



City Council
Monday, July 27, 2026 - 5:00 PM

Regular Meeting
La Crescent Community Building
336 South First Street

AGENDA

Call to Order

Pledge of Allegiance

Roll Call

Action to Change Agenda

1. Consent Agenda

All items listed under the consent agenda are considered routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

- 1.1 Minutes- July 13, 2026
- 1.2 Bills Payable Through July 24, 2026
- 1.3 Cash Balance/Activity Report- June 2026
- 1.4 Library Report- June 2026
- 1.5 Low Potency Hemp Retail Licenses
- 1.6 Donation Resolution

2. Public Hearing/Meeting

3. Items for Consideration

- 3.1 Consideration of the City of La Crescent Sustainability and Resilience Plan
- 3.2 Request to MnDOT District 6 for Corridor Study
- 3.3 Personnel Committee Recommendations
- 3.4 Designate the Personnel Committee to hear Step 3 grievance(s) filed by a member of the AFSCME union
- 3.5 Consideration of an updated Professional Services Agreement with SRF for the Railroad Crossing Elimination Grant Program

3.6 Updated Cooperative Agreement with Houston County for State Aid
Project 236-591-005

4. Unfinished Business

5. Mayor's Comments

6. Staff Correspondence/Committee Updates

7. Correspondence

8. Houston County

9. Chamber of Commerce

10. Items for Next Agenda

11. Adjournment



Item: 1.1

STAFF REPORT

To: Honorable Mayor and City Council Members
From: Angie Boettcher, City Clerk
Date: July 27, 2026
Re: Minutes- July 13, 2026

Attached for review and consideration by the City Council are minutes from the July 13, 2026, City Council Meeting.

**Minutes, Regular Meeting
City Council, City of La Crescent, Minnesota
July 13, 2026**

Call to Order

Pledge of Allegiance

Roll Call

Action to Change Agenda

1. Consent Agenda

All items listed under the consent agenda are considered routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

At this time, the Mayor read the following items to be considered as part of the Consent Agenda for this regular meeting:

1.1 MINUTES-JUNE 22, 2026

1.2 BILLS PAYABLE THROUGH - JULY 10, 2026

At the conclusion of the reading of the consent Agenda, Mayor Poellinger asked if the Council wished to have any of the items removed from the Consent Agenda for further discussion.

Member Langen made a motion, seconded by Member, O'Donnell-Ebner as follows:

A MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes

Chris Langen Yes

Teresa O'Donnell-Ebner Yes

Dale Williams Yes

Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

1.1 MINUTES-JUNE 22, 2026

1.2 BILLS PAYABLE THROUGH July 10, 2026

2. Public Hearing/Meeting

3. Items for Consideration

3.1 FACILITY USE REQUEST- LA CRESCENT ANIMAL RESCUE

City Council reviewed a request from the La Crescent Animal Rescue to use the La Crescent pool on Sunday, August 16th, 2026, beginning at 4:00 p.m. for a "dog dip" event. The event is

intended to be a fundraiser for the animal rescue. Following discussion, Member O'Donnell-Ebner made a motion, seconded by Member Williams as follows:

MOTION TO APPROVE THE LA CRESCENT ANIMAL RESCUES REQUEST TO USE THE LA CRESCENT POOL ON SUNDAY, AUGUST 16TH, 2026, BEGINNING AT 4:00 P.M. FOR A "DOG DIP" EVENT AS A FUNDRAISER FOR THE ANIMAL RESCUE. THE POOL WILL CLOSE FOR THE SEASON FOLLOWING THE EVENT.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes
Chris Langen Yes
Teresa O'Donnell-Ebner Yes
Dale Williams Yes
Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

3.2 SUSTAINABILITY & RESILIENCE PLAN REVIEW

Ted Redmond from PaleBlueDot LLC was in attendance along with La Crescent Sustainability Coordinator Jason Ludwigson to review with City Council the La Crescent Sustainability and Resilience Plan. This item was informational only and will be brought back to the July 29, 2026, City Council meeting for approval. No action was required.

3.3 RESOLUTION TO ENTER INTO AN AGREEMENT WITH THE STATE OF MINNESOTA TO PROVIDE PUBLIC TRANSPORTATION

City Administrator Cassie Hanan reviewed with City Council a Resolution to approve the State Transit Operating Assistance application for 2027. The resolution is adopted and submitted to MnDOT each year. Approval of the resolution will allow the City to continue supporting local transit and capital needs through a partnership with the Minnesota Department of Transportation. Under the agreement the City commits to providing up to fifteen percent (15%) of total operating costs and up to twenty percent (20%) of capital costs, as well as covering any local share required for expenses exceeding available state funds. It was recommended that City Council adopt the resolution. Following discussion, Member Williams introduced the following Resolution and moved its passage and adoption:

RESOLUTION NO. 07-26-14

**RESOLUTION OF THE GOVERNING BODY OF THE CITY OF LA CRESCENT
ENTERING INTO AN AGREEMENT WITH THE STATE OF MINNESOTA TO PROVIDE
PUBLIC
TRANSPORTATION IN THE CITY OF LA CRESCENT**

The City of La Crescent, Minnesota has resolved to apply for the 2027 Greater Minnesota Transit Operating Grant and enter into an Agreement with the State of Minnesota to provide public transportation in the City of La Crescent.

FURTHER RESOLVED that the City of La Crescent, Minnesota agrees to provide a local share of up to fifteen percent (15%) of the total operating costs and up to twenty percent (20%) of total capital costs.

FURTHER RESOLVED that the City of La Crescent, Minnesota agrees to provide one hundred percent (100%) of the local share necessary for expenses that exceed funds available from the State.

FURTHER RESOLVED that the City of La Crescent, Minnesota authorizes the Mayor and/or City Administrator to execute the aforementioned Agreement and any amendments thereto.

FURTHER resolved that the City Administrator or Transit Manager is hereby authorized to execute requests for reimbursement to the Minnesota Department of Transportation.

ADOPTED this 13th day of July, 2026.

SIGNED:

Mayor

ATTEST:

City Administrator

The foregoing motion was duly seconded by Member O'Donnell-Ebner and upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes
Chris Langen Yes
Teresa O'Donnell-Ebner Yes
Dale Williams Yes
Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

3.4 PERSONNEL COMMITTEE RECOMMENDATIONS

The Personnel Committee has the following recommendations for consideration by the City Council:

1. On July 29, 2026, Captain Brent Thesing will have completed his 12-month probationary period as Captain with the La Crescent Fire Department. The Personnel Committee is recommending that effective July 29, 2026, Mr. Thesing's probationary status be removed and that he be moved to full active status. A letter from the Fire Chief to support this recommendation was included. Following discussion, Member Langen made a motion, seconded by Member Williams as follows:

MOTION TO REMOVE BRENT THESING'S PROBATIONARY STATUS AS CAPTAIN IN THE LA CRESCENT FIRE DEPARTMENT AND THAT HE BE MOVED TO FULL ACTIVE STATUS EFFECTIVE JULY 29, 2026.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes
Chris Langen Yes
Teresa O'Donnell-Ebner Yes
Dale Williams Yes
Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

AFSCME is proposing a change to the collective bargaining agreement dated January 1, 2026, that reads: *Upon separation with proper notice, sixty percent (60%) of accrued and unused sick leave shall be deposited into the PRHCSP as designed by the City and the Minnesota State Retirement System (MSRS), or to the employee's estate in the event of death. Termination for cause disqualifies an employee from receiving severance.* Previous language will be struck. This was agreed upon during negotiations and is a "housekeeping" item. An updated Memorandum of Understanding was provided to City Council at the meeting with changes defining proper notice and deleting the expiration date. The Personnel Committee recommends approval of the change. Following discussion, Member Williams made a motion, seconded by Member Langen as follows:

MOTION TO APPROVE THE LANGUAGE CHANGE TO THE AFSCME UNION CONTRACT AS STATED ABOVE EFFECTIVE JULY 13, 2026.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes
Chris Langen Yes
Teresa O'Donnell-Ebner Yes
Dale Williams Yes
Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

3.5 LOW POTENCY HEMP RETAIL REGISTRATION APPROVALS

City Council reviewed Low Potency Hemp Retail Registrations from Apple City Smoke Shop, Apple Village Liquor, and La Crescent Wine & Spirits. The license applications appear to be in order and it was recommended that City Council approve the licenses consistent with state statutes. Following discussion, Member Williams made a motion, seconded by Member O'Donnell-Ebner as follows:

MOTION TO APPROVE THE LOW POTENCY HEMP RETAIL REGISTRATION LICENSE APPLICATIONS FROM APPLE CITY SMOKE SHOP, APPLE VILLAGE LIQUOR, AND LA CRESCENT WINE & SPIRITS.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes
Chris Langen Yes
Teresa O'Donnell-Ebner Yes
Dale Williams Yes
Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

3.6 RESOLUTION- SAFE ROUTES TO SCHOOL GRANT PROGRAM GRANT AGREEMENT

City Council reviewed a Resolution for a grant agreement with MNDOT for the Safe Routes to School funding that is included in the Redwood Street reconstruction project. The Safe Routes to School funding for the project is \$378,011. This will fund the construction of the sidewalk on Redwood Street East along with a pedestrian crossing at South 11th Street, a 10-foot shared use path connecting South 14th Street to Kistler Drive along highway 16, and a section of sidewalk along Lancer Boulevard from South 11th Street to South 12th Street. It was recommended that City Council approve the resolution authorizing the City to execute the grant agreement. Following discussion, Member O'Donnell-Ebner introduced the following Resolution and moved its passage and adoption:

RESOLUTION 07-26-15

Safe Routes to Schools Program Grant Agreement Grant Terms and Conditions SAP 236-591-005

WHEREAS, the City of La Crescent has applied to the Commissioner of Transportation for a

grant from the Safe Routes to Schools Account; and

WHEREAS, the Commissioner of Transportation has given notice that funding for this project is available; and

WHEREAS, the amount of the grant has been determined to be \$348,011.00 by reason of the lowest responsible bid;

NOW THEREFORE, be it resolved that the City of La Crescent does hereby agree to the terms and conditions of the grant consistent with Minnesota Statutes, section 174.40, and will pay any additional amount by which the cost exceeds the estimate, and will return to the Safe Routes to Schools Account any amount appropriated for the project but not required. The proper city officers are authorized to execute a grant agreement and any amendments thereto with the Commissioner of Transportation concerning the above-referenced grant.

ADOPTED this 13th Day of July 2026.

SIGNED:

Mayor

ATTEST:

City Clerk

The foregoing motion was duly seconded by Member Langen and upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes
Chris Langen Yes
Teresa O'Donnell-Ebner Yes
Dale Williams Yes
Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

3.7 COOPERATIVE AGREEMENT WITH HOUSTON COUNTY FOR
STATE AID PROJECT 236-591-005

City Council reviewed a cooperative agreement with Houston County for the Redwood Street reconstruction project taking place in Houston County's right of way on County Highway 6/South 7th Street. New storm sewer, sidewalk, curb and gutter will be installed. The project will start at the catch basin between 611 and 615 South 7th Street and continue west to the catch basin and pedestrian ramp at the Redwood Street intersection. It was recommended that City Council

approve entering into the cooperative agreement with Houston County. Following discussion, Member Langen made a motion, seconded by Member Williams as follows:

MOTION TO APPROVE THE COOPERATIVE AGREEMENT WITH HOUSTON COUNTY FOR THE REDWOOD STREET RECONSTRUCTION PROJECT TAKING PLACE IN HOUSTON COUNTY'S RIGHT OF WAY ON COUNTY HIGHWAY 6/SOUTH 7TH STREET.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes
Chris Langen Yes
Teresa O'Donnell-Ebner Yes
Dale Williams Yes
Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

3.8 **RESOLUTION TO ENTER INTO A COOPERATIVE
MAINTENANCE AGREEMENT WITH THE STATE OF
MINNESOTA DEPARTMENT OF TRANSPORTATION FOR
STATE AID PROJECT 236-591-005**

City Council reviewed a Resolution and maintenance agreement with MnDOT for a path that will be in MnDOT's right of way along Highway 16. The maintenance agreement relates to the 10-foot shared use path that will connect from South 14th Street to Kistler Drive and subsequent drainage modifications. The path will be entirely in MnDOT's right of way. It was recommended that City Council approve the resolution authorizing the City to execute the maintenance agreement. Following discussion, Member Langen introduced the following Resolution and moved its passage and adoption:

CITY OF LA CRESCENT

RESOLUTION 07-26-16

IT IS RESOLVED that the City of La Crescent enter into MnDOT Agreement No. 1063821 with the State of Minnesota, Department of Transportation for the following purposes:

To provide for routine maintenance by the City upon, along, and adjacent to Trunk Highway No. 16, the limits of which are defined in said Agreement.

