

RESOURCE REPORT NO. 5
SOCIOECONOMICS



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Socioeconomics

Northern Lights 2025 Expansion Project

FERC Docket No. CP24- -000

February 2024

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

	Found in Section
1. 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
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 – 18 CFR § 380.12(g)(2) through (6)	Section 5.2
Additional Information Often Missing and Resulting in Data Requests	
<ul style="list-style-type: none"> 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
<ul style="list-style-type: none"> 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
<ul style="list-style-type: none"> Estimate total worker payroll and material purchases during construction and operation. 	Section 5.2.5
<ul style="list-style-type: none"> Estimate project-related ad valorem and local tax revenues. 	Section 5.2.5
<ul style="list-style-type: none"> Determine whether existing housing within the project area is sufficient to meet the needs of the additional population. 	Section 5.2.3
<ul style="list-style-type: none"> 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
<ul style="list-style-type: none"> 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
<ul style="list-style-type: none"> Evaluate the effects of the project on minority and low-income populations in consideration of Executive Order 12898. 	Section 5.3
<ul style="list-style-type: none"> 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
CEQ	Council on Environmental Quality
CT	Census Tract
EO	Executive Order
FERC	Federal Energy Regulatory Commission
HDD	horizontal directional drill
INGAA	Interstate Natural Gas Association of America
MNDOT	Minnesota Department of Transportation
NSAs	noise sensitive areas
Northern Project	Northern Natural Gas Northern Lights 2025 Expansion Project
ROW	right of way
WisDOT	Wisconsin Department of Transportation

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 an approximately 14,300-mile-long natural gas transmission pipeline system and associated aboveground facilities, including pipeline and facilities in Minnesota and Wisconsin. Northern is proposing to construct the Project, which will consist of (1) a 3.00-mile extension of its 36-inch-diameter Lake Mills to Albert Lea E-line; (2) a 2.43-mile extension of its 30-inch-diameter Elk River 3rd branch line; (3) a non-contiguous 1.91-mile extension of its 30-inch-diameter Farmington to Hugo C-line; (4) a 1.28-mile extension of its 8-inch-diameter Tomah branch line loop; (5) minor modifications to its existing La Crescent compressor station; and (6) aboveground facilities including a launcher, receiver and tie-in valve settings. All Project components are located in various counties in Minnesota and Wisconsin.

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

Facility Description	State and County
Lake Mills to Albert Lea E-line	
3.00 miles of 36-inch-diameter extension	Freeborn County, MN
Elk River 3rd branch line	
2.43 miles of 30-inch-diameter extension	Washington County, MN
Farmington to Hugo C-line	
1.91 miles of 30-inch-diameter extension	Washington County, MN
Tomah branch line loop	
1.28 miles of 8-inch-diameter branch line loop	Monroe County, WI
La Crescent compressor station	
Minor aboveground facility modifications	Houston County, MN

5.1 EXISTING SETTING

The latest socioeconomic data produced by the 2017-2021 ACS were used to assess the existing socioeconomic setting, including population, economy and employment, housing, and public services and infrastructure for the areas impacted by the Project. Population estimates and demographic data were obtained from the 2017-2021 ACS data, and information about public services infrastructure and lodging was obtained from publicly available online sources or local government agencies, as described in the following subsections. The statistics in the tables below represent the latest data available.

Northern collected demographic information for the four counties affected by the proposed Project: Freeborn, Washington and Houston counties in Minnesota, and Monroe County in Wisconsin.

5.1.1 Population

Table 5.1-1 provides the population characteristics for the Project area based on 2017 through 2021 ACS data estimates. The total population and socioeconomic conditions are presented for the four counties affected by the Project. Population characteristics for the U.S. and the states of Minnesota and Wisconsin are provided for comparative purposes.

Table 5.1-1 Existing Socioeconomic Conditions in the Project Area¹

Area	Population (1,000)	Per Capita Income (Dollar)	Civilian Labor Force (1,000)	Unemployment Rate (%)	Major Employment Sectors
United States	329,725.5	37,638	167,869.1	5.5	Educational services, and health care and social assistance; retail trade; professional, scientific, and management, and administrative and waste management services
Minnesota	5,670.5	41,204	3,109.8	4.0	Health care and social assistance; manufacturing; retail trade; educational service; finance, insurance, real estate and rental and leasing; professional, scientific, and technical services; construction; accommodation and food services
Wisconsin	5,871.7	36,754	3,127.4	3.5	Manufacturing; health care and social assistance; retail trade; educational service; accommodation and food services; construction; professional, scientific, and technical services
Freeborn County, MN	30.9	32,760	15.5	4.1	Manufacturing; health care and social assistance; retail trade; construction; educational services; accommodation and food services
Washington County, MN	264.8	50,207	144.5	3.3	Health care and social assistance; manufacturing; retail trade; finance, insurance, real estate and rental and leasing; educational services; professional, scientific, and technical services; construction; public administration
Houston County, MN	18.8	35,416	10.2	1.6	Health care and social assistance; manufacturing; retail trade; construction; educational services; transportation and warehousing; and utilities industries
Monroe County, WI	46.1	31,498	22.7	2.6	Manufacturing; health care and social assistance; retail trade; construction; educational services; transportation and warehousing, and utilities; public administration; accommodation and food services

¹ U.S. Department of Commerce, Bureau of the Census, 2017-2021 American Community Survey 5-Year Estimates

5.1.2 Economy and Employment

Table 5.1-1 provides economic and employment characteristics of the counties affected by the Project. The 2017-2021 per capita income, civilian labor workforce and unemployment rates are presented for the four counties affected by the Project. Data for the states of Minnesota and Wisconsin and the U.S. are provided for comparative purposes. A breakdown of major employment sectors also is presented.

