter Des Moines C-line south loop, (5) install new compressor station near Clarion, Iowa, (6) modify five compressor stations in Iowa and Nebraska allowing bidirectional flow, (7) install NPPD Princeton Road power station meter station, (8) install aboveground facilities including a launcher, receiver, tie-in valve settings, and uprate ancillary equipment. All Project components are located in various counties in Nebraska and Iowa.

Since a majority of the socioeconomic information provided in Resource Report 5 is described by county, Northern is providing Table 5.0-1, which lists the Project components along with their associated state and county.

Table 5.0-1 Project Facilities and Location

Component	Project Facility	Facility Description	County, State
Omaha 3rd branch line loop	9.03-mile pipeline	20-inch-diameter loop	Cass and Sarpy, NE
	Palmyra compressor station	Temporary compression site	Otoe, NE
NPPD Princeton Road power station branch line	14.64-mile pipeline	30-inch-diameter branch line	Gage and Lancaster, NE
	Beatrice to Palmyra D-line and Beatrice to Palmyra E-line Block Valve 5 Setting	Temporary compression site	Lancaster, NE
Des Moines C-line branch line extension	2.48-mile pipeline	20-inch-diameter extension	Dallas, IA
	Ogden compressor station	Temporary compression site	Boone, IA
Des Moines C-line south loop uprate	Royal Estates reducing station	Disconnect existing MAOP control valve	Polk, IA
	Grimes Iowa Town Border Station	New MAOP regulator	Polk, IA
	Des Moines A-line launcher	New control valve	Polk, IA
Clarion compressor station	Proposed compressor station	ISO-rated 20,500-horsepower	Wright, IA
Beatrice compressor station	Facility modification	New scrubber install	Gage, NE
Guthrie Center compressor station	Facility modification	New piping and valves	Guthrie, IA
Oakland compressor station	Facility modification	New piping and valves	Pottawattamie, IA

Component	Project Facility	Facility Description	County, State
Ogden compressor station	Facility modification	New piping and valves	Boone, IA
Palmyra compressor station	Facility modification	New piping, valves and regulation	Otoe, NE

5.1 EXISTING ENVIRONMENT

The Project includes five counties crossed in Nebraska and six counties crossed in Iowa by Northern’s proposed pipelines, temporary compression, uprate, and compressor station construction. This report discusses the existing environment at a county-wide level for a majority of socioeconomic conditions (i.e., population, housing and public services).

5.1.1 Population

Table 5.1-1 summarizes the census data for population, density and land area for the counties in the Project based on 2020-2024 ACS 5-Year Estimates. State-wide data for Nebraska and Iowa is included for comparative purposes.

Table 5.1-1 Existing Economic Conditions in the Project Area

State/ Project County	Population (2010-2014) ¹	Population (2020-2024) ²	Population % Change (2014 to 2024)	Population Density ²
Nebraska	1,855,617	1,978,707	6.6	25.8
Cass	25,315	27,161	7.3	48.8
Gage	21,889	21,629	-1.2	25.4
Lancaster	293,726	326,696	11.2	390.1
Otoe	15,750	16,241	3.1	26.4
Sarpy	165,955	197,389	18.9	829.4
Iowa	3,078,116	3,210,507	4.3	57.5
Boone	26,326	26,668	1.3	46.8
Dallas	72,124	107,968	49.7	183.6
Guthrie	10,794	10,688	-1.0	18.1
Polk	445,136	503,175	13.0	878.6
Pottawattamie	93,153	93,434	0.3	98.2
Wright	13,007	12,791	-1.7	22.0

¹ U.S. Department of Commerce, Bureau of the Census, 2010-2014 ACS 5-Year Estimates accessed through www.policymap.com on March 2, 2026.

² U.S. Department of Commerce, Bureau of the Census, 2020-2024 ACS 5-Year Estimates accessed through www.policymap.com on March 2, 2026.

The counties crossed by the Project are a mixture of urban counties with larger populations with Polk County, Iowa, having the largest population and rural counties with smaller populations, with Guthrie County, Iowa, having the smallest population. As shown in Table 5.1-2, Polk County, Iowa, has the highest population density of 878.6%. All counties in the Project area, except for Gage County, Nebraska, and Polk and Wright counties, Iowa, experienced positive population growth in the period between 2014 and 2024.