IT IS FURTHER RESOLVED that the Mayor and the _

(Title)

are authorized to execute the Agreement and any amendments to the Agreement.

ADOPTED this 13th Day of July 2026.

SIGNED:

Mayor

ATTEST:

City Clerk

The foregoing motion was duly seconded by Member O'Donnell-Ebner and upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes
Chris Langen Yes
Teresa O'Donnell-Ebner Yes
Dale Williams Yes
Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

3.9 **ORDINANCE NO. 603 REGULATING THE SALE, DISTRIBUTION,
AND LICENSING OF TOBACCO, TOBACCO-RELATED
DEVICES, ELECTRONIC DELIVERY DEVICES, AND NICOTINE
PRODUCTS (DISCUSSION ONLY)**

City Attorney Skip Wieser reviewed with City Council a draft ordinance regulating the sale, distribution, and licensing of tobacco, tobacco related products, and electronic delivery devices within the City of La Crescent. It was recommended that City Council call for a Public Hearing at the September 14th, 2026, City Council meeting regarding the Ordinance. Following discussion, Member O'Donnell-Ebner made a motion, seconded by Member Langen as follows:

MOTION TO CALL FOR A PUBLIC HEARING AT THE SEPTEMBER 14TH, 2026, CITY COUNCIL MEETING REGARDING ORDINANCE 603, REGULATING THE SALE, DISTRIBUTION, AND LICENSING OF TOBACCO, TOBACCO-RELATED DEVICES, ELECTRONIC DELIVERY DEVICES, AND NICOTINE PRODUCTS.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes
Chris Langen Yes
Teresa O'Donnell-Ebner Yes
Dale Williams Yes
Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

3.10 RAILROAD CROSSING ELIMINATION GRANT APPROVAL

City Council reviewed a Railroad Crossing Elimination Grant awarded to the City of La Crescent. The City of La Crescent, in partnership with the Minnesota Department of Transportation (MnDOT), Canadian Pacific Kansas City (CPKC), and the La Crosse Area Planning Committee (MPO), has received funding from the U.S. Department of Transportation, Federal Railroad Administration (FRA) through the Railroad Crossing Elimination (RCE) Program. The City as well as MnDOT are cost sharing in the match that is required for the FRA RCE Grant. The funding breakdown is as follows:

- FRA award-3/27/25 - \$229,600
- MnDOT IIJA match 8/4/2025 - \$30,645
- City match 2026 GF budget - \$26,755

Addressing the City's railroad crossing issues will improve safety and mobility while supporting the City's continued growth as both a local hub and a regional getaway. It was recommended that City Council approve the grant award for the Railroad Crossing Elimination Grant. Following discussion, Member O'Donnell-Ebner made a motion, seconded by Member Langen as follows:

MOTION TO APPROVE THE GRANT AWARD FOR THE RAILROAD CROSSING ELIMINATION GRANT WITH FUNDING AS STATED.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes
Chris Langen Yes
Teresa O'Donnell-Ebner Yes
Dale Williams Yes
Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

3.11 CONSIDERATION OF PROFESSIONAL SERVICES AGREEMENT AND FRA CONTRACT FOR THE RAILROAD CROSSING ELIMINATION GRANT PROGRAM

City Council reviewed a professional services agreement and FRA contract for the Railroad

Crossing Elimination Grant. The City issued an RFP soliciting proposals from qualified engineering/planning firms to provide project management, planning, stake holder engagement, alternatives analysis, conceptual engineering, and cost estimation services in support of the Railroad Crossing Elimination Project. The City received two proposals. SRF Consulting Group, Inc. in partnership with WHKS, was the selected firm, with a bid of \$286,322. It was recommended that City Council award the project to SRF Consulting Group, Inc. in partnership with WHKS and approve the Professional Service Agreement. Following discussion, Member Langen made a motion, seconded by Member O'Donnell-Ebner as follows:

MOTION TO APPROVE THE PROFESSIONAL SERVICES AGREEMENT AND FRA CONTRACT FOR THE RAILROAD CROSSING ELIMINATION GRANT WITH SRF CONSULTING GROUP, INC. IN PARTNERSHIP WITH WHKS FOR \$286,322.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes
Chris Langen Yes
Teresa O'Donnell-Ebner Yes
Dale Williams Yes
Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

3.12 MINNESOTA STATE FIRE MARSHAL'S GEAR WASHER AND DRYER GRANT

City Council reviewed a letter from Fire Chief Josh Tarrence regarding a Gear Washer and Dryer grant that was awarded to the Fire Department. In April 2026, the fire department applied for a grant from the State Fire Marshal's Office, for \$8,000 to assist with purchasing a turn out gear dryer. The City is required per the agreement to provide a ten percent (10%) match of the \$8,000 for a total of \$800. The \$800 match and the remaining difference of \$1,500 will come from the fire department budget. It was recommended that City Council approve the grant agreement. Following discussion, Member Jostad made a motion, seconded by Member Williams as follows:

MOTION TO APPROVE THE GRANT AGREEMENT FROM THE STATE FIRE MARSHAL'S OFFICE FOR \$8,000 TO PURCHASE A GEAR DRYER WITH A TEN PERCENT MATCH OF \$800 AND REMAINING \$1,500 TO COME FROM THE FIRE DEPARTMENT BUDGET.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad Yes

Chris Langen Yes

Teresa O'Donnell-Ebner Yes

Dale Williams Yes

Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

3.13 ITEMS TO BE CONSIDERED UNDER 'CONSENT AGENDA' FOR FUTURE MEETINGS

City Administrator Cassie Hanan provided the following list of items to the City Council that will be placed on the “Consent Agenda” for ease of administration of the meetings:

- Donation Resolutions
- Low Potency Hemp Retailer’s licenses
- Cannabis Retail license renewals
- Tobacco license renewals
- Beer, wine, and liquor license renewals
- Solid Waste license renewals
- Massage business license renewals

City Council members will retain the option to remove items out of the consent agenda and consider them under “Items for Consideration”. This item was informational only. No action was required.

4. Unfinished Business

5. Mayor's Comments

6. Staff Correspondence/Committee Updates

6.1 NATIONAL NIGHT OUT- AUGUST 4, 2026

6.1 NATIONAL NIGHT OUT-AUGUST 4, 2026-City Council reviewed a letter from Police Chief

Luke Ahlschlager inviting Council to the 20th annual National Night Out event on August 4, 2026 from 5:00pm – 8:00pm at Frank J. Kistler Memorial Park

7. Correspondence

8. Houston County

County Commissioner Cindy Wright was in attendance and provided and update.

9. Chamber of Commerce

La Crescent Chamber of Commerce representative Jon Wilson was in attendance and provided an update.

10. Items for Next Agenda

11. Adjournment

There being no further business to come before the Council at this time, Member Williams made a motion, seconded by Member O'Donnell-Ebner to adjourn the meeting. Upon a roll call vote taken and tallied by the City Clerk, the following Members present voted in favor thereof, viz;

Cherryl Jostad Yes
Chris Langen Yes
Teresa O'Donnell-Ebner Yes
Dale Williams Yes
Mike Poellinger Yes

and none voted against the same. The motion was declared duly carried and the meeting duly adjourned at 6:07 P.M.

Approval Date:

Signed:

Mayor

Attest:

City Administrator



Item: 1.2

STAFF REPORT

To: Honorable Mayor and City Council Members
From: Cassie Hanan, City Administrator
Date: July 27, 2026
Re: Bills Payable Through July 24, 2026

Attached for review and consideration by the City Council are the bills payable for the period ending July 24, 2026. We would suggest that the City Council approve the payment of the bills payable as presented.