The per capita annual income of the counties affected by the Project ranges from \$31,498 in Monroe County, Wisconsin, to \$50,207 in Washington County, Minnesota. The unemployment rate among the affected counties ranges from a low of 1.6% in Houston County, Minnesota, to a high of 4.1% in Freeborn County, Minnesota.

5.1.3 Housing

A summary of housing types and availability in the four counties affected by the Project is provided in Table 5.1-2.

Table 5.1-2 Existing Housing in the Project Area

Project County, State	Housing Units ¹	Total Vacant Housing Units ¹	Vacant Housing Units for Rent ¹	Seasonal, Recreational or Occasional Use ¹	Rental Vacancy Rate (%) ¹	Number of Hotels and Motels ²	Number of Campgrounds ²
Freeborn, MN	14,139	1,295	196	132	1.4	11	4
Washington, MN	102,808	4,161	1,369	1,058	1.3	19 ⁴	6
Houston, MN	8,710	606	103	233	1.2	7	6
Monroe, WI	19,766	2,033	641	657	3.2	19 ³	8

¹ U.S. Department of Commerce, Bureau of the Census, 2017-2021 American Community Survey 5-year estimates.

² Google Maps, 2023. Search criteria “Hotels” or “Camping”. Some locations may be in neighboring municipalities.

³ Go Monroe County, 2023 Hotels & Motels. <https://www.gomonroecounty.com/content/experience/lodging/hotels-motels>.

⁴ Minnesota Department of Public Safety, 2023. State Fire Marshal Fully Sprinklered Hotels and Motels Map Data. <https://dps.mn.gov/divisions/sfm/programs-services/Pages/fully-sprinkled-minnesota-hotels-motels.aspx>

Houston County, Minnesota, has the lowest rental vacancy rate among the Project counties, while Monroe County, Wisconsin, 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 5.1-3. Additional information describing how Northern coordinates with local agencies can be found in Resource Report 11.

Table 5.1-3 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}
Freeborn, MN	18	3	1	1	14	1/159

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}
Washington, MN	95	23	1	8	15	2/183
Houston, MN	18	4	1	5	6	0/0
Monroe, WI	22	11	1	6	9	2/50

¹ Public School Review, 2023. Number of schools within each county <http://www.publicschoolreview.com>

² Private School Review, 2023. Number of schools within each county <https://www.privateschoolreview.com/>

³ USACOPS, 2023. Number of police and sheriff’s departments within each state and county <https://www.usacops.com/>

⁴ US Fire Administration, 2023. <https://apps.usfa.fema.gov/registry/>

⁵ Minnesota Department of Health, 2023. Healthcare Provider Directory <https://www.health.state.mn.us/facilities/regulation/directory/providerselect.html>

⁶ Wisconsin Department of Health Services, 2023. Hospitals Provider Directory for Wisconsin. <https://www.dhs.wisconsin.gov/guide/hospitaldir.pdf>

Public Safety in the Project Area

Each county in the Project area has at least one sheriff’s department/police department and multiple fire and rescue departments.

Health Care in the Project Area

Three of the four counties affected by the Project have at least one hospital. According to a review of Minnesota hospital information on the Minnesota Department of Health website and Wisconsin hospital information on the Wisconsin Department of Health Services website, Houston County, Minnesota has no hospitals or available beds and has the smallest capacity of the counties crossed by the Project. However, the neighboring county of La Crosse, Wisconsin, has two hospitals with 656 beds available. Washington County, Minnesota, has the largest capacity with two hospitals and 183 available beds.

Education in the Project Area

A summary of the number of public and private schools in the four counties affected by the Project is provided in Table 5.1-3. All counties have at least one public and private school available.

Transportation

The MNDOT and WisDOT 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. These mileages and a list of the major roads serving each county affected by the Project are provided in Table 5.1-4.

Table 5.1-4 Total Road Miles and Major Roads in the Project Area

Project County, State ¹	Total Roadway Miles	Major Roads ⁴
Freeborn, MN	1,552 ²	U.S. Interstate 35; U.S. Interstate 90; U.S. Highway 69; U.S. Highway 65; Minnesota State Highway 1; Minnesota State Highway 13; Minnesota State Highway 109; Minnesota State Highway 251; Minnesota State Highway 885
Washington, MN	1,974 ²	U.S. Interstate 35; U.S. Interstate 494; U.S. Interstate 94; U.S. Interstate 694; U.S. Highway 10; U.S. Highway 61; U.S. Highway 8; Minnesota State Highway 95; Minnesota State Highway 36; Minnesota State Highway 120; Minnesota State Highway 96; Minnesota State Highway 97; Minnesota State Highway 244

Project County, State ¹	Total Roadway Miles	Major Roads ⁴
Houston, MN	928 ²	U.S. Highway 14; Minnesota State Highway 16; Minnesota State Highway 26 Minnesota State Highway 44; Minnesota State Highway 76
Monroe, WI	1,734 ³	U.S. Interstate 90; U.S. Interstate 94; U.S Highway 12; Wisconsin State Highway 71; Wisconsin State Highway 162; Wisconsin State Highway 27; Wisconsin State Highway 21; Wisconsin State Highway 173; Wisconsin State Highway 16; Wisconsin State Highway 131; Wisconsin State Highway 33

¹ All counties impacted by the Project are located in Minnesota or Wisconsin.