5.1.2 Employment and Income

Counties within the Project are generally similar in analysis of employment by industry sector, to the states as a whole. The largest industries within the Project counties include:

manufacturing, health care and social assistance and retail trade. The per capita annual income of the counties affected by the Project ranges from \$36,811 in Gage County, Nebraska, to \$54,385 in Dallas County, Iowa.

Economic characteristics for the Project are shown in Table 5.1-2. Guthrie County, Iowa, had the smallest 2020-2024 ACS 5-Year Estimates labor force in the Project with 5,472 workers. Polk County, Iowa, had the largest labor force in the Project with 282,047 workers.

Lancaster County, Nebraska, had the highest 2020-2024 ACS 5-Year Estimates unemployment rate in the Nebraska counties at 3.2% greater than the Nebraska unemployment rate of 3.0%. Polk County, Iowa, had the highest 2020-2024 ACS 5-Year Estimates unemployment rate of the Iowa counties at 4.4% greater than the Iowa unemployment rate of 3.6%.

Table 5.1-2 Economic Characteristics for the Project¹

State/ County	Per Capita Income	Labor Force	Unemployment Rate (%)	Top Occupational Categories
Nebraska	\$41,751	1,063,203	3.0	Health Care and Social Assistance, Retail Trade, Manufacturing, Educational Service
Cass	\$45,484	14,738	1.7	Retail Trade, Health Care and Social Assistance, Finance, Insurance, Real Estate and Rental and Leasing, Construction
Gage	\$36,811	7,656	1.5	Health Care and Social Assistance, Manufacturing, Retail Trade, Construction
Lancaster	\$41,036	182,623	3.2	Health Care and Social Assistance, Educational Service, Retail Trade, Manufacturing
Otoe	\$43,433	8,511	2.7	Health Care and Social Assistance, Manufacturing, Educational Service, Transportation and Warehousing, and Utilities
Sarpy	\$47,364	110,777	2.6	Health Care and Social Assistance, Retail Trade, Finance, Insurance, Real Estate and Rental and Leasing, Educational Service
Iowa	\$40,877	1,703,347	3.6	Manufacturing, Health Care and Social Assistance, Retail Trade, Educational Service
Boone	\$42,125	14,502	1.5	Health Care and Social Assistance, Educational Service, Retail Trade, Manufacturing
Dallas	\$54,385	61,094	2.3	Finance, Insurance, Real Estate and Rental and Leasing, Manufacturing, Health Care and Social Assistance, Retail Trade
Guthrie	\$43,480	5,472	3.2	Health Care and Social Assistance, Finance, Insurance, Real Estate and Rental and Leasing, Manufacturing, Construction

State/ County	Per Capita Income	Labor Force	Unemployment Rate (%)	Top Occupational Categories
Polk	\$45,622	282,047	4.4	Finance, Insurance, Real Estate and Rental and Leasing, Health Care and Social Assistance, Retail Trade, Manufacturing
Pottawattamie	\$37,477	47,186	3.8	Retail Trade, Health Care and Social Assistance, Manufacturing, Educational Service
Wright	\$39,059	5,909	1.8	Manufacturing, Health Care and Social Assistance, Agriculture, Forestry, Fishing and Hunting, Construction

¹ USCB, 2020-2024 ACS 5-Year Estimates accessed through www.policymap.com on March 2, 2006.

5.1.3 Housing

A summary of housing types and availability in the 11 counties affected by the Project is provided in Table 5.1-3.

Table 5.1-3 Existing Housing for the Project

Project County	Housing Units ¹	Total Vacant Housing Units ¹	Vacant Housing Units for Rent ¹	Vacant Seasonal, Recreational or Occasional Use ¹	Rental Vacancy Rate (%) ¹	Number of Hotels and Motels ²	Number of Recreational Vehicle Parks/Campgrounds ²
Nebraska							
Cass	11,875	1,043	68	705	8.8	0	17
Gage	10,399	1,072	108	190	10.3	8	9
Lancaster	140,324	6,198	2,299	964	4.4	70	31
Otoe	6,999	616	123	212	8.8	7	10
Sarpy	76,780	2,683	1283	609	3.5	29	7
Iowa							
Boone	12,041	1,105	281	98	9.2	7	12
Dallas	44,804	2,333	1,085	154	2.4	28	9
Guthrie	5,808	1,208	83	614	1.4	4	15
Polk	218,486	13,128	4,732	852	2.2	123	19
Pottawattamie	40,083	2,441	338	67	0.8	35	21
Wright	6,278	925	220	293	14.7	4	4

¹ USCB, 2020-2024 ACS 5-year estimates accessed through www.policymap.com on March 3, 2026.