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
ABILITY BUILDING CENTER INC						
31038	CITY HALL - CLEANING	06/30/2026	118.37	.00		
31038	CITY HALL - SHREDDING	06/30/2026	49.96	.00		
31039	FD - CLEANING COMM RM	06/30/2026	358.80	.00		
31039	FD - CLEANING STATION	06/30/2026	124.98	.00		
Total 8085:			652.11	.00		
AMAZON CAPITAL SERVICES						
13G3-KCWM-TH	POOL - FIRST AID SUPPLIES	07/16/2026	95.92	.00		
13GL-T1NQ-3JH	LIBRARY - PROGRAM SUPPLIES	07/16/2026	227.85	.00		
13HW-4XTK-JT9	LIBRARY - BOOKS GRANT FUNDED	07/12/2026	16.50	.00		
13NF-3HP4-VGX	LIBRARY - BOOKS GRANT FUNDED	07/21/2026	26.29	.00		
161J-CY11-C6TJ	GC - EQUIPMENT REPAIR	07/02/2026	15.99	.00		
161J-CY11-KTW	GC - EQUIPMENT REPAIR	07/02/2026	193.79	.00		
16D3-46PK-VYQ	POOL - REGISTER FOR ADMISSIONS	07/06/2026	999.00	.00		
16FT-7X7H-PHK	LIBRARY - BOOKS GRANT FUNDED	07/16/2026	149.80	.00		
17GL-R79J-GJT6	LIBRARY - BOOKS GRANT FUNDED	07/12/2026	31.86	.00		
19TY-YDNQ-334	GC - KITCHEN SUPPLIES	07/13/2026	10.44	.00		
1CGL-VMK9-KFJ	LIBRARY - BOOKS GRANT FUNDED	07/22/2026	11.69	.00		
1CKM-R69C-36N	LIBRARY - BOOKS GRANT FUNDED	07/19/2026	12.99	.00		
1CMW-31YP-XX	LIBRARY - BOOKS GRANT FUNDED	07/19/2026	17.04	.00		
1FC3-KQR9-9DC	LIBRARY - BOOKS GRANT FUNDED	07/22/2026	11.90	.00		
1G74-4NV3-K3J	LIBRARY - BOOKS GRANT FUNDED	07/21/2026	9.62	.00		
1H7H-NDFY-PQ	LIBRARY - BOOKS GRANT FUNDED	07/19/2026	12.99	.00		
1HNW-4WXH-TY	LIBRARY - BOOKS GRANT FUNDED	07/21/2026	17.60	.00		
1JFQ-F4DF-L41	LIBRARY - BOOKS GRANT FUNDED	07/12/2026	32.92	.00		
1JHK-RWWR-37	LIBRARY - BOOKS GRANT FUNDED	07/18/2026	92.14	.00		
1JVV-R64K-KQQ	LIBRARY - PROGRAM SUPPLIES	07/20/2026	61.93	.00		
1KK3-L33J-TY4Y	POOL - CONCESSIONS	07/01/2026	35.48	.00		
1KK3-L33J-TY4Y	POOL - SAFETY EQUIPMENT	07/01/2026	58.44	.00		
1LJQ-PDHW-PM	CITY HALL - OFFICE SUPPLIES	07/02/2026	66.49	.00		
1LJQ-PDHW-PM	POOL - INSTRUCTIONAL SUPPLIES	07/02/2026	114.95	.00		
1LJQ-PDHW-PM	POOL - CONCESSIONS	07/02/2026	80.38	.00		
1MWF-GP34-GH	LIBRARY - BOOKS GRANT FUNDED	07/12/2026	7.19	.00		
1QHJ-QFHJ-CTK	LIBRARY - BOOKS GRANT FUNDED CREDIT	07/21/2026	12.99-	.00		
1QQH-K14C-71X	LIBRARY - BOOKS GRANT FUNDED	07/19/2026	12.99	.00		
1RHF-CLN4-WQ	LIBRARY - BOOKS GRANT FUNDED	07/11/2026	134.99	.00		
1RHJ-9TKT-V3M	LIBRARY - BOOKS GRANT FUNDED	07/19/2026	9.74	.00		
1RRL-CG7T-GN	CITY HALL - OFFICE SUPPLIES	07/15/2026	53.97	.00		
1RRL-CG7T-GN	LIC BUR - OFFICE SUPPLIES	07/15/2026	7.99	.00		
1TFX-HC9K-7TF	POOL - SWIMTEAM RIBBONS	07/10/2026	26.99	.00		
1VVL-KT1H-KFT	LIBRARY - BOOKS GRANT FUNDED	07/08/2026	16.59	.00		
1W16-3XK4-HFH	LIBRARY - BOOKS GRANT FUNDED	07/12/2026	115.53	.00		
1W16-3XK4-HKC	LIBRARY - BOOKS GRANT FUNDED	07/12/2026	9.39	.00		
1WPW-QDL1-F7	CITY HALL - OFFICE SUPPLIES	07/14/2026	174.59	.00		
1X4W-YFVR-GY	POOL - REPAIR	07/13/2026	94.88	.00		
1X4W-YFVR-GY	POOL - OFFICE SUPPLIES	07/13/2026	167.08	.00		
1XCK-G31T-XTD	GC - GOLF BALLS FOR RESALE	07/01/2026	59.94	.00		
1XCK-G31T-XTD	GC - SIGN FOR CLUBHOUSE	07/01/2026	31.22	.00		
1XK6-V11N-NJPJ	POOL - FIRST AID CABINET	07/20/2026	39.99	.00		
1XMC-7GHK-D4	POOL - TOILET PAPER	07/17/2026	369.50	.00		
1XMC-7GHK-KD	CITY HALL - ANNUAL MEMBERSHIP FEE	07/17/2026	87.25	.00		
1XMC-7GHK-KD	LIBRARY - ANNUAL MEMBERSHIP FEE	07/17/2026	87.25	.00		
1XMC-7GHK-KD	PD - ANNUAL MEMBERSHIP FEE	07/17/2026	87.25	.00		
1XMC-7GHK-KD	GC - ANNUAL MEMBERSHIP FEE	07/17/2026	87.25	.00		
1XNR-MMHJ-JV9	LIBRARY - BOOKS GRANT FUNDED	07/13/2026	26.99	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 9956:			4,099.57	.00		
AUTOMATIC SYSTEMS CO.						
045244	WELL #3 SERVICE	07/01/2026	1,142.50	.00		
Total 8881:			1,142.50	.00		
B & T TECHNICAL SERVICES, LLC						
1972	COMM BLDG - SOLAR ELECTRICAL SERVICE	06/30/2026	765.70	.00		
Total 9680:			765.70	.00		
BERNIE BUCHNER INC						
895710	WATER PLANT - RESTOCK FEE FOR PARTS	07/02/2026	968.09	.00		
Total 129:			968.09	.00		
BLUE CROSS BLUE SHIELD MINNESOTA						
8/26 STMT	EMPLOYER PAID HEALTH - CLERK	07/21/2026	1,961.15	1,961.15	07/21/2026	
8/26 STMT	EMPLOYER PAID HEALTH - FD	07/21/2026	103.21	103.21	07/21/2026	
8/26 STMT	EMPLOYER PAID HEALTH - LIBRARY	07/21/2026	786.54	786.54	07/21/2026	
8/26 STMT	EMPLOYER PAID HEALTH - LICENSE BUREAU	07/21/2026	2,627.54	2,627.54	07/21/2026	
8/26 STMT	EMPLOYER PAID HEALTH - PARKS	07/21/2026	215.18	215.18	07/21/2026	
8/26 STMT	EMPLOYER PAID HEALTH - PD	07/21/2026	2,640.30	2,640.30	07/21/2026	
8/26 STMT	EMPLOYER PAID HEALTH - PUBLIC WORKS	07/21/2026	739.80	739.80	07/21/2026	
8/26 STMT	EMPLOYER PAID HEALTH - REC	07/21/2026	121.01	121.01	07/21/2026	
8/26 STMT	EMPLOYER PAID HEALTH - SEWER	07/21/2026	941.94	941.94	07/21/2026	
8/26 STMT	EMPLOYER PAID HEALTH - STREET	07/21/2026	1,491.76	1,491.76	07/21/2026	
8/26 STMT	EMPLOYER PAID HEALTH - WATER	07/21/2026	1,425.12	1,425.12	07/21/2026	
8/26 STMT	HEALTH INSURANCE WITHHELD	07/21/2026	2,197.56	2,197.56	07/21/2026	
Total 9672:			15,251.11	15,251.11		
CINTAS CORPORATION						
4270941419	CITY HALL - MATS, CLEANING RAGS & TOWELS	06/01/2026	110.26	.00		
4270941464	GC- CLEANING RAGS FOR CLUBHOUSE AND SHOP	06/01/2026	55.04	.00		
4272450839	GC- CLEANING RAGS FOR CLUBHOUSE AND SHOP	06/15/2026	49.43	.00		
4272450857	CITY HALL - MATS, CLEANING RAGS & TOWELS	06/15/2026	110.26	.00		
4273946179	GC- CLEANING RAGS FOR CLUBHOUSE AND SHOP	06/29/2026	59.05	.00		
4273946204	CITY HALL - MATS, CLEANING RAGS & TOWELS	06/29/2026	110.26	.00		
Total 9696:			494.30	.00		
CITY TREASURER'S OFFICE						
209424 - SEWER	3 NEW SEWER CONNECTIONS - 1/1/26 - 6/30/26	06/30/2026	8,723.50	.00		
Total 1086:			8,723.50	.00		
CLASSIC ROCK PRODUCTS INC						
1130	PARKS- SOIL FOR NEW PLAYGROUND AT WIESER PARK	06/30/2026	1,656.00	.00		
Total 278:			1,656.00	.00		
CLEARWAY COMMUNITY SOLAR LLC						
5/26 STMT	219 MAIN ST - UNIT LIGHTS	05/31/2026	98.14	.00		
5/26 STMT	608 S 7TH ST - TENNIS COURT LIGHTS	05/31/2026	12.55	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
5/26 STMT	1450 HWY 16 - LIFT STATION	05/31/2026	37.40	.00		
5/26 STMT	1200 JONATHAN LANE - PARK SHELTER	05/31/2026	53.69	.00		
5/26 STMT	407 ORCHARDVIEW - BOOSTER STATION	05/31/2026	380.53	.00		
5/26 STMT	523 S CHESTNUT ST - ANIMAL SHELTER	05/31/2026	50.46	.00		
5/26 STMT	200 STONEY POINT - WELL HOUSE	05/31/2026	996.40	.00		
5/26 STMT	400 LARCH AVE - WELL 2	05/31/2026	815.12	.00		
5/26 STMT	31 MCINTOSH RD - LIFT STATION	05/31/2026	14.18	.00		
5/26 STMT	1323 SPRUCE DR - ABNET FIELDS	05/31/2026	39.42	.00		
5/26 STMT	219 CHESTNUT ST - BRIDGE LIGHT	05/31/2026	70.34	.00		
5/26 STMT	209 S. WALNUT ST- LAC SIGN	05/31/2026	17.63	.00		
5/26 STMT	110 MIDNIGHT ST - LIFT STATION	05/31/2026	65.23	.00		
5/26 STMT	193 MCINTOSH RD - BOOSTER STATION	05/31/2026	230.03	.00		
5/26 STMT	321 MAIN ST - LIBRARY	05/31/2026	205.32	.00		
5/26 STMT	202 MAIN ST - FLAG LIGHT	05/31/2026	3.99	.00		
5/26 STMT	722 N 2ND ST - RADIUM PLANT	05/31/2026	2,494.96	.00		
5/26 STMT	608 S 7TH ST - POOL	05/31/2026	642.17	.00		
5/26 STMT	336 S 1ST ST - COMMUNITY BLDG	05/31/2026	193.30	.00		
5/26 STMT	520 S 14TH ST - ICE ARENA	05/31/2026	3,212.87	.00		
Total 9854:			9,633.73	.00		
DAVY LABORATORIES						
26G0065	WASTEWATER TESTING	07/08/2026	340.00	.00		
26G0078	WASTEWATER TESTING	07/08/2026	120.00	.00		
Total 312:			460.00	.00		
DEPT OF NATURAL RESOURCES						
7/14/26-7/20/26	WEEKLY RECREATIONAL VEH. REGIST.	07/20/2026	730.48	730.48	07/24/2026	
7/7/26-7/13/26	WEEKLY RECREATIONAL VEH. REGIST.	07/13/2026	1,084.50	1,084.50	07/17/2026	
Total 318:			1,814.98	1,814.98		
ECM PUBLISHERS, INC.						
1105480	AD - 2025 TAX INCREMENT DISCLOSURE	07/01/2026	114.00	.00		
1106351	AD - CITY ELECTION	07/08/2026	95.00	.00		
Total 8062:			209.00	.00		
EFTPS - ELECTRONIC FEDERAL TAX						
07/17/26 P/R	FED/FICA/MEDICARE	07/21/2026	31,663.01	31,663.01	07/21/2026	
Total 1127:			31,663.01	31,663.01		
GEMPLER'S INC						
INV0004640819	WATER DEPT - SHIPPING	07/07/2026	8.79	.00		
INV0004640819	SEWER DEPT - SHIPPING	07/07/2026	8.79	.00		
INV0004640824	WATER DEPT - VINYL MARKING FLAGS	07/07/2026	174.99	.00		
INV0004640824	SEWER DEPT - VINYL MARKING FLAGS	07/07/2026	174.99	.00		
Total 10163:			367.56	.00		
GRAFIX SHOPPE						
172527	FD - GRAPHICS FOR NEW TANKER TRUCK	07/22/2026	1,957.20	.00		
Total 9867:			1,957.20	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
HAWKINS INC.						
7493963	WATER PLANT - CHEMICALS	07/15/2026	30.00	.00		
7503183	POOL - CHEMICALS	07/21/2026	2,290.62	.00		
Total 512:			2,320.62	.00		
HENDERSON, TINA						
2026 SHOE	GC - REIMBURSE SHOE ALLOWANCE	07/13/2026	109.69	.00		
Total 9346:			109.69	.00		
HORIZON COMMERCIAL POOLS						
INV149942	POOL - CHROME ROPE CLAMPS	07/13/2026	344.25	.00		
Total 10366:			344.25	.00		
INGRAM LIBRARY SERVICES LLC						
97793373	LIBRARY - BOOKS GRANT FUNDED	07/10/2026	13.56	.00		
97793374	LIBRARY - BOOKS GRANT FUNDED	07/10/2026	43.10	.00		
97902669	LIBRARY - BOOKS GRANT FUNDED	07/15/2026	90.51	.00		
97902670	LIBRARY - BOOKS GRANT FUNDED	07/15/2026	11.58	.00		
97902671	LIBRARY - BOOKS GRANT FUNDED	07/15/2026	55.50	.00		
98015149	LIBRARY - BOOKS GRANT FUNDED	07/21/2026	25.79	.00		
Total 10337:			240.04	.00		
LA CRESCENT ACE HARDWARE						
6/26 STMT	STREETS - GRASS SEED	06/30/2026	24.99	.00		
6/26 STMT	WATER SAMPLES POSTAGE	06/30/2026	16.14	.00		
6/26 STMT	POOL - FILTER REPAIR	06/30/2026	13.18	.00		
6/26 STMT	FD - TRAINING SUPPLIES	06/30/2026	55.99	.00		
6/26 STMT	PARKS - GARBAGE BAGS	06/30/2026	53.97	.00		
6/26 STMT	PARKS - WIESER PARK PLAYGROUND	06/30/2026	22.95	.00		
6/26 STMT	CITY HALL - OFFICE SUPPLIES	06/30/2026	18.99	.00		
6/26 STMT	PUB WORKS - CLEANING SUPPLIES	06/30/2026	9.58	.00		
6/26 STMT	MAINT - SMALL TOOLS	06/30/2026	14.44	.00		
6/26 STMT	GC - OFFICE SUPPLIES	06/30/2026	11.16	.00		
6/26 STMT	GC - BIRD SEED	06/30/2026	45.98	.00		
6/26 STMT	POOL - CLEANING SUPPLIES	06/30/2026	89.18	.00		
6/26 STMT	POOL - CLEANING SUPPLIES	06/30/2026	69.41	.00		
6/26 STMT	POOL - FILTER REPAIR	06/30/2026	11.99	.00		
6/26 STMT	POOL - WASP SPRAY	06/30/2026	20.00	.00		
6/26 STMT	MAINT - SMALL TOOLS	06/30/2026	29.99	.00		
6/26 STMT	WATER DEPT - BATTERIES FOR LOCATOR	06/30/2026	5.99	.00		
6/26 STMT	POOL - REPAIR SLIDE MAT	06/30/2026	2.75	.00		
6/26 STMT	STREETS - BOBCAT REPAIR	06/30/2026	1.38	.00		
6/26 STMT	MAINT - VOLTAGE TESTER	06/30/2026	12.98	.00		
6/26 STMT	MAINT - SMALL TOOLS	06/30/2026	9.59	.00		
6/26 STMT	POOL - REPAIR	06/30/2026	43.67	.00		
6/26 STMT	PARKS - PICNIC TABLE REPAIR	06/30/2026	38.99	.00		
6/26 STMT	POOL - WASP SPRAY	06/30/2026	10.00	.00		
6/26 STMT	MAINT - SMALL TOOLS	06/30/2026	28.98	.00		
6/26 STMT	STREETS - BOBCAT REPAIR	06/30/2026	4.29	.00		
6/26 STMT	PARKS - PLAYGROUND FENCE WIESER PARK	06/30/2026	83.98	.00		
6/26 STMT	MAINT - EQUIPMENT REPAIR	06/30/2026	41.17	.00		
6/26 STMT	PARKS - POTTING SOIL	06/30/2026	27.54	.00		
6/26 STMT	MAINT - SMALL TOOLS	06/30/2026	45.98	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
6/26 STMT	PARKS - LANDSCAPING SUPPLIES	06/30/2026	41.99	.00		
6/26 STMT	MAINT - SMALL TOOLS	06/30/2026	22.99	.00		
6/26 STMT	MAINT - SMALL TOOLS	06/30/2026	32.17	.00		
6/26 STMT	PARKS - PLAYGROUND WIESER PARK	06/30/2026	21.98	.00		
6/26 STMT	PARKS - BOBCAT REPAIR	06/30/2026	.79	.00		
6/26 STMT	PARKS - BOLTS FOR TV MOUNT FOR WIESER PAVILION	06/30/2026	5.56	.00		
6/26 STMT	PARKS - GARDEN HOSE	06/30/2026	39.99	.00		
6/26 STMT	MAINT - SMALL TOOLS	06/30/2026	27.99	.00		
6/26 STMT	POOL - BLDG MAINT	06/30/2026	17.15	.00		
6/26 STMT	POOL - REPAIR	06/30/2026	7.99	.00		
6/26 STMT	MAINT - SMALL TOOLS	06/30/2026	21.99	.00		
6/26 STMT	PARKS - WHEELBARROW	06/30/2026	129.99	.00		
6/26 STMT	MAINT - SHOP LIGHT	06/30/2026	29.99	.00		
6/26 STMT	ANIMAL RESCUE - LIGHT BULBS	06/30/2026	22.99	.00		
Total 717:			1,288.79	.00		
LA CRESCENT ROCK PRODUCTS INC						
26-201	STREETS - ROCK FOR SHOP	06/30/2026	234.63	.00		
26-201	PARKS - ROCK FOR WIESER PARK PLAYGROUND	06/30/2026	543.06	.00		
Total 1121:			777.69	.00		
LA CROSSE GLASS & OVERHEAD DOOR CO.						
OH1774	MAINT SHOP - REPAIR GARAGE DOOR	07/06/2026	399.10	.00		
Total 2471:			399.10	.00		
LARKSPUR REED TRIO						
7/18/26	LIBRARY - MUSICAL PERFORMANCE FEE	07/18/2026	750.00	.00		
Total 10374:			750.00	.00		
MAYO CLINIC AMBULANCE SERVICE						
4260106	CPR/1ST AID CLASS	07/11/2026	156.00	.00		
Total 8150:			156.00	.00		
MED COMPASS						
49520	FD - ANNUAL FIT TEST	05/02/2026	3,490.00	.00		
Total 8978:			3,490.00	.00		
MENARDS-LA CROSSE						
28734	GC - CLEANING SUPPLIES	06/09/2026	210.98	.00		
28734	GC - BUG SPRAY FOR RESALE	06/09/2026	269.28	.00		
28734	GC - SMALL TOOLS	06/09/2026	119.99	.00		
28734	GC - SAFETY EQUIPMENT	06/09/2026	107.84	.00		
28734	GC - EQUIPMENT REPAIR	06/09/2026	13.94	.00		
28734	GC - COURSE REPAIR	06/09/2026	108.95	.00		
29996	POOL - REPAIR	07/08/2026	30.85	.00		
29996	T-POSTS FOR JASON'S PLANTINGS	07/08/2026	191.60	.00		
30100	STREETS - JACK FOR FLAT BED TRAILER	07/10/2026	104.95	.00		
30380	STREETS - STREET MAINT SUPPLIES	07/16/2026	178.31	.00		
Total 1352:			1,336.69	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
MIDWEST TAPE						
509119274	LIBRARY- MOVIES GRANT FUNDED	07/09/2026	87.53	.00		
509145285	LIBRARY- MOVIES GRANT FUNDED	07/16/2026	49.29	.00		
509149181	LIBRARY- MOVIES GRANT FUNDED	07/16/2026	50.23	.00		
Total 9851:			187.05	.00		
MIENERGY COOPERATIVE						
6/26 STMT	ELECT UTILITIES-CRESC.HGTS.& WILDWOOD SEC LIGH	06/30/2026	253.00	253.00	07/20/2026	
6/26 STMT	ELECT UTILITIES-GC POP MACH.	06/30/2026	129.44	129.44	07/20/2026	
6/26 STMT	ELECT UTILITIES-GC CLUBHOUSE	06/30/2026	1,466.97	1,466.97	07/20/2026	
6/26 STMT	ELECT UTILITIES-GC IRRIGATION & PARKING LOTS LIGH	06/30/2026	1,006.45	1,006.45	07/20/2026	
6/26 STMT	ELECT UTILITIES - HORSETRACK MEADOWS LIFT STATI	06/30/2026	142.80	142.80	07/20/2026	
6/26 STMT	ELECT UTILITIES - WIESER PARK	06/30/2026	281.60	281.60	07/20/2026	
Total 2012:			3,280.26	3,280.26		
MINNESOTA CHILD SUPPORT PAYMENT CENTER						
7/17/26P/R00156	MN CHILD SUPPORT	07/20/2026	525.14	525.14	07/20/2026	
Total 9597:			525.14	525.14		
MINNESOTA DEPT OF REVENUE						
07/17/26 P/R	MN STATE WHT	07/21/2026	5,378.00	5,378.00	07/21/2026	
Total 227:			5,378.00	5,378.00		
MINNESOTA ENERGY RESOURCES INC						
6/26 STMT	CITY HALL - GAS UTILITIES	06/30/2026	45.00	45.00	07/20/2026	
6/26 STMT	LIBRARY - GAS UTILITIES	06/30/2026	20.60	20.60	07/20/2026	
6/26 STMT	MAINT BLDG - GAS UTILITIES	06/30/2026	45.00	45.00	07/20/2026	
6/26 STMT	PUMP HOUSE - 405 ORCHARDVIEW	06/30/2026	18.00	18.00	07/20/2026	
6/26 STMT	PUMP HOUSE - 193 MCINTOSH	06/30/2026	32.88	32.88	07/20/2026	
6/26 STMT	CONTROL BLDG - GAS UTILITIES	06/30/2026	38.19	38.19	07/20/2026	
6/26 STMT	POOL - GAS UTILITIES	06/30/2026	2,957.28	2,957.28	07/20/2026	
6/26 STMT	COMMUNITY BLDG - GAS UTILITIES	06/30/2026	45.00	45.00	07/20/2026	
6/26 STMT	ICE ARENA - GAS UTILITIES	06/30/2026	417.63	417.63	07/20/2026	
6/26 STMT	ABNET RESTROOMS - GAS UTILITIES	06/30/2026	34.45	34.45	07/20/2026	
6/26 STMT	ANIMAL SHELTER - GAS UTILITIES	06/30/2026	62.25	62.25	07/20/2026	
Total 8171:			3,716.28	3,716.28		
MN DEPT OF REVENUE						
6/26 SALES TAX	SALES TAX - GF	07/17/2026	3,414.62	3,414.62	07/17/2026	
6/26 SALES TAX	SALES TAX - LICENSE BUREAU	07/17/2026	1.81	1.81	07/17/2026	
6/26 SALES TAX	SALES TAX - SOLID WASTE	07/17/2026	962.13	962.13	07/17/2026	
6/26 SALES TAX	SALES TAX - WATER	07/17/2026	568.43	568.43	07/17/2026	
6/26 SALES TAX	SALES TAX - G.C.	07/17/2026	6,634.60	6,634.60	07/17/2026	
Total 1331:			11,581.59	11,581.59		
MN UNEMPLOYMENT INSURANCE						
CITY Q2 2026	PARKS - UNEMPLOYMENT INSURANCE BENEFIT	07/08/2026	1,092.00	.00		
Total 1321:			1,092.00	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
NORTHERN BATTERY						
14312607140827	GC - BATTERY FOR MOWER	07/14/2026	173.44	.00		
14312607140827	GC - BATTERIES FOR GOLF CARS	07/14/2026	394.71	.00		
14312607140827	GC - GOLF CART EXCHANGE USED BATTERY CREDIT	07/14/2026	90.00-	.00		
Total 1461:			478.15	.00		
NORTHERN BEVERAGE DISTRIBUTING						
1708011	GC - BEER FOR RESALE	07/16/2026	719.40	.00		
Total 2311:			719.40	.00		
NORTHLAND SECURITIES INC						
INV-2429	ANNUAL REPORT FOR TIF 2-1 - ANIMAL CLINIC	07/02/2026	1,285.00	.00		
INV-2429	ANNUAL REPORT FOR TIF 5-1 - HETH	07/02/2026	1,285.00	.00		
INV-2429	ANNUAL REPORT FOR TIF 4-2 - GUNDERSEN	07/02/2026	1,285.00	.00		
INV-2429	ANNUAL REPORT FOR TIF 1-9 - NOLOP	07/02/2026	1,285.00	.00		
INV-2429	ANNUAL REPORT FOR TIF 1-8 - HOTEL/EVENT CENTER	07/02/2026	1,285.00	.00		
Total 8272:			6,425.00	.00		
POINT C						
07/13/26 D. STAV	MEDICAL REIMB P/R DEDUCTED-D. STAVENAU	07/14/2026	543.43	543.43	07/14/2026	
6/126STMT PCH1	ADMIN FEE	07/21/2026	75.00	75.00	07/21/2026	
7/10/26 D. STAV	MEDICAL REIMB P/R DEDUCTED-D. STAVENAU	07/13/2026	10.00	10.00	07/13/2026	
Total 10202:			628.43	628.43		
PUBLIC EMPLOYEES RETIREMENT						
07/17/26 P/R	RETIREMENT DEDUCTIONS/CONTRIB.-CORD & PF	07/22/2026	18,394.32	18,394.32	07/22/2026	
Total 1612:			18,394.32	18,394.32		
QUADIENT FINANCE USA, INC						
7/26 STMT	Postage Meter Postage- Arena	07/15/2026	6.00	.00		
7/26 STMT	Postage Meter Postage- Police	07/15/2026	42.00	.00		
7/26 STMT	Postage Meter Postage- Pool	07/15/2026	12.00	.00		
7/26 STMT	Postage Meter Postage- Public works	07/15/2026	30.00	.00		
7/26 STMT	Postage Meter Postage- Sewer	07/15/2026	126.00	.00		
7/26 STMT	Postage Meter Postage- Water	07/15/2026	126.00	.00		
7/26 STMT	Postage Meter Postage- Animal Rescue	07/15/2026	6.00	.00		
7/26 STMT	Postage Meter Postage- B&Z	07/15/2026	42.00	.00		
7/26 STMT	Postage Meter Postage- Clerk	07/15/2026	90.00	.00		
7/26 STMT	Postage Meter Postage- Fire Dept	07/15/2026	24.00	.00		
7/26 STMT	Postage Meter Postage- Golf Course	07/15/2026	18.00	.00		
7/26 STMT	Postage Meter Postage- Library	07/15/2026	18.00	.00		
7/26 STMT	Postage Meter Postage- Lic Bur	07/15/2026	60.00	.00		
Total 9799:			600.00	.00		
RONCO ENGINEERING SALES INC						
3437044	GC - EQUIPMENT REPAIR	07/06/2026	353.65	.00		
Total 1813:			353.65	.00		
SPLISH SPLASH AUTO BATH						
7/22/26	PD - 20 CAR WASH TOKENS	07/22/2026	162.00	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 8567:			162.00	.00		
SUPERIOR TURF SERVICES						
9300	GC - CHEMICALS	06/27/2026	1,552.25	.00		
9351	GC - FERTILIZER	07/08/2026	282.15	.00		
Total 9826:			1,834.40	.00		
THORSON GRAPHICS LLC						
10536	POOL - SWIM TEAM SHIRTS	06/10/2026	634.94	.00		
Total 8998:			634.94	.00		
US POSTAL SERVICE						
7/26 CYCLE2 PA	PAST DUE WATER/SEWER - WATER	07/17/2026	29.90	29.90	07/17/2026	
7/26 CYCLE2 PA	PAST DUE WATER/SEWER - SEWER	07/17/2026	29.90	29.90	07/17/2026	
Total 2102:			59.80	59.80		
VERIZON WIRELESS						
6147222037	FD - MOBILE & DATA	06/28/2026	240.15	.00		
6147551465	WATER DEPT - WIRELESS	06/30/2026	57.87	.00		
6147551465	SEWER DEPT - WIRELESS	06/30/2026	57.87	.00		
Total 8973:			355.89	.00		
VOYA INSTITUTIONAL TRUST COMPANY						
07/17/26 P/R	DEFERRED COMP. DEDUCTIONS/CONTRIBUTIONS	07/21/2026	4,040.50	4,040.50	07/21/2026	
Total 10290:			4,040.50	4,040.50		
WATER SYSTEMS CO.						
399232	LIBRARY - WATER COOLER RENTAL	06/30/2026	8.00	.00		
Total 8605:			8.00	.00		
WHKS & CO.						
58244	WALNUT STREET RECONSTRUCTION	06/26/2026	5,346.99	.00		
58245	REDWOOD ST STORM SEWER IMPROVEMENTS	06/26/2026	11,514.08	.00		
Total 8290:			16,861.07	.00		
WINONA COUNTY TREASURER						
2026 REAL ESTA	2026 REAL ESTATE ASSESSMENT FEE	07/08/2026	820.00	.00		
Total 2370:			820.00	.00		
XCEL ENERGY						
6/26 STMT	CITY HALL - 315 MAIN	06/30/2026	900.54	900.54	07/20/2026	
6/26 STMT	LIBRARY - 321 MAIN	06/30/2026	94.12	94.12	07/20/2026	
6/26 STMT	FLAG LIGHT - 202 MAIN	06/30/2026	.63	.63	07/20/2026	
6/26 STMT	FLAG LIGHT - 226 MAIN	06/30/2026	21.25	21.25	07/20/2026	
6/26 STMT	SIGN LIGHT - 525 S CHESTNUT	06/30/2026	10.03	10.03	07/20/2026	
6/26 STMT	STREET LIGHTS - PO BOX 142	06/30/2026	7,192.08	7,192.08	07/20/2026	
6/26 STMT	LIFT STATION - 1450 HWY 16	06/30/2026	2.44	2.44	07/20/2026	
6/26 STMT	SHORE ACRES - GRINDER PUMPS	06/30/2026	226.91	226.91	07/20/2026	