² MNDOT, 2020. Official Statistics provided by the Office of Transportation System Management, Centerline Mileage per county http://www.dot.state.mn.us/roadway/data/reports/mlm/20_cors.pdf

³ WisDOT, 2019. Monroe County Map. <https://wisconsindot.gov/Documents/travel/road/hwy-maps/county-maps/monroe.pdf>

⁴ Google Maps, 2023. Major roadways intersecting each county.

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 24, 2023, through May 22, 2023, to determine if customers are in need of 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, 2025. From the open season, Northern identified firm load requirements for its customers to support expansion projects proposed for industrial, commercial, and residential needs. The Project is designed to optimize the placement of facilities to meet customer 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.

The Project represents a major long-term investment by Northern in the region. Construction will have a positive impact on employment, income and tax revenues in the areas directly affected by the Project and in other nearby communities. The impact will result from wages paid to workers, income taxes paid on worker compensation, the buying of local materials and products and the sales and other taxes paid by the workers and companies associated with the Project. The consumption of services, including utility services, fuel, lodging, and food will benefit the local economies and the local and state tax bases. During the operational phase of the Project, additional property tax revenues will accrue to the jurisdictions where the facilities are located. These benefits are described more fully below.

5.2.1 Population

The average workforce for the Project will consist of approximately 150 to 300 construction workers, including inspection personnel. The workforce will be divided among the components and will consist of 30 to 70 construction workers per pipeline spread, including inspection personnel. Northern plans to draw from the local workforce, where practicable. All portions of the Project will likely be constructed within the same timeframe. Northern estimates the construction duration will be February through November 1, 2025. Northern plans to complete tree clearing for the Elk River 3rd branch line and the Tomah branch line loop February and March 2025 to minimize impacts on proposed, threatened and endangered species. The approximate construction timeframe will be 60 to 180 days per spread. Northern will file more specific information on the project schedule with its Implementation Plan.

The construction and operation of the Project are not expected to cause a significant permanent population increase. No new permanent staff will be required to operate the new pipeline or aboveground facilities after completion of construction of the Project.

Impacts on the population in the areas affected by the Project are expected to be temporary and relatively minor. The estimated 150 to 300 workers may bring family members with them to the Project areas; however, due to the short duration of construction and the relatively small percentage of people this represents compared to the existing populations, Northern does not anticipate any significant impacts on the local populations.

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 plans to draw from the local workforce, where practicable. Census data in Table 5.1-1 shows 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 will increase Project construction employment opportunities. Increased local employment will provide a temporary but substantial increase in local spending that will benefit local communities. Following construction, no new permanent staff will be added for the additional workload associated with the operation of the pipeline or aboveground facilities.

5.2.3 Housing

Non-local construction personnel may temporarily occupy rental units in or near the Project. This is not expected to affect the availability of housing because the Project is located in four different counties. Each county crossed by the Project has at least 600 vacant 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 will provide a temporary but substantial increase in rental incomes and local spending that will benefit the local communities. No new permanent staff beyond that already working for Northern will be required to operate the new facilities after completion of construction of the Project and no long-term impact on housing from the Project is anticipated.

5.2.4 Public Services and Infrastructure

The non-local workforce will be relatively small compared to the existing local populations in areas 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 and one medical facility can handle emergencies that may arise within each county affected by the Project. Due to the relatively low number of workers required for the Project, the smaller subset of workers that may bring families with children to the area, and especially considering that the construction activities will occur primarily in the summer months when most schools in the state are closed¹, Northern does not anticipate any school-aged children will move permanently to the area or enroll in local schools; however, Northern notes that certain information, such as the needs of any special needs students, is protected by federal law.

¹ For instance, Minneapolis public schools, grades 1 through 12 did not start the 2018-2019 school year until August 27, 2018.

Construction vehicles will generally use county and township roads to access the construction ROW, which may temporarily affect local traffic. However, Northern does not anticipate this will cause an appreciable increase in traffic volume and will take steps to minimize any impacts (see Resource Report 11, Section 11.6.1). 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. No new public roads will be required for construction or operation of the Project.

As further explained in Resource Report 11, Section 11.6.1, Northern will cross all but three public roads and five private driveways 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. Three gravel-covered public roads are proposed for open-cut crossing on the Lake Mills to Albert Lea E-line. The Lake Mills to Albert Lea E-line is located in rural areas with typically low traffic flow patterns. 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. Due to the residential areas being crossed and open cut roadway crossings, Northern has developed a traffic control plan for the Project. A traffic control plan is included as Resource Report 1, Appendix 1G. Northern's construction contractor will sign the area as required by the Minnesota Manual of Uniform Traffic Control Devices (MNDOT 2020) and the Wisconsin Manual of Uniform Traffic Control Devices (WisDOT 2009, Updated 2019). Flagmen will be available to stop traffic, as necessary.

5.2.5 Economy and Tax Revenue

Construction of the Project will have a positive effect on local tax revenue through spending of payroll for housing, food, gasoline, entertainment, and luxury items. The Project construction and inspection payroll is estimated to be approximately \$36.0 million. The direct payroll expenditures will have a positive impact on local economies and could stimulate regional employment as new workers are hired to meet construction demands.

The cost of construction materials for the Project is estimated to be approximately \$13.6 million. 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. The projected Minnesota ad valorem taxes would be \$669,423 based on a 2022 tax rate. The projected Wisconsin ad valorem taxes would be approximately \$34,954 based on a 2022 tax rate. Sales tax also will be paid on all goods and services purchased with payroll monies or for construction materials.

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 ENVIRONMENTAL JUSTICE

EO 12898 requires each federal agency to make environmental justice part of its mission. Agencies identify and address disproportionately high adverse human health or environmental effects of its activities to minority populations and low-income populations. Minority populations are defined as individuals who are members of the following population groups: American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, Black or African American, two or more races, or Hispanic. Low-income is defined as a household income at or below the Department of Health and Human Services’ poverty guidelines. If the percent of the low-income population in an identified block group is equal to or greater than that of the county then an environmental justice community is present.