² Google Maps. Search criteria “Hotels” or “Camping”, March 2026. Some locations may be in neighboring municipalities.

Pottawattamie County, Iowa, has the lowest rental vacancy rate among the Project counties, while Wright County, Iowa, has the highest rental vacancy rate. An online review through Google Maps indicates that hotels and motels, as well as campgrounds, are available in each Project county and may provide temporary housing options for the anticipated construction workforce.

5.1.4 Public Services and Infrastructure

Numerous public services are available in the counties affected by the Project, including law enforcement, fire and rescue departments, public and private schools, and hospitals. The available services within each county in the Project area are provided in Table 5.1-4. Additional information describing how Northern coordinates with local agencies can be found in Resource Report 11.

Table 5.1-4 Public Services in the Project Area

Project County, State	Number of Public Schools ¹	Number of Private Schools ²	Number of Sheriff's Departments ³	Number of Police Departments ³	Number of Fire and Rescue Departments ⁴	Number of Hospitals/ Beds ^{5,6}
Nebraska						
Cass	16	2	1	1	12	0/0
Gage	9	2	1	2	8	1/50
Lancaster	97	36	1	3	9	8/1,349
Otoe	10	1	1	2	8	2/28
Sarpy	74	15	1	3	4	2/149
Iowa						
Boone	12	2	1	3	5	1/25
Dallas	30	6	1	5	12	2/120
Guthrie	7	0	1	3	9	1/25
Polk	143	34	1	11	17	8/2,178
Pottawattamie	35	7	1	3	16	2/258
Wright	6	0	1	3	6	0/0

¹ Public School Review, 2026. Number of schools within each county <http://www.publicschoolreview.com>

² Private School Review, 2026. Number of schools within each county <https://www.privateschoolreview.com/>

³ USACOPS, 2024. Number of police and sheriff's departments within each state and county <https://www.usacops.com/>

⁴ US Fire Administration, 2026. <https://apps.usfa.fema.gov/registry/>

⁵ Nebraska Department of Health and Human Services. 2026. State of Nebraska Roster Hospitals <https://dhhs.ne.gov/licensure/Documents/Hospital%20Roster.pdf>

⁶ Iowa Department of Inspections, Appeals, and Licensing. 2026. <https://dia-hfd.iowa.gov/>

Public Safety for the Project

Every county listed for the Project has at least one sheriff's department/police department and multiple fire and rescue departments.

Health Care for the Project

Nine of the 11 counties affected by the Project have at least one hospital. Neither Cass County, Nebraska, nor Wright County, Iowa, have a hospital or available beds. Both Cass County, Nebraska, and Wright County, Iowa, have hospitals and health care services available in adjacent counties.

Education for the Project

Every county listed for the Project has at least one public school available. Except for Wright County, Iowa, every county listed for the Project has at least one public school available.

5.1.5 Transportation

The NDOT and IDOT tabulate the road mileage of each county in each respective state, including U.S. interstate highways; U.S. and state highways; national wildlife roads; state park and forest roads; county and township roads; county and municipal state aid roads; and municipal streets.

The mileages and a list of the major roads serving each county affected by the Project are provided in Table 5.1-5.