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
6/26 STMT	UNIT STREET LIGHTS - 33 S WALNUT	06/30/2026	11.58	11.58	07/20/2026	
6/26 STMT	CITY HALL GREEN SPACE - 322 S 1ST	06/30/2026	21.58	21.58	07/20/2026	
6/26 STMT	MAINT PARKING LOT - 517 S CHESTNUT	06/30/2026	8.70	8.70	07/20/2026	
6/26 STMT	EV STATION - 339 S 1ST ST	06/30/2026	472.58	472.58	07/20/2026	
6/26 STMT	POOL - 608 S 7TH ST	06/30/2026	902.24	902.24	07/20/2026	
6/26 STMT	WELL #3 - 417 WALNUT PL	06/30/2026	2,814.15	2,814.15	07/20/2026	
6/26 STMT	BOOSTER STATION - 193 MCINTOSH E	06/30/2026	31.69	31.69	07/20/2026	
6/26 STMT	RESERVOIR - 1026 CRESCENT HILLS	06/30/2026	10.20	10.20	07/20/2026	
6/26 STMT	WWTP - 222 HWY 16	06/30/2026	379.71	379.71	07/20/2026	
6/26 STMT	WELL HOUSE - 200 STONEY PT RD	06/30/2026	1,318.55	1,318.55	07/20/2026	
Total 1410:			14,418.98	14,418.98		
Grand Totals:			183,626.08	110,752.40		