Under Section 3-302 of EO 12898, each federal agency shall collect, maintain and analyze information assessing and comparing environmental and human health risks borne by populations identified by race, national origin or income. Federal agencies are required to evaluate this information and determine whether their programs, policies and activities have disproportionately high and adverse human health or environmental effects.

For purposes of EO 12898, a population is identified as minority in an area if “either (a) the minority population of the affected area exceeds 50% 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). A minority population exists “if there is more than one minority group present and the minority percentage, as calculated by aggregating all minority persons, meets one of the above-stated thresholds” (CEQ 1997).

5.3.1 Race and Ethnicity

Table 5.3-1 provides a comparison of the race and ethnicity for the counties and CT Block Groups affected by the Project, the state of Minnesota, the state of Wisconsin, and the U.S.

Table 5.3-1 Minority Populations by Races and Ethnicity and Low-Income Populations in the Project Area^{1,3}

Area ²	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some other race*	Two or more races	Hispanic or Latino (of any race)	Total Minority ⁴	Households in Poverty ^{5,6}
		(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)
United States	329,725,481	59.5	12.2	0.6	5.6	0.2	0.4	3.2	18.4	40.6	12.4
State of Minnesota	5,670,472	78.3	6.6	0.8	5.0	0.0	0.3	3.4	5.6	21.7	9.2
State of Wisconsin	5,871,661	80.2	6.2	0.7	2.8	0.0	0.2	2.7	7.2	19.9	10.5
Freeborn County, MN	30,882	83.6	1.0	0.1	3.0	0.0	0.0	1.8	10.4	16.4	11.2
CT 1803 Block Group 1	712	94.9	0.3	0	3.1	0	0	0.7	1.0	5.1	9.7
Washington County, MN	264,818	80.8	4.8	0.2	6.5	0.0	0.3	2.9	4.5	19.2	4.6
CT 701.08 Block Group 3	446	89.7	0	0	0	0	0	10.3	0.0	10.3	0
CT 702.06 Block Group 1	1,077	91.6	0.4	0	2.4	0	0.5	5.1	0	8.4	3.9
CT 702.08 Block Group 1	853	87.1	0	0	9.7	0	0	3.2	0	12.9	1.5
Houston County, MN	18,806	94.4	1.0	0	0.8	0	0	2.3	1.4	5.7	7.6
CT 2020 Block Group 3	1,679	91.7	3.6	0.2	0.4	0	0	1.7	2.4	8.3	9.7
Monroe County, WI	46,091	89.3	1.7	1.0	0.7	0	0.1	2.2	5.0	10.7	10.3
CT 9502 Block Group 1	1,633	87.3	3.6	0.2	1.0	0	0	2.0	5.9	12.7	3.5

¹ U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates, Demographic and Housing Estimates by County

² All counties impacted by the Project are located in Minnesota or Wisconsin.

³ Race documentation is based on self-identification on census forms.

⁴ “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 Data from US. Census Bureau Table B17017.

⁶ Bolded percentage is greater than the county percentage.

The CT Block Groups crossed by the Project in Freeborn County, Minnesota, and Washington County, Minnesota, have minority percentages lower than 50% and are not greater than their respective counties. The Project will not cross minority populations in these counties, as defined by CEQ guidance.

The CT Block Groups crossed by the Project in Houston County, Minnesota, and Monroe County, Wisconsin, have minority percentages that are greater than their respective county percentages. Based on minority populations, CT 2020 Block Group 3 in Houston County, Minnesota, and CT 9502 Block Group 1 in Monroe County, Wisconsin, are environmental justice communities, as defined by CEQ guidance.

5.3.2 Linguistically Isolated Populations

Table 5.3-2 provides a comparison of the percentage of linguistically isolated populations for the state of Minnesota, the state of Wisconsin, and the counties and CTs affected by the Project. The CT linguistically isolated percentages are less than their corresponding county data so there are no identified linguistically isolated populations within the Project area.

Table 5.3-2 Linguistically Isolated Population in the Project Area¹

Area ²	Linguistically Isolated Population (%) ³
State of Minnesota	4.5
State of Wisconsin	3.0
Freeborn County, MN	4.2
CT 1803	0.5
Washington County, MN	3.0
CT 701.08	1.2
CT 702.06	0.4
CT 702.08	0.9
Houston County, MN	0.9
CT 2020	0.4
Monroe County, WI	2.2
CT 9502	0.9

¹ U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates, Limited English-Speaking Households; Data not available at the block group level

² All counties impacted by the Project are located in Minnesota or Wisconsin

³ Limited English-speaking households

5.3.3 Poverty

Table 5.3-1 provides a comparison of the percentage of people with an income below the poverty level using US. Census Bureau Table B17017 for the U.S., the state of Minnesota, and the state of Wisconsin, as well as for each county and CT Block Groups affected by the Project.

CT 2020 Block Group 3 in Houston County, Minnesota, has a low-income population percentage greater than the county. The remaining CT Block Groups have low income percentages less than their respective counties. Based on low-income populations CT 2020 Block Group 3 in Houston County, Minnesota, is an environmental justice community, as defined by CEQ guidance.