Table 5.1-5 Total Road Miles and Major Roads in the Project Area

Project County, State ¹	Total Roadway Miles	Major Roads ⁴
Cass, NE	1,000	Nebraska Highway 1, Nebraska Highway 43, Nebraska Highway 50, Nebraska Highway 63, Nebraska Highway 66, United States Highway 6, United States Highway 34, United States Highway 75, Interstate 80
Gage, NE	1,320	Nebraska Highway 4, Nebraska Highway 8, Nebraska Highway 41, Nebraska Highway 103, Nebraska Highway 112, United State Highway 77, United States Highway 136
Lancaster, NE	3,150	Nebraska Highway 2, Nebraska Highway 33, Nebraska Highway 43, Nebraska Highway 79, United States Highway 6, United States Highway 34, United States Highway 77, Interstate 80, Interstate 180
Otoe, NE	1,150	Nebraska Highway 2, Nebraska Highway 43, Nebraska Highway 50, Nebraska Highway 67, Nebraska Highway 128, United States Highway 75
Sarpy, NE	2,160	Nebraska Highway 31, Nebraska Highway 50, Nebraska Highway 85, Nebraska Highway 370, United States Highway 6, United States Highway 34, United States Highway 75, Interstate 80
Boone, IA	1,150	Iowa Highway 17, Iowa Highway 210, Iowa Highway 930, United States Highway 30, United State Highway 169
Dallas, IA	1,260	Iowa Highway 17, Iowa Highway 44, Iowa Highway 141, Iowa Highway 144, Iowa Highway 210, United States Highway 6, United States Highway 169, Interstate 80
Guthrie, IA	1,060	Iowa Highway 4, Iowa Highway 25, Iowa Highway 44, Highway 141
Polk, IA	3,102	Iowa Highway 5, Iowa Highway 17, Iowa Highway 28, Iowa Highway 44, Iowa Highway 141, Iowa Highway 160, Iowa Highway 163, Iowa Highway 316, Iowa Highway 330, Iowa Highway 415, United States Highway 6, United States Highway 65, United States Highway 69, Interstate 35, Interstate 80, Interstate 235
Pottawattamie, IA	2,150	Iowa Highway 83, Iowa Highway 92, Iowa Highway 165, Iowa Highway 906, United States Highway 6, United States Highway 59, United States Highway 275, Interstate 29, Interstate 80, Interstate 480, Interstate 880
Wright, IA	917	Iowa Highway 2, Iowa Highway 17, United States Highway 69, Interstate 35

¹ All counties impacted by the Project are located in Nebraska or Iowa.

² Google Maps. 2026. Approximate total roadway miles per county <https://www.google.com/maps>

³ NNDOT. 2022-2023. County Maps. <https://dot.nebraska.gov/travel/map-library/county/>

⁴ IDOT. 2026. City, County, and Traffic Maps. <https://iowadot.gov/travel-tools/maps/city-county-traffic-maps>

5.2 IMPACTS OF PROJECT CONSTRUCTION AND OPERATION

The proposed facilities are required to serve the firm transportation requirements of Northern’s customers associated with increased energy needs. Northern held an open season April 2025 to determine if customers require incremental firm transportation service and to identify the need, if any, to construct facilities necessary to provide for this

incremental need commencing on or after November 1, 2027. The Project is designed to optimize the placement of facilities to meet customers' needs related to the aforementioned open season. The Project achieves expansion efficiencies and minimizes environmental impacts in comparison to other options, as more fully discussed in Resource Report 10.

Long-term socioeconomic benefits associated with the continued operation of the Project may include periodic purchases of services, materials and supplies from local businesses as well as periodic temporary employment of local workers for various operation and maintenance activities. It is anticipated that no new jobs would be created for the continued operation and maintenance of the pipeline extensions and aboveground facilities.

5.2.1 Population

Impacts on the local population will primarily result from the short-term influx of temporary employees during construction activities from the Project.

5.2.2 Employment

The construction workforce typically consists of personnel hired from outside the area and includes pipeline facility construction specialists, supervisory personnel, and inspection personnel who temporarily relocate to the area. Northern may draw from the local workforce, where practicable. Census data in Table 5.1-2 show that each county crossed by the Project has manufacturing listed as one of the top four employment sectors. Many of the skills needed for employment in the manufacturing sector transfer to the construction industry, which could increase the Project construction employment opportunities. Increased local employment would provide a temporary increase in local spending that would benefit local communities.