Dated: _____

Mayor: _____

City Council: _____

City Recorder: _____

City Treasurer: _____

Report Criteria:

Detail report.

Invoices with totals above \$0 included.

Paid and unpaid invoices included.



Item: 1.3

STAFF REPORT

To: Honorable Mayor and City Council Members
From: Kara Tarrence, Finance Director
Date: July 27, 2026
Re: Cash Balance/Activity Report- June 2026

Attached is the Cash Balance/Activity Report for June 2026.

CITY OF LA CRESCENT
CASH BALANCES
JUNE 30, 2026

FUND	UNAUDITED 12/31/2025 BALANCE	UNAUDITED 6/30/2026 BALANCE
GENERAL (101)		
Unreserved	1,636,332.44	4,095,524.15
TOTAL GENERAL FUND	<u>1,636,332.44</u>	<u>4,095,524.15</u>
REVOLVING LOAN FUND (204)		
SCDP Grant Funds Returned	34,587.55	46,587.55
TOTAL REVOLVING LOAN FUND	<u>34,587.55</u>	<u>46,587.55</u>
LIBRARY (211)		
Unreserved	104,513.58	22,493.27
TOTAL LIBRARY	<u>104,513.58</u>	<u>22,493.27</u>
FIRE DEPARTMENT (213)		
Unreserved	570,885.53	909,493.73
	<u>570,885.53</u>	<u>909,493.73</u>
TAX INCREMENT FINANCE DISTRICTS		
Tax Increment 2-1 Duckett (252)	16,550.30	16,763.63
Tax Increment 5-1 Heth's (257)	-1,910.67	-5,165.55
Tax Increment 4-2 Gundersen (258)	61,964.44	53,693.19
Tax Increment 6-1 Schumacher Kish (259)	0.00	0.00
Tax Increment 1-8 Event Ctr/Hotel (260)	37,330.12	17,146.37
Tax Increment 1-9 31 S. Walnut (261)	-8,469.36	-8,704.24
	<u>105,464.83</u>	<u>73,733.40</u>
DEBT SERVICE		
Bonds Paid Up (300)	20,642.74	20,908.81
2009A G.O. Refunding Bonds (322)	2,808.91	11,777.70
2011A GO IMP Fund (324)	0.00	0.00
2011B G.O. Rec. Facilities (325)	335,858.12	167,757.32
2013A G.O. Equipment Certificates (326)	0.00	0.00
2016A G.O. Refunding Bonds (327)	132,474.79	35,755.16
2017A G.O. Equipment Certificates (328)	152,415.66	42,732.24
2018A G.O. Imp. Bonds (329)	220,656.55	72,286.30
2019A G.O. Equipment Certificates (330)	58,104.01	888.54
2019B G.O. Imp. Bonds (331)	43,086.30	11,866.76
2020A G.O. Imp. Bonds-HTM (332)	1,283,158.66	959,713.49
2020A G.O. Imp. Bonds-Arena (333)	22,503.84	11,060.83
2022A GO Bond (334)	220,079.15	33,107.18
TOTAL DEBT SERVICE	<u>2,491,788.73</u>	<u>1,367,854.33</u>

CITY OF LA CRESCENT
CASH & INVESTMENT ANALYSIS
JUNE 30, 2026

PETTY CASH & CASH DRAWERS	3,950.00
NOW CHECKING (5000047)/SWEEP ACCT	3,479,507.31
PSN DEPOSITORY ACCT (40031122)	448,559.91
HOME FEDERAL SAVINGS ACCT (4000061304)	0.00
MERCHANTS DMV (40064109)	100,844.19
PINE CREEK GOLF COURSE (9191115)	350,287.65
ICD SECURITIES, INC. MM (33682956)	9,443.87
MULTI-BANK SECURITIES, INC. - MM	0.00
MULTI-BANK SECURITIES, INC. - GOVT SEC.	0.00
MULTI-BANK SECURITIES, INC. - CD'S	647,449.50
ICD SECURITIES, INC. CD'S	424,252.09
	<u>\$5,464,294.52</u>

<u>TOTAL INVESTMENTS-THIS YEAR</u>	
MONEY MARKET, TREAS INDEX & CASH ACCTS	4,392,592.93
CD'S	1,071,701.59
GOVERNMENT SECURITIES	0.00
	<u>5,464,294.52</u>
RATES ON INVESTMENTS	0.40% - 4.6%

<u>TOTAL INVESTMENTS-LAST YEAR</u>	
MONEY MARKET, TREAS INDEX & CASH ACCTS	1,974,469.24
CD'S	1,087,000.00
GOVERNMENT SECURITIES	0.00
	<u>3,061,469.24</u>
RATES ON INVESTMENTS	0.40% - 4.6%



Item: 1.4

STAFF REPORT

To: Honorable Mayor and City Council Members
From: Kara Tarrence, Finance Director
Date: July 27, 2026
Re: Library Report- June 2026

Attached is the Library Report for June 2026.