CT 2020 Block Group 3 in Houston County, Minnesota, has a minority population percentage and a low-income population percentage greater than the county and is an environmental justice community, as defined by CEQ guidance. The Houston County, Minnesota, Project component will

be located entirely within the existing La Crescent compressor station fenced footprint; construction activities will be primarily located inside an existing building. Only minor aboveground facility modifications will be completed; no changes to noise, horsepower, or air emissions will result from the Project. Additionally, no expansion of the site will be required. Construction activities at this Project component will have a limited impact to the environmental justice community.

CT 9502 Block Group 1 in Monroe County, Wisconsin has a minority population percentage greater than the county and is an environmental justice community, as defined by CEQ guidance. The Project area in CT 9502 Block Group 1 in Monroe County, Wisconsin, is a rural agricultural area dominated by row crop production. The Tomah branch line loop will not displace any landowners with residences or agricultural buildings and will temporarily impact a small portion of each landowner's farming operations. Northern will negotiate with individual landowners to determine a compensation agreement for the temporary loss of farmable land and the long-term operation of the Tomah branch line loop.

In CT 9502 Block Group 1 in Monroe County, Wisconsin, no residences, schools, businesses, or community resources will be temporarily affected or displaced during construction or operation of the Tomah branch line loop. The total length of the pipeline is 1.28 miles, which will require a relatively low number of on-site construction workers (estimated 30 to 70 personnel). This Project component will cross two roads, which will be crossed via HDD. Northern developed a traffic control plan to ensure that local and community residents are not impacted. The traffic control plan is included in Resource 1, Appendix 1G. Due to the low number of road crossings, the development of the traffic control plan, and limited construction workers, Northern will not place an undue burden on the local drivers, nor will it cause a significant increase in traffic volumes on local roads.

Northern evaluated air and noise impacts to CT 9502 Block Group 1 in Monroe County, Wisconsin. Construction emissions from the Tomah branch line loop will be highly localized and short in duration. Northern will comply with applicable fugitive dust requirements and adhere to best practices to manage equipment exhaust. There are no new or modified stationary sources associated with the Tomah branch line loop, and operational emissions will be limited to fugitive equipment leaks from aboveground appurtenances; fugitive emission impacts will be insignificant. Both construction and operational emissions estimates are provided in Resource Report 9, Section 9.1. Noise impacts from construction will be limited to the construction equipment on the ROW and two road crossings that will be completed via HDD. To reduce noise impacts to nearby NSAs, Northern will limit pipeline construction activities between 7 a.m. and 7 p.m. except as discussed in Resource Report 1, Section 1.3.1. Construction and operation of the Tomah branch line loop is not expected to impact the long-term health of the environmental justice community.

In order to robustly engage the members of the identified EJ block group near the Tomah branch line loop, Northern conducted two open houses November 16, 2023, in Sparta, Wisconsin, the county seat of Monroe County, Wisconsin. Northern invited landowners, local officials, other Wisconsin elected officials, community leaders, and the general public. To notify local residents about the open houses, Northern sent invitations directly to impacted landowners, published information about the open houses in the local newspaper, and contacted the impacted landowners through phone calls or in-person meetings. Northern decided to hold two open houses on the same day, from 1:30 to 3:30 pm and from 5:30 to 7:30 pm, to accommodate the varying work shift hours within the community. During the open houses, Northern provided Project-specific information, addressed attendees' questions, displayed a Project-specific map and contact information. Eight of the nine directly impacted landowners from this Project component attended the open houses. One landowner with abutting property also attended. The directly impacted landowner that could not attend the open

house in person contacted Northern via telephone the day of the open house to gather information. Northern collected feedback from attending landowners and is working to address concerns.

With the exceptions of CT 2020 Block Group 3 in Houston County, Minnesota, and CT 9502 Block Group 1 in Monroe County, Wisconsin, discussed above, no environmental justice communities are present in the Project area. Northern will construct and operate the Project consistent with the goals described in EO 12898, and no environmental justice issues are expected to result. Project construction and operation will have positive socioeconomic effects to the general local population by generating new construction jobs, promoting economic activity, and providing tax revenue.

Construction of the proposed Project will not have disproportionately high or adverse human health, socioeconomic, or other environmental effects to minority or low-income communities.

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Figure 5-1

Environmental Justice Communities on Project Components

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Figure No.

5-1

Title

Environmental Justice

Client/Project
 Northern Natural Gas
 Northern Lights 2025 Expansion Project
 Lake Mills to Albert Lea E-Line Extension

172608212

Project Location
 Freeborn Co., MN

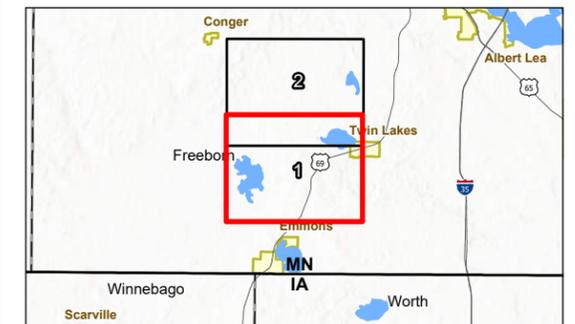
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 TR by SF on 2023-12-19
 IR by SK on 2024-01-31



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Legend

- Milepost
- Proposed Centerline
- Environmental Survey Boundary
- Existing Facility
- Census Tract
- Census Block



- Notes
1. Coordinate System: NAD 1983 UTM Zone 15N
 2. Data Sources: Stantec, NNG, NADS, USGS
 3. Background: 2021 NAIP



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Figure No.