5.2.3 Housing

Non-local construction personnel may temporarily occupy rental units in or near the Project. Northern anticipates construction will require between 700 and 1,200 workers across the Project. This is not expected to affect the availability of housing because the Project is located in 11 counties. Each county crossed by the Project has at least 68 vacant full-time housing units and 67 seasonal housing units in addition to hotels, motels and campgrounds near the Project. Due to the short-term duration of the construction activities, most workers are likely to utilize temporary local housing alternatives. The use of vacant housing units, hotel/motel rooms and recreational vehicle parks/campgrounds will provide a temporary but substantial increase in rental incomes and local spending that will benefit the local communities. No long-term impact on housing from the Project is anticipated.

5.2.4 Public Services and Infrastructure

The workforce will be relatively small compared to the existing local populations in counties impacted by the Project and will not result in major impacts on the availability of local community facilities, commodities, and services. Multiple local fire departments, as well as at least one sheriff's department or police department can handle emergencies that may arise within each county affected by the Project.

Construction vehicles will generally use county and township roads to access the construction ROW, which may temporarily affect local traffic. Northern has developed a Traffic Control Plan (see Resource Report 1, Appendix 1G) to minimize any impacts.

Northern does not anticipate the Project will cause an appreciable increase in traffic volume and will take steps to minimize any impacts (see Resource Report 11, Section 11.5.1). Construction vehicles will comply with all seasonal load limits and road restrictions. Construction vehicles, including tanker trucks used to haul hydrostatic test water, will be equipped with safety equipment including a back-up alarm. Truck drivers will be required to have a commercial driver's license.

As listed in Resource Report 1, Table 1.3-5, Northern will cross 11 public roads by HDD, which will not restrict access for residential owners or the general public and will eliminate the need for any detours as normal traffic flow can be maintained. Fourteen gravel-covered public roads on the Project are proposed for open-cut crossing. These roads are located in rural areas with typically low traffic volumes. In general, the impact on traffic and transportation facilities and public inconvenience at crossings will be minimized by Northern's road crossing plans. Northern will coordinate with local highway departments in advance of construction of each Project component. Northern's construction contractor will sign the area as required by the Iowa Manual of Uniform Traffic Control Devices (IDOT 2025) and the Nebraska Manual of Uniform Traffic Control Devices (NDOT 2025). Flagmen will be available to stop traffic, as necessary.

5.2.5 Economy and Tax Revenue

A portion of construction materials and supplies may be purchased locally. These material expenditures will have a positive impact on local economies and could stimulate indirect expenditures within the region as inventories are restocked. Sales tax also will be paid on all goods and services purchased.

5.2.6 Displacement of Residences or Businesses

No businesses or residences will be displaced because of the Project.

5.2.7 Property Values

Appraisal methods used to value land are based on objective characteristics of the property and improvements. The impact a pipeline may have on the value of a tract of land depends on many factors, including size, the values of adjacent properties, presence of other pipelines, the current value of the land, and the current land use. INGAA published a study concluding that natural gas pipeline projects do not cause significant negative impacts on property prices and demand or inhibit development along pipeline ROWs in its study area (INGAA 2016).

The impact that an easement may have on property values is negotiated between Northern and the landowner. The easement acquisition process is designed to provide fair compensation to the landowner for Northern's right to use the property for construction and operation of the Project.

5.3 DEMOGRAPHIC ASSESSMENT

Table 5.3-1 provides demographic data of the Project. The minority population is defined as people who reported their race as anything other than "white-alone not Hispanic or Latino."

Table 5.3-2 provides economic data where the Project is located. The U.S. Census Bureau defines a poverty area as a census tract or other area where at least 20% of residents are at

or below the poverty level (U.S. Census 2014). A low-income population also may be defined if the % low-income population in the identified block group is equal to or greater than that of the county.