Account Number	Account Title	2024 Pri Year 2 Actual	2025 Pri Year Actual	01/26-06/26 Cur YTD Actual	2026 Cur Year Budget	2026 Cur Year Unexpended
LIBRARY FUND						
SOURCE: 23						
211-23800	DEFERRED REV-DELINQUENT TAXES	1,285	1,100	.00	.00	.00
Total SOURCE: 23:		1,285	1,100	.00	.00	.00
TAXES						
211-31013	LIBRARY TAX REVENUE	187,309	195,749	.00	204,141	204,141
211-31014	HOUSTON COUNTY LIBRARY LE	68,599	59,848	27,709	54,925	27,216
211-31051	EXCESS TIF REVENUE REFUND	.00	.00	.00	.00	.00
Total TAXES:		255,907	255,597	27,709	259,066	231,357
INTERGOVERNMENTAL AID						
211-33161	FEDERAL CARES ACT FUNDS	.00	.00	.00	.00	.00
211-33402	MARKET VALUE HOMESTEAD CREDIT	.00	.00	.00	.00	.00
211-33620	WINONA COUNTY FUNDING	9,565	12,656	6,538	13,075	6,538
211-33621	HOUSTON COUNTY ARPA ALLOCATIO	.00	.00	.00	.00	.00
Total INTERGOVERNMENTAL AID:		9,565	12,656	6,538	13,075	6,538
PUBLIC CHARGES FOR SERVICE						
211-34761	SELCO LIBRARY GRANT	20	.00	.00	.00	.00
211-34762	COPY MACHINE REVENUE	2,523	2,696	1,313	2,500	1,187
211-34763	COMPUTER PRINTER REVENUE	.00	.00	.00	.00	.00
Total PUBLIC CHARGES FOR SERVICE:		2,543	2,696	1,313	2,500	1,187
FINES & FORFEITURES						
211-35103	FINES	832	1,158	451	500	49
Total FINES & FORFEITURES:		832	1,158	451	500	49
SPECIAL ASSESSMENTS						
211-36200	MISCELLANEOUS INCOME	.00	.00	.00	.00	.00
211-36210	INTEREST ON INVESTMENTS	701	1,638	175-	.00	175
211-36230	CONTRIBUTIONS	27,238	37,055	15,065	10,000	5,065-
211-36232	SUMMER SPONSORS	1,550	.00	2,250	2,000	250-
211-36233	CONTRIBUTION-LA CRESC. TWNShP	3,000	3,000	.00	.00	.00
211-36236	COMPUTER FUND REVENUE	2,460	.00	.00	.00	.00
211-36238	GRANT/SCHOLARSHIP FUNDING	7,928	6,297	10,368	.00	10,368-
211-36241	INSURANCE REIMBURSEMENT	.00	.00	.00	.00	.00
211-36243	ACE CAPITAL CREDITS	.00	.00	.00	.00	.00
Total SPECIAL ASSESSMENTS:		42,877	47,990	27,508	12,000	15,508-
OTHER FINANCING SOURCES						
211-39200	FRIENDS OF THE LIBRARY	.00	45	.00	.00	.00
211-39201	TRANSFER FROM GEN. FUND	.00	.00	.00	.00	.00
211-39202	LACRESCENT TOWNSHIP DONATION	.00	.00	.00	3,000	3,000
Total OTHER FINANCING SOURCES:		.00	45	.00	3,000	3,000
LIBRARY EXPENSES						
211-45500-101	WAGES - FULL-TIME	120,427	129,242	64,483	140,676	76,193
Budget notes:						

Account Number	Account Title	2024 Pri Year 2 Actual	2025 Pri Year Actual	01/26-06/26 Cur YTD Actual	2026 Cur Year Budget	2026 Cur Year Unexpended
Net Grand Totals:		34,948	29,945	82,381-	10,229	92,610

Report Criteria:

Actual Amounts

All Accounts

Include FUNDS: 211

Page and Total by FUND

All Segments Tested for Total Breaks

Account Number	Title	Debit Amount	Credit Amount
211-10000	CASH & INVESTMENTS	18,799.58	
211-10200	PETTY CASH-LIBRARY	.00	
211-10450	INTEREST RECEIVABLE		37.00-
211-10700	TAXES RECEIVABLE DELINQUENT	1,099.60	
211-11550	ACCTS RECEIVABLE - OTHER	.00	
211-13203	DUE FROM COUNTY		.48-
211-15500	PREPAID INSURANCE	5,208.08	
211-20200	ACCOUNTS PAYABLE		5,002.25-
211-21500	ACCRUED INTEREST PAYABLE	.00	
211-21600	ACCRUED WAGES/SAL PAYABLE	.00	
211-22810	SALES TAX PAYABLE-LIBRARY	.00	
211-23800	DEFERRED REV-DELINQUENT TAXES	.00	
211-25300	FUND BALANCE		102,448.84-
211-31013	LIBRARY TAX REVENUE	.00	
211-31014	HOUSTON COUNTY LIBRARY LE		27,709.06-
211-31051	EXCESS TIF REVENUE REFUND	.00	
211-33161	FEDERAL CARES ACT FUNDS	.00	
211-33402	MARKET VALUE HOMESTEAD CREDIT	.00	
211-33620	WINONA COUNTY FUNDING		6,537.53-
211-33621	HOUSTON COUNTY ARPA ALLOCATIO	.00	
211-34761	SELCO LIBRARY GRANT	.00	
211-34762	COPY MACHINE REVENUE		1,313.46-
211-34763	COMPUTER PRINTER REVENUE	.00	
211-35103	FINES		451.13-
211-36200	MISCELLANEOUS INCOME	.00	
211-36210	INTEREST ON INVESTMENTS	174.95	
211-36230	CONTRIBUTIONS		15,064.50-
211-36232	SUMMER SPONSORS		2,250.00-
211-36233	CONTRIBUTION-LA CRESC. TWNSHP	.00	
211-36236	COMPUTER FUND REVENUE	.00	
211-36238	GRANT/SCHOLARSHIP FUNDING		10,368.00-
211-36241	INSURANCE REIMBURSEMENT	.00	
211-36243	ACE CAPITAL CREDITS	.00	
211-39200	FRIENDS OF THE LIBRARY	.00	
211-39201	TRANSFER FROM GEN. FUND	.00	
211-39202	LACRESCENT TOWNSHIP DONATION	.00	
211-45500-101	WAGES - FULL-TIME	64,482.58	
211-45500-102	OVERTIME PAY	.00	
211-45500-103	WAGES - PART-TIME	18,861.19	
211-45500-111	SEVERANCE PAY	.00	
211-45500-121	EMPLOYER FICA EXPENSE	6,753.54	
211-45500-122	PERA CONTRIBUTIONS	6,304.67	
211-45500-131	EMPLOYER PAID HEALTH INS	5,187.06	
211-45500-152	WORKERS COMP BENEFITS	.00	
211-45500-200	LIBRARY OFFICE SUPPLIES	298.32	
211-45500-202	COPY MACHINE SUPPLIES	.00	
211-45500-203	COMPUTER PRINTER SUPPLIES	.00	
211-45500-211	CLEANING & SANITARY SUPPLIES	353.43	
211-45500-220	PROGRAM SUPPLIES	4,713.66	



Item: 1.5

STAFF REPORT

To: Honorable Mayor and City Council Members
From: Cassie Hanan, City Administrator
Date: July 27, 2026
Re: Low Potency Hemp Retail Licenses

Attached for review and consideration are Low Potency Hemp Retail License Applications. All applications appear to be in order and we recommend approval.



City of La Crescent
315 Main Street, La Crescent, MN 55947
Office: (507) 895-2595 Fax: (507) 895-8694

RECEIVED
JUN 29 2026
CITY OF LA CRESCENT

**REGISTRATION APPLICATION FOR LOW POTENCY HEMP EDIBLE
RETAIL BUSINESS**

Applicant Note:

Print, type, or check all applicable information. Incomplete applications will not be accepted, and penalties may be assessed. The information contained in this application becomes part of City of La Crescent's official records upon receipt by the department and is thereafter accessible to the public.

MAKE CHECKS PAYABLE TO CITY OF LA CRESCENT

Registration Type	
☒ Initial registration (New Establishment) Date of Opening: <u>9/15/2004</u>	☐ Existing Establishment Registration (change in Ownership) Date of Reopening: _____ Previous Owner: _____ Date of Change of Ownership: _____
☐ New Development*	☐ Other _____
☐ Renewal Registration	
☐ Change in location (business Relocating) Old Location: _____ New Location: _____	
Business Information	
Business (dba) Name: <u>Kwik Trip #437</u>	Owner Name: <u>Kwik Trip, Inc.</u>
Business Address: <u>319 S. 3rd St.</u> (must be physical location) <u>La Crescent, MN 55947</u>	Owner Mailing Address: <u>1626 Oak St.</u> <u>La Crosse, WI 54603</u>
Parcel ID: <u>25.0476.000; 25.0472.001; 25.0473.000</u>	
Telephone Number: <u>507-895-8710</u>	Telephone Number: <u>608-793-4741</u>
Email: <u>licensingdept@kwiktrip.com</u>	Email: <u>moliver@kwiktrip.com</u>
Office of Cannabis Management Number: <u>LPDIS-L25-001053-22</u>	
Office of Cannabis Management License Type: <u>Low Potency Hemp Edible - Retailer</u>	
Local ordinance compliance? ☒ Yes ☐ No	
Registration/Business Type	
(each location requires a separate application) See supplement for description of each business type	
☒ LOWER-POTENCY HEMP EDIBLE RETAILER	
AMOUNT PAID: <u>\$ 125.00</u>	
BY: <u>✓ 2049848</u>	
WHO PAID: <u>Kwik Trip, Inc.</u>	
DATE PAID: <u>6-29-26</u>	
Total Annual Fee (See City of La Crescent Fee Schedule)	<u>\$ 125.00</u>
I declare under the penalties of perjury and criminal liability for willfully making a false statement that this application is, to the best of my knowledge and belief, true, correct, and complete.	

Signature of owner, partner, or principal officer <u>Scott P. Ellman</u>	Title President	Date 6/23/2026
---	---------------------------	--------------------------

www.cityoflacrecent-mn.gov/



LOWER-POTENCY HEMP EDIBLE RETAILER LICENSE

KWIK TRIP INC.
LPDIS-L25-001053-22
319 S 3rd Street
La Crescent, MN 55947

Approved Business Activities

- LPHE retailer operations endorsement

**The business activities listed on this license are approved for the overall business, but may not be approved for each individual site.*



License Number: LPDIS-L25-001053

Effective Date: April 02, 2026

Expiration Date: April 02, 2027

Scan for more information on this licensed business.

A handwritten signature in black ink, reading 'Eric Taubel'. The signature is fluid and cursive, with a horizontal line underneath it.

Eric Taubel
Director

The establishment listed above has been issued a lower-potency hemp edible retailer license by the Minnesota Office of Cannabis Management. This license has been issued under the authority of Minnesota Statutes, chapter 342.

CITY OF LA CRESCENT
315 MAIN STREET
PO BOX 142
LA CRESCENT MN 55947

507-895-2595

Receipt No: 11.080821

Jun 29, 2026

KWIK TRIP #437

Previous Balance:	.00
LICENSES - LOW POTENCY HEMP EDIBLE FEE	125.00
101-32120 LOW POTENCY HEMP EDIBLES FEE	

Total:	125.00
--------	--------

CHECK	Check No: 2049848	125.00
Payor: KWIK TRIP INC.		

Total Applied:	125.00
----------------	--------

Change Tendered:	.00
------------------	-----

Duplicate Copy

06/29/2026 01:53PM



City of La Crescent
315 Main Street, La Crescent, MN 55947
Office: (507) 895-2595 Fax: (507) 895-8694

RECEIVED

JUN 29 2026

CITY OF LA CRESCENT

**REGISTRATION APPLICATION FOR LOW POTENCY HEMP EDIBLE
RETAIL BUSINESS**

Applicant Note:

Print, type, or check all applicable information. Incomplete applications will not be accepted, and penalties may be assessed. The information contained in this application becomes part of City of La Crescent's official records upon receipt by the department and is thereafter accessible to the public.