5-1

Title

Environmental Justice

Client/Project
 Northern Natural Gas
 Northern Lights 2025 Expansion Project
 Lake Mills to Albert Lea E-Line Extension

172608212

Project Location
 Freeborn Co., MN

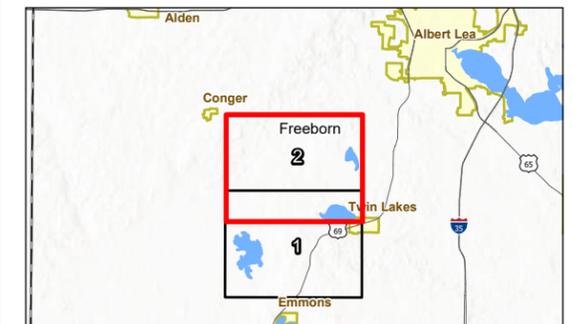
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Legend

- Milepost
- Proposed Centerline
- - - Environmental Survey Boundary
- Proposed Facility
- Census Tract
- Census Block



Notes
 1. Coordinate System: NAD 1983 UTM Zone 15N
 2. Data Sources: Stantec, NNG, NADS, USGS
 3. Background: 2021 NAIP



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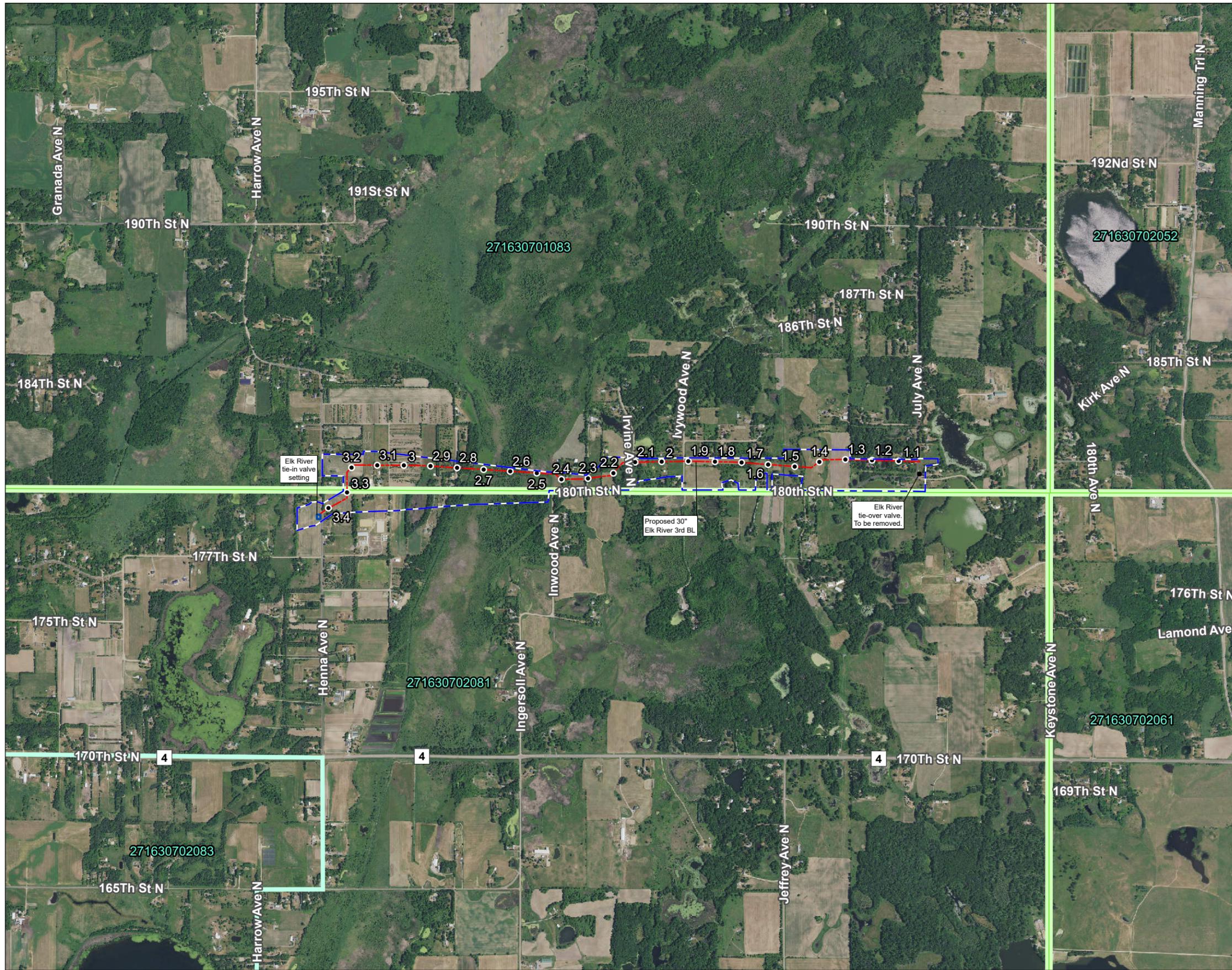


Figure No.