Table 5.3-1 Demographic Data for the Project ¹

Component	Area	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some other race ²	Two or more races	Hispanic or Latino (of any race)	Total Minority ³
			(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)
N/A	United States	334,922,499	57.4	11.9	0.5	5.9	0.2	0.6	4.3	19.3	42.6
N/A	State of Nebraska	1,978,707	75.3	4.6	0.6	2.6	0	0.4	3.8	12.7	24.7
N/A	State of Iowa	3,210,507	82.3	3.8	0.2	2.5	0.2	0.3	3.5	7.3	17.7
Omaha 3rd branch line loop	Sarpy County, NE	197,389	76.3	4.0	0.2	2.8	0.1	0.7	4.5	11.6	23.7
	CT 31153010701	2,421	93.9	1.9	0	0.2	0	1.1	0.8	2.1	6.1
	Cass County, NE	27,161	90.5	0.3	0.2	0.3	0.1	1.1	3.6	4.1	8.6
	CT 31025965700	5,633	88.4	0.9	0.5	0.6	0.3	1.4	5.3	2.6	11.6
	CT 31025965800	3,348	96.1	0	0	0.5	0	0.4	2.2	2.1	3.0
	CT 31025965900	5,354	91.3	0	0.1	0	0	1.4	3.7	3.6	8.7
NPPD Princeton power station branch line	Lancaster County, NE	326,696	77.9	3.7	0.3	4.1	0.1	0.3	5.2	8.5	22.2
	CT 31109010402	5,617	92.2	0.3	0.9	0.5	0	0.2	2.7	3.3	7.8
	CT 31109010300	4,503	93.1	0	0.3	0	0	0.3	4.3	1.9	6.9
	Gage County, NE	21,629	92.5	0.5	0.3	0.7	0	0.1	2.5	3.4	7.5
	CT 31067964700	3,354	92.4	0	0.3	0	0	0.8	3.5	3.0	7.6
	CT 31067964600	2,615	97.3	0	0	0.1	0	0	1.5	1.2	2.8
Des Moines C-line branch line extension	Dallas County, IA	107,968	80.9	3.0	0	4.9	0	0.5	3.9	6.9	19.1
	CT 19049050100	8,233	86.8	0.2	0	4.8	0	0	5.2	3.0	13.2
Des Moines C-line south loop uprate	Polk County, IA	503,175	73.2	7.2	0.1	4.9	0	0.3	3.8	10.5	26.8
	CT 19153011500	8,161	95.5	0.1	0	0	0	0	1.3	3.0	4.6
	CT 19153011405	3,281	78.9	1.7	0.2	13.5	0	0.1	3.5	2.7	21.1
Clarion compressor station	Wright County, IA	12,791	75.5	0.4	0.1	0.5	0.4	1.4	2.2	19.9	24.5
	CT 19197680300	3,157	79.7	0.1	0	0.3	0.1	2.6	0.8	16.5	20.3

Component	Area	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some other race ²	Two or more races	Hispanic or Latino (of any race)	Total Minority ³
			(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)
Beatrice compressor station	Gage County, NE	21,629	92.5	0.5	0.3	0.7	0	0.1	2.5	3.4	7.5
	CT 31067964800	3,881	90.1	1.9	0	0	0	0	1.2	6.8	9.9
Guthrie Center compressor station	Guthrie County, IA	10,688	92.4	0.6	0.1	0.5	0.3	0.6	2.6	3.1	7.6
	CT 19077950200	2,123	91.8	0.9	0	0	1.3	0.1	2.9	3.1	8.2
Oakland compressor station	Pottawattamie County, IA	93,424	84.6	1.8	0.2	0.9	0.2	0.3	3.0	9.1	16.5
	CT 19155021701	2,372	88.7	0.4	0	0	3.3	0.3	2.5	5.0	11.3
	CT 19155021702	2,061	92.1	0	0	1.7	0	0.2	2.7	3.3	7.9
Ogden compressor station (temp compression for Des Moines C-line branch line extension)	Boone County, IA	26,668	92.9	1.2	0	0.2	0	0	2.8	2.9	7.1
	CT 19015020700	3,634	96.7	0.1	0	0.6	0	0	2.0	0.6	3.2
Palmyra compressor station (temp compression for Omaha 3rd branch line)	Otoe County, NE	16,241	85.5	1.0	0.2	0.2	1.0	0.1	4.0	9.0	14.5
	CT 31131966800	3,203	84.6	0.9	0	0.2	0.9	0	6.1	8.2	15.4
Temporary compression for NPPD Princeton Road power station branch line	Lancaster County, NE	326,696	77.9	3.7	0.3	4.1	0.1	0.3	5.2	8.5	22.2
	CT 31109010402	5,617	92.2	0.3	0.9	0.5	0	0.2	2.7	3.3	7.8

¹ United States Census Data from the 2020 - 2024 ACS 5 - Year Estimates. Accessed through www.policymap.com. Accessed March 3-4, 2026.