MAKE CHECKS PAYABLE TO CITY OF LA CRESCENT

Registration Type	
☒ Initial registration (New Establishment) Date of Opening: <u>12/21/1989</u>	☐ Existing Establishment Registration (change in Ownership) Date of Reopening: _____ Previous Owner: _____ Date of Change of Ownership: _____
☐ New Development*	☐ Other _____
☐ Renewal Registration	
☐ Change in location (business Relocating) Old Location: _____ New Location: _____	
Business Information	
Business (dba) Name: <u>Kwik Trip #614</u>	Owner Name: <u>Kwik Trip, Inc.</u>
Business Address: <u>216 N. 4th St.</u>	Owner Mailing Address: <u>1626 Oak St.</u>
(must be physical location) <u>La Crescent, MN 55947</u>	<u>La Crosse, WI 54603</u>
Parcel ID: <u>25.0095.000</u>	
Telephone Number: <u>507-895-8700</u>	Telephone Number: <u>608-793-4741</u>
Email: <u>licensingdept@kwiktrip.com</u>	Email: <u>moliver@kwiktrip.com</u>
Office of Cannabis Management Number: <u>LPDIS-L25-001053-23</u>	
Office of Cannabis Management License Type: <u>Low Potency Hemp Edible - Retailer</u>	
Local ordinance compliance? ☒ Yes ☐ No	
Registration/Business Type	
(each location requires a separate application) See supplement for description of each business type	
☒ LOWER-POTENCY HEMP EDIBLE RETAILER	
AMOUNT PAID: <u>\$ 125.00</u>	
BY: <u>12049848</u>	
WHO PAID: <u>Kwik Trip, Inc.</u>	
DATE PAID: <u>6-29-26</u>	
Total Annual Fee (See City of La Crescent Fee Schedule) <u>\$ 125.00</u>	
I declare under the penalties of perjury and criminal liability for willfully making a false statement that this application is, to the best of my knowledge and belief, true, correct, and complete.	

Signature of owner, partner, or principal officer <u>Scott P. Feltner</u>	Title <u>President</u>	Date <u>6/23/2026</u>
--	---------------------------	--------------------------

www.cityoflacrescent-mn.gov/



LOWER-POTENCY HEMP EDIBLE RETAILER LICENSE

KWIK TRIP INC.
LPDIS-L25-001053-23
216 N Fourth Street
La Crescent, MN 55947

Approved Business Activities

- LPHE retailer operations endorsement

**The business activities listed on this license are approved for the overall business, but may not be approved for each individual site.*



License Number: LPDIS-L25-001053

Effective Date: April 02, 2026

Expiration Date: April 02, 2027

Scan for more information on this licensed business.

A handwritten signature in black ink, reading 'Eric Taubel'.

Eric Taubel
Director

The establishment listed above has been issued a lower-potency hemp edible retailer license by the Minnesota Office of Cannabis Management. This license has been issued under the authority of Minnesota Statutes, chapter 342.

CITY OF LA CRESCENT
315 MAIN STREET
PO BOX 142
LA CRESCENT MN 55947

507-895-2595

Receipt No: 11.080822

Jun 29, 2026

KWIK TRIP #614

Previous Balance:	.00
LICENSES - LOW POTENCY HEMP EDIBLE FEE	125.00
101-32120 LOW POTENCY HEMP EDIBLES FEE	

Total:	125.00
--------	--------

CHECK	Check No: 2049848	125.00
Payor: KWIK TRIP INC.		

Total Applied:	125.00
----------------	--------

Change Tendered:	.00
------------------	-----

Duplicate Copy

06/29/2026 01:53PM



Item: 1.6

STAFF REPORT

To: Honorable Mayor and City Council Members
From: Cassie Hanan, City Administrator
Date: July 27, 2026
Re: Donation Resolution

Attached is a donation resolution accepting donations to the police department for Neighbor's Night Out and donations to the Fire Department. We recommend that the Council approve this resolution.

RESOLUTION NO. 07-26-17

**RESOLUTION ACCEPTING DONATIONS MADE TO THE
CITY OF LA CRESCENT IN JULY 2026**

WHEREAS, the following donations were made to the City of La Crescent in the month of July 2026:

1. Crescent Electric wishes to donate \$100.00 to the LCPD/Neighbor's Night Out.
2. Tom Niebeling Landscaping wishes to donate \$25.00 to the LCPD/Neighbor's Night Out.
3. Honor DiDonato Insurance + Financial Services wishes to donate \$100.00 to the LCPD/Neighbor's Night Out.
4. ESB Bank wishes to donate \$100.00 to the LCPD/Neighbor's Night Out.
5. Sons of Norway wish to donate \$50.00 to the La Crescent Fire Department.
6. Ready Bus Company wishes to donate \$100.00 to the LCPD/Neighbor's Night Out.
7. Connected Family Chiropractic wishes to donate \$100.00 to the LCPD/Neighbor's Night Out.
8. Pat's Insurance Agency, Inc. wishes to donate \$500.00 to the LCPD/Neighbor's Night Out.
9. WA Group wishes to donate \$250.00 to the LCPD/Neighbor's Night Out.
10. Louise J. Hill Family Trust wishes to donate \$400.00 to the La Crescent Fire Department in memory of Louise Hill.
11. Duane & Candis Fancher wish to donate \$100.00 to the La Crescent Fire Department in Memory of Louise Hill.
12. Louise J. Hill Family Trust wishes to donate \$500.00 to the LCPD/Neighbor's Night Out in memory of Louise Hill.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of La Crescent hereby accepts the donations as stated above.

ADOPTED this 27th Day of July 2026.

SIGNED:

Mayor

ATTEST:

City Clerk



Item: 3.1

STAFF REPORT

To: Honorable Mayor and City Council Members
From: Jason Ludwigson, Sustainability Coordinator
Date: July 27, 2026
Re: Consideration of the City of La Crescent Sustainability and Resilience Plan

Included in the packet is the La Crescent Sustainability and Resilience Plan. As the plan was being developed, extensive efforts were made to get public feedback and input on the plan.

Those efforts include:

- Promoting the community survey via the city website, Facebook page, and local TV stations
- Passing out hundreds of community survey flyers at the farmers market and school parent/teacher conferences
- Promoting the survey at public locations within the city including city hall, the library, and the Knights of Columbus building
- Recruiting members of the public to join the Sustainability and Resilience planning team
- Hosting four meetings of the Sustainability and Resilience planning team
- Promoting and hosting a community meeting to present the draft plan on May 19th, 2026
- Planning Commission presentation June 4th, 2026

Changes made to the plan since the draft plan include the addition of the Create Your Own Plan section and the reduction in actions from 80 to 62. Additional adoption tools have been developed by PaleBlueDot which include an implementation matrix, an example policy database, a Sustainability and Resilience Plan agenda structure, and an example policy alignment memo.

We would recommend that the City Council adopt the La Crescent Sustainability and Resilience Plan. Ted Redmond and I will be in attendance to answer any questions.



Sustainability and Resilience Plan

July 2026



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Sustainability and Resilience Plan

The Process

The plan was developed in 4 steps

Context:
5 baseline research documents

Community:
110+ community members engaged

Collaboration:
planning team with 12 residents + staff

Completion:
based on public draft plan review

The Plan

Guides sustainability action across

8 Sectors
of sustainability and resilience

20 Strategies
to achieve goals

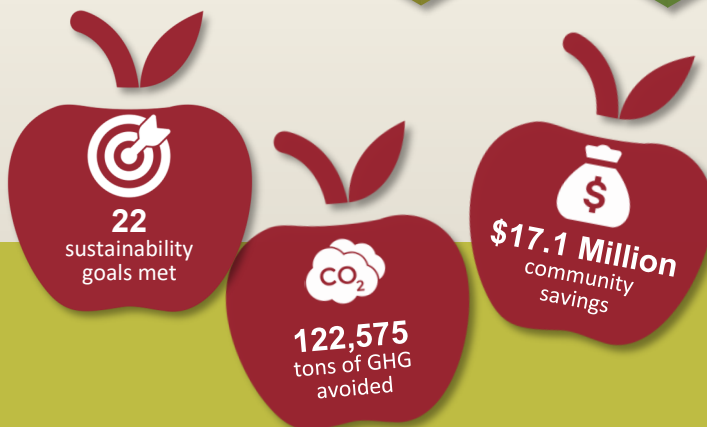
81 Actions
outlining steps that can be taken

10 Year
timeframe

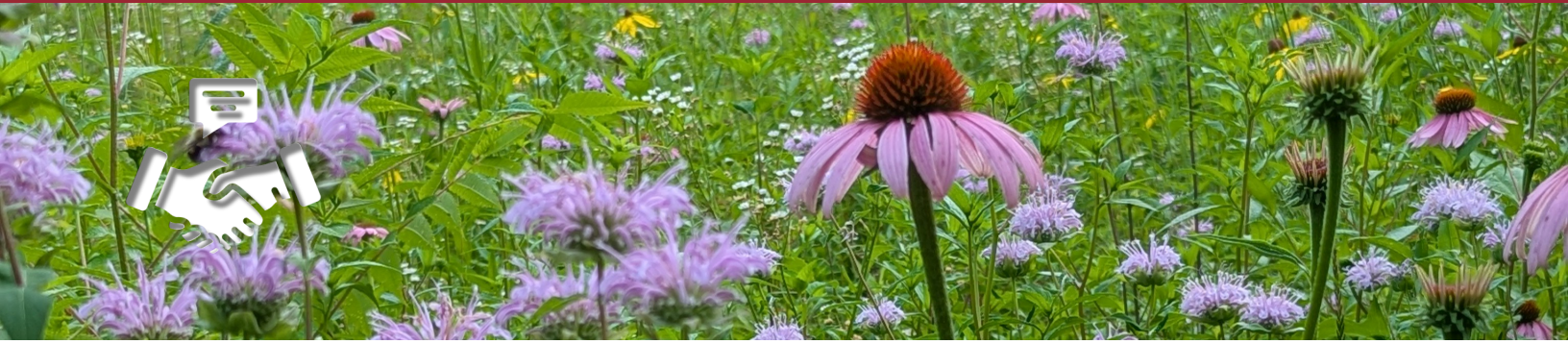


The Impact

By 2036, successful plan implementation will result in:



INTRODUCTION



La Crescent has emphasized environmental stewardship for years and has participated in Minnesota GreenStep Cities since 2015, earning [Step 5](#), the program's highest recognition. In 2021, the City adopted an [Energy Action Plan](#) to reduce energy costs, expand clean energy access, and save the community \$1 million over 10 years. Later that year, City adopted a resolution to pursue 100% clean, carbon-neutral energy. This Sustainability and Resilience Plan guides the City's next steps toward its 2030 and 2050 clean energy and net-zero goals while strengthening community-wide sustainability and resilience through 2036.

Co-Benefits of Sustainability Planning

The World Health Organization reports that sustainability policies can improve health while reducing costs. Actions that lower greenhouse gas emissions from housing, transportation, and energy also provide benefits beyond climate protection, including cleaner air, better health outcomes, lower health risks, more efficient resource use, stronger local economic security, and greater resilience in natural and built systems.^{1,2,3,4} Sustainability planning can also improve quality of life by expanding transportation options, creating jobs, and helping reduce poverty and inequality.^{5,6}

Financial Benefits

Many sustainability actions provide direct savings, such as lower fuel and energy costs.⁷ Research also shows that health and air quality benefits can offset much of the cost of climate action. Some measures improve resilience by reducing fossil fuel dependence and avoiding damages, with benefits of \$230 or more per metric ton of greenhouse gas reduced.⁸ Global average health co-benefits are estimated at \$50 to \$380 per metric ton reduced.⁹

Improved Natural Resources

Combining climate action with natural resource conservation can reduce ecosystem harm and provide additional benefits.¹⁰ For example, expanding La Crescent's urban tree canopy in line with this plan can improve access to green space and increase the annual economic value of the city's trees by up to \$60,000.¹¹

INTRODUCTION

PLANNING PROCESS

The La Crescent Sustainability and Resilience Plan was created through an inclusive, community-driven process supported by a diverse planning team made up of residents, volunteers and City staff. Community engagement played a central role throughout the process. Citywide surveys, public meetings, and a collaborative planning team provided residents with multiple ways to share their experiences, priorities, and ideas. This input, combined with technical analysis and lessons learned from climate planning efforts across Minnesota and the United States, helped shape the goals and actions included in the plan.