5-1

Title

Environmental Justice

Client/Project
 Northern Natural Gas
 Northern Lights 2025 Expansion Project
 Elk River 3rd Branch Line Extension

172608212

Project Location
 Washington Co., MN

Prepared by DJG on 2023-12-11
 TR by SF on 2023-12-19
 IR by SK on 2024-01-31



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Legend

- Milepost
- - - Proposed Centerline
- Environmental Survey Boundary
- Existing Facility
- Proposed Facility
- Census Tract
- Census Block



- Notes
1. Coordinate System: NAD 1983 UTM Zone 15N
 2. Data Sources: Stantec, NNG, NADS, USGS
 3. Background: 2021 NAIP



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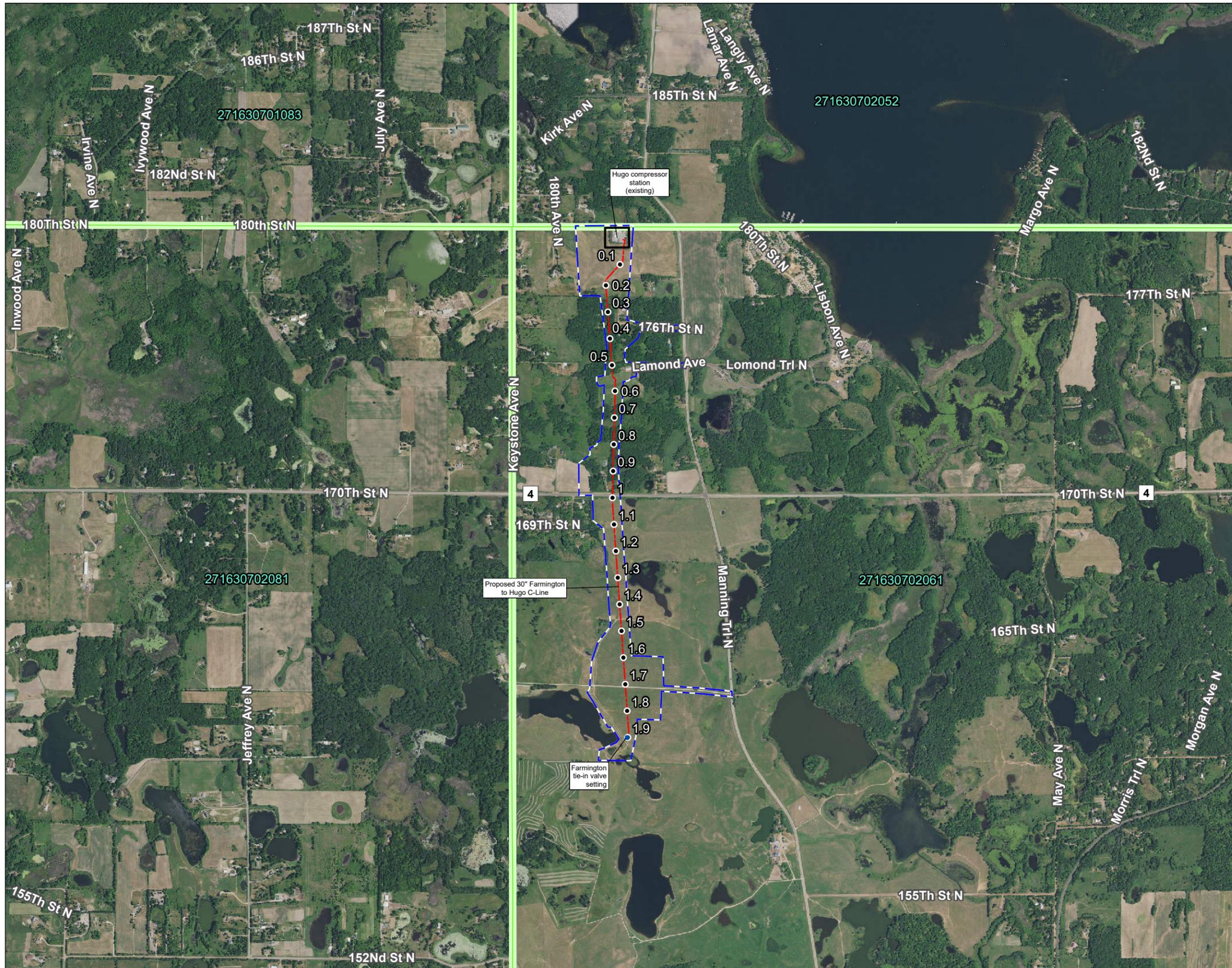
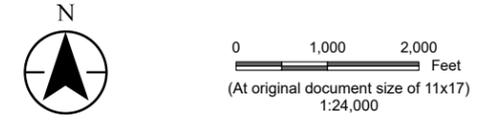


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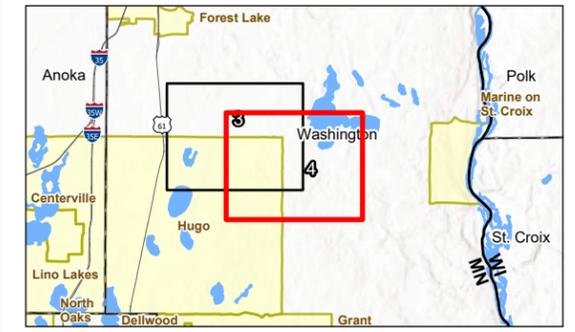
Environmental Justice

Client/Project: Northern Natural Gas, Northern Lights 2025 Expansion Project, Farmington to Hugo C-Line Extension
 172608212

Project Location: Washington Co., MN
 Prepared by DJG on 2023-12-11, TR by SF on 2023-12-19, IR by SK on 2024-01-31



- Legend
- Milepost
 - Proposed Centerline
 - Environmental Survey Boundary
 - Existing Facility
 - Proposed Facility
 - Census Tract
 - Census Block



- Notes
1. Coordinate System: NAD 1983 UTM Zone 15N
 2. Data Sources: Stantec, NNG, NADS, USGS
 3. Background: 2021 NAIP