² Respondent marked “Other Race” on the census forms.

³ “Minority” refers to people who reported their ethnicity and race as something other than non-Hispanic white. Totals may not equal the sum of individual percentages due to rounding.

5.3.1 Economics

Table 5.3-2 provides a comparison of economic statistics for the counties and CTs affected by the Project, the state of Iowa, the state of Nebraska, and the U.S.

Table 5.3-2 Economic Statistics for Block Groups and Counties Crossed by the Project

Component	Area	Median Household Income ¹	Households in Poverty ²
		(\$)	(%)
	United States	80,734	12.6
	State of Nebraska	76,475	11.3
	State of Iowa	75,059	11.3
Omaha 3rd branch line loop	Sarpy County, NE	103,321	6.3
	CT 31153010701	134,432	2.1
	Cass County, NE	91,836	6.0
	CT 31025965700	114,000	6.7
	CT 31025965800	98,650	5.4
	CT 31025965900	83,138	12.5
NPPD Princeton power station branch line	Lancaster County, NE	74,793	12.2
	CT 31109010402	114,024	4.9
	CT 31109010300	123,875	7.9
	Gage County, NE	67,247	13.0
	CT 31067964700	83,843	8.5
	CT 31067964600	107,663	4.8
Des Moines C-line branch line extension	Dallas County, IA	102,379	6.7
	CT 19049050100	149,056	3.1
Des Moines C-line south loop uprate	Polk County, IA	83,576	9.9
	CT 19153011500	150,156	7.5
	CT 19153011405	198,056	4.0
Clarion compressor station	Wright County, IA	67,190	13.0
	CT 19197680300	68,203	8.5
Beatrice compressor station	Gage County, NE	67,247	13.0
	CT 31067964800	69,125	16.3
Guthrie Center compressor station	Guthrie County, IA	77,711	9.7
	CT 19077950200	74,314	8.5
Oakland compressor station	Pottawattamie County, IA	73,602	11.6
	CT 19155021701	85,231	12.3
	CT 19155021702	81,369	7.2

Component	Area	Median Household Income ¹	Households in Poverty ²
		(\$)	(%)
Ogden compressor station (temp compression for Des Moines C-line branch line extension)	Boone County, IA	83,531	7.6
	CT 19015020700	77,302	9.8
Palmyra compressor station (temp compression for Omaha 3rd branch line)	Otoe County, NE	82,188	9.1
	CT 31131966800	86,652	4.7
Temporary compression for NPPD Princeton Road power station branch line	Lancaster County, NE	74,793	12.2
	CT 31109010402	114,024	4.9

¹ United States Census Data 2020- -2024 ACS 5 - Year Estimates accessed through www.policymap.com on March 2, 2026.

² USCB 2020-2024 ACS 5-year estimates Table 17017 "Poverty Status in the Past 12 Months by Household Type by Age of Householder."

5.3.2 Demographic Summary

For the Project, Northern identified potential communities that are crossed by or potentially impacted by the Project. The construction area is expected to experience economic benefits during the Project's construction periods.

Northern is committed to actively engaging stakeholders, informing them throughout the process and encourages public participation. As described within each Resource Report that comprises the overall Environmental Report for the Project, environmental impacts have been minimized to the extent practicable, and the location of the Project was selected based on existing utility infrastructure.

Regardless of the socioeconomic composition of the Project area, the Project will not result in disproportionately high and adverse impacts on the health, social or economic conditions of the communities in the vicinity of each location. Northern discusses the various best management practices and other mitigation measures that it will implement during construction and operation to minimize impacts throughout the Resource Reports. Northern has assessed various potential impacts for the Project, such as short-term, localized impacts related to noise and dust during construction (which will be minimized), but none of the identified impacts are expected to be long-term or to be disproportionately felt by any particular segment of the population. Refer to Resource Report 11 for a discussion of the Project safety considerations. Construction of the Project will have positive short-term socioeconomic effects on the general local population by promoting economic activity in the region.

5.4 REFERENCES

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