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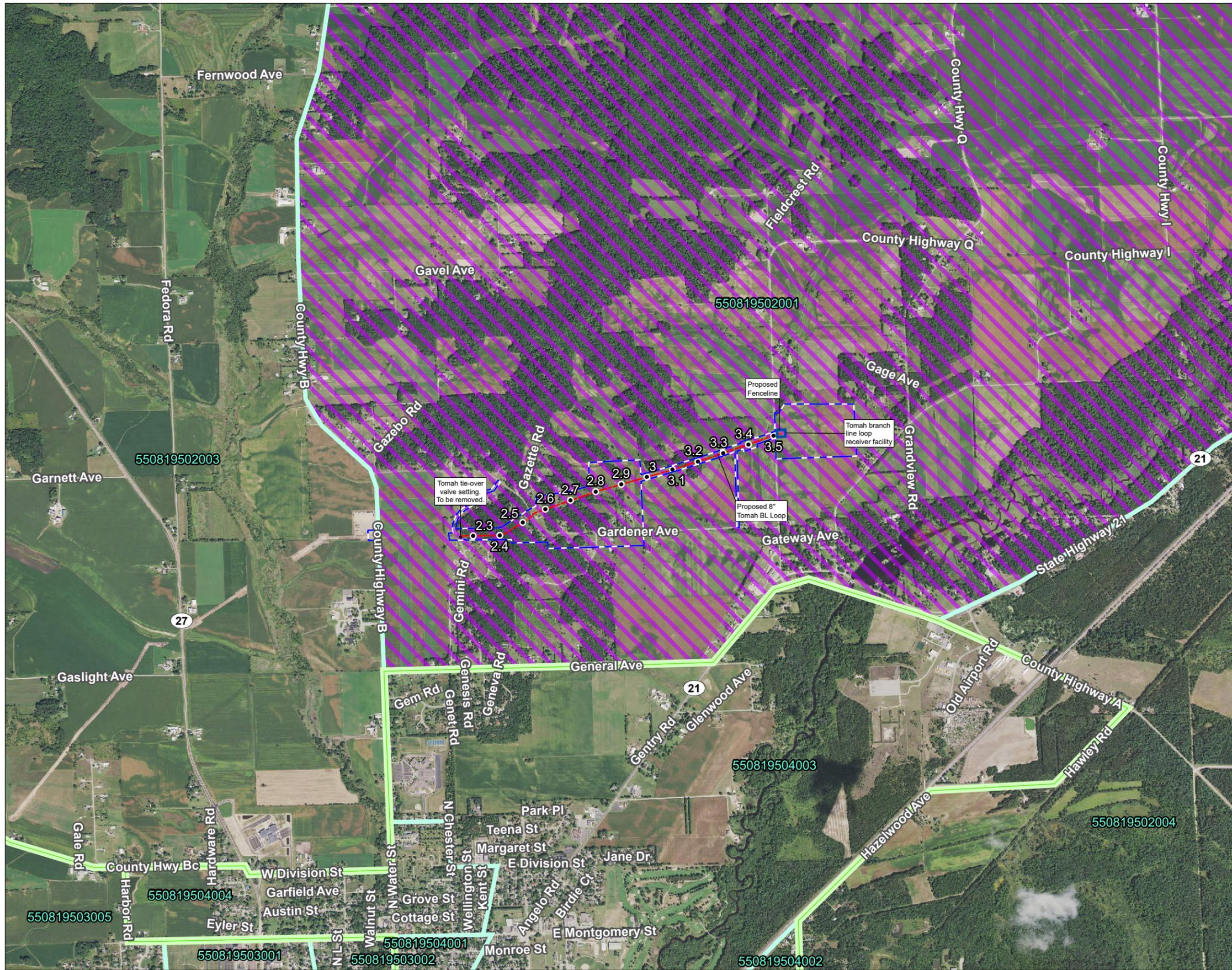


Figure No.
5-1

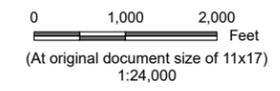
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Environmental Justice

Client/Project
Northern Natural Gas
Northern Lights 2025 Expansion Project
Tomah Branch Line Loop Extension

172608212

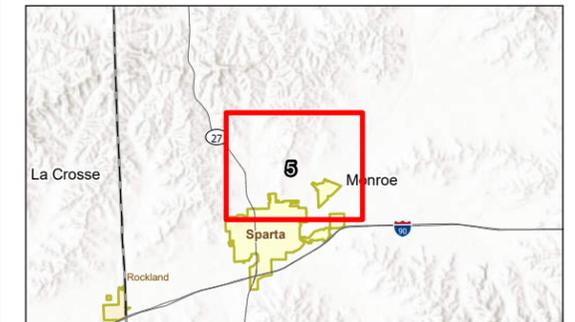
Project Location
Monroe Co., WI

Prepared by DJG on 2023-12-11
TR by SF on 2023-12-19
IR by SK on 2024-01-31



Legend

- Milepost
- Proposed Centerline
- Environmental Survey Boundary
- Existing Facility
- Proposed Facility
- Census Tract
- Census Block
- ▨ % People of Color (Block)



Notes

1. Coordinate System: NAD 1983 UTM Zone 15N
2. Data Sources: Stantec, NNG, NADS, USGS
3. Background: 2021 NAIP





Figure No.

5-1

Title

Environmental Justice

Client/Project
Northern Natural Gas
Northern Lights 2025 Expansion Project
La Crescent Compressor Station

172608212

Project Location
Houston Co., MN

Prepared by DJG on 2023-12-11
TR by SF on 2023-12-19
IR by SK on 2024-01-31



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Legend

-  Environmental Survey Boundary
-  Existing Facility
-  Census Tract
-  Census Block
-  % People of Color and Households in Poverty (Block)



- Notes
1. Coordinate System: NAD 1983 UTM Zone 16N
 2. Data Sources: Stantec, NNG, NADS, USGS
 3. Background: 2021 NAIP