Over the course of several months—from January through April 2026—this 12-member group met in a series of facilitated workshops to explore challenges, discuss opportunities, and develop strategies for each sector of the plan (see Plan Framework). Through these planning team workshops, informed by input gained through the community engagement activities, the planning team collaboratively refined and prioritized goals and actions. This effort resulted in a plan co-authored with the community—one that reflects La Crescent’s values, aspirations, and commitment to a resilient future.



Photo: Wikideas1, CC0, via Wikimedia Commons



INTRODUCTION

RESEARCH BASED PLAN

To guide the plan's goals and actions, the consultant team completed key assessments on climate vulnerability, ground cover and tree canopy, greenhouse gas emissions, and renewable energy potential. These studies provided data on local risks, emissions trends, and other metrics. The Sustainability Baseline Assessment compiled these findings, highlighted major community metrics, and outlined initial sector goals. Click the icons below to view these documents.



Sustainability Baseline
Assessment



Climate Vulnerability
Assessment



Community-Wide
GHG Inventory



Ground Cover, Tree
Canopy & Carbon
Sequestration Study



Community-Wide
Renewable Energy
Potential Study



Photo: Wikideas1, CCO, via Wikimedia Commons



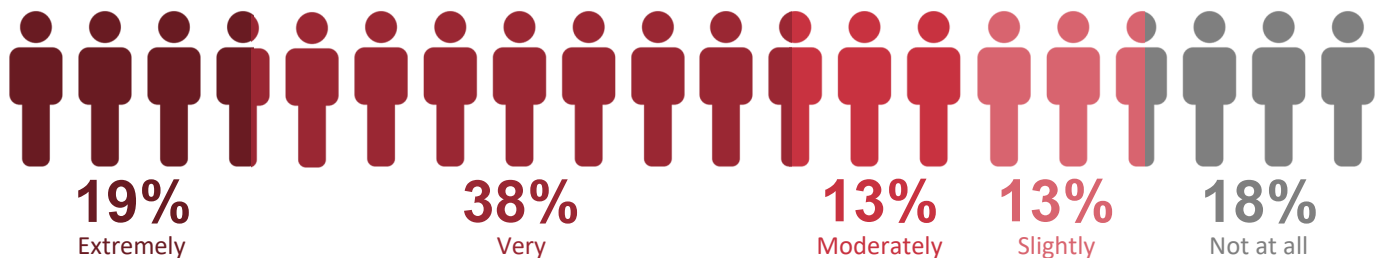
INTRODUCTION

WHAT WE HEARD

Community input was gathered through two surveys with over 100 responses from residents and businesses.¹² The first gathered climate concerns and action ideas; the second collected feedback on draft strategies. This input shaped the plan to reflect local priorities.

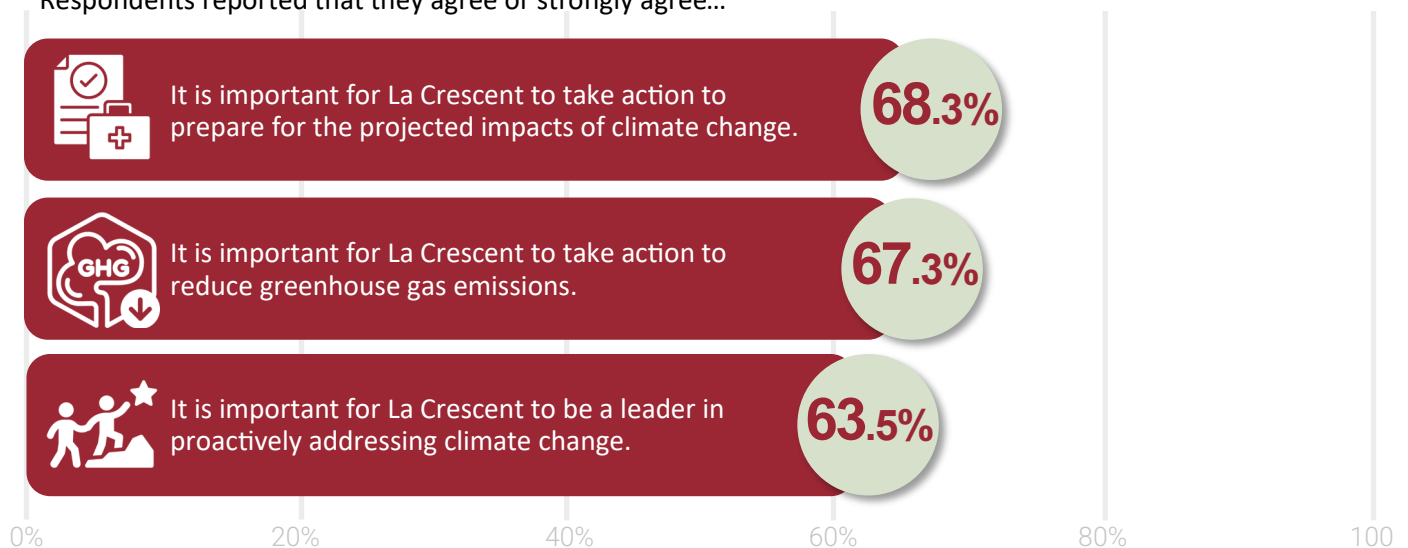
Concerns About Climate Change

Respondents rated how concerned they feel about climate change impacts for La Crescent:

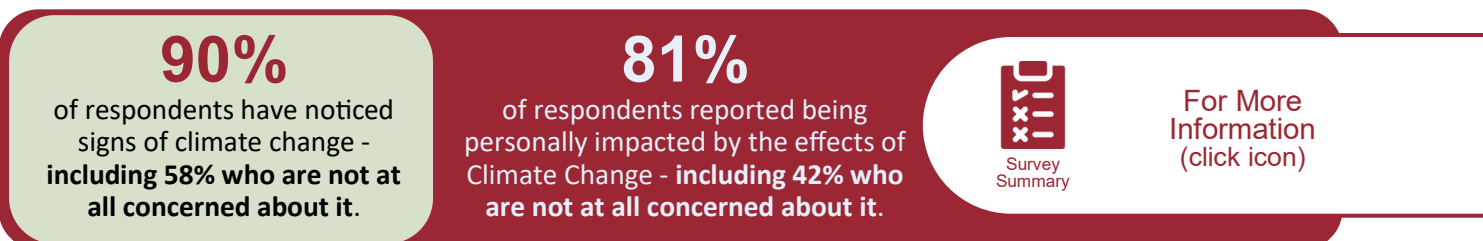


The City's Role in Sustainability and Resilience

Respondents reported that they agree or strongly agree...



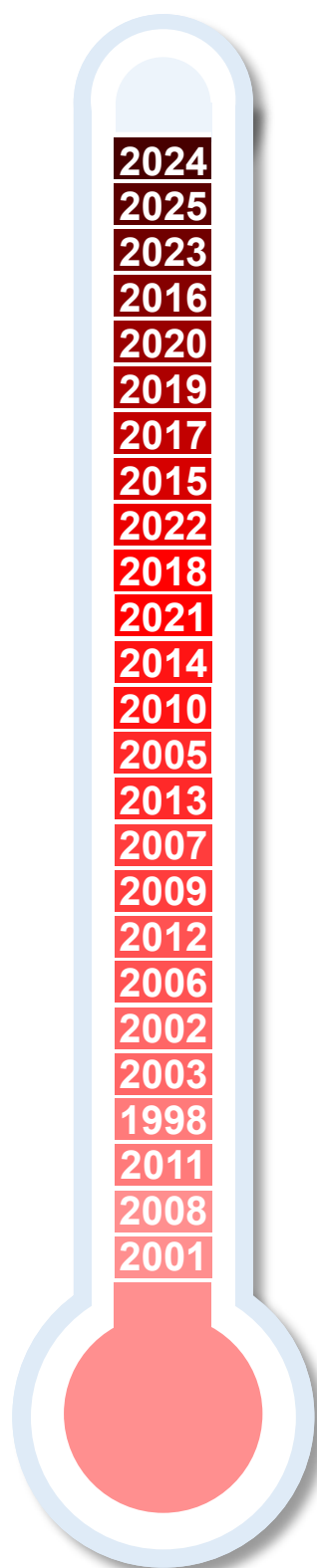
Climate Experience



INTRODUCTION

The Hottest

26 Hottest Global
Years on Record¹³



CLIMATE CHANGE

Climate change is a global challenge with significant local consequences. Scientific consensus confirms that increasing greenhouse gas emissions are disrupting Earth's climate system. Twenty-five of the warmest 26 years on record have occurred since 2000. In Minnesota, much of the state has warmed nearly 3°F over the past century, causing drier soils and a 20% increase in heavy rain events.^{13,14,15}

Climate Change in La Crescent

La Crescent is experiencing these trends firsthand. Between 1980 and 2018, the city saw rising average temperatures, more days above 95°F, more heavy rain events, and fewer days below 32°F.^{16,17} One of the most notable shifts are in precipitation patterns. While overall annual precipitation has increased, the change is uneven. Fall and winter precipitation rose up to 15.5%, while spring and summer levels remained largely unchanged.¹⁸

Climate Projections for La Crescent¹⁹

Over their lifetime, a child in
La Crescent can expect:^{16,17}



Climate Conditions

Recent
Averages

Mid-Century
(2050 average)

End of Century
(2100 average)

Average Daily Maximum Temperature	55° F	61° F	62° F to 67° F
Number of Days Per Year with Maximum > 95° F	1	17	16 to 44
Number of Days Per Year With Minimum < 32° F	159	135	131 to 106
Change in Growing, Allergy, & Tick/Mosquito Season ^{20,21}	9 days	23 days	26 to 41 days
Average Annual Precipitation ²²	30"	23%	5% to 33%
Increase in Heavy Precipitation Events (Days with > 1" Rainfall)	N/A	6%	11% to 34%
Air Conditioning Demand (Cooling Degree Days)	600	117%	117% to 233%
Heat Related Increase In Per Capita Electricity ²³	N/A	37%	37% to 56%



INTRODUCTION

CLIMATE RISKS

The climate shifts expected in La Crescent over the coming decades present a range of risks for residents. Some groups— including children, older adults, and people with disabilities—may face heightened vulnerability to these impacts. Below are several key risks the community is likely to experience.¹⁹



Extreme Heat and Weather

Some residents face greater risk of stress, illness, or even death during extreme weather—such as severe storms, heavy rain, hail, and heat waves. Heat-related vulnerability is heightened by pre-existing conditions like heart disease or diabetes, and by demographic, socioeconomic, and environmental factors, including local land cover.



Air Quality

Climate change is anticipated to impact air quality through various channels, including higher levels of allergens and pollen, increased regional ozone concentrations, greater risks of smoke from wildfires, and elevated particulate pollution and dust.



Vector-Borne Disease

Vector-borne diseases like West Nile virus and Lyme disease are spread by ticks and mosquitoes. Climate change can increase their spread by expanding insect habitat and speeding up breeding. Warmer temperatures, more rain and flooding, and milder Minnesota winters create ideal conditions for these carriers and may allow new species to move in.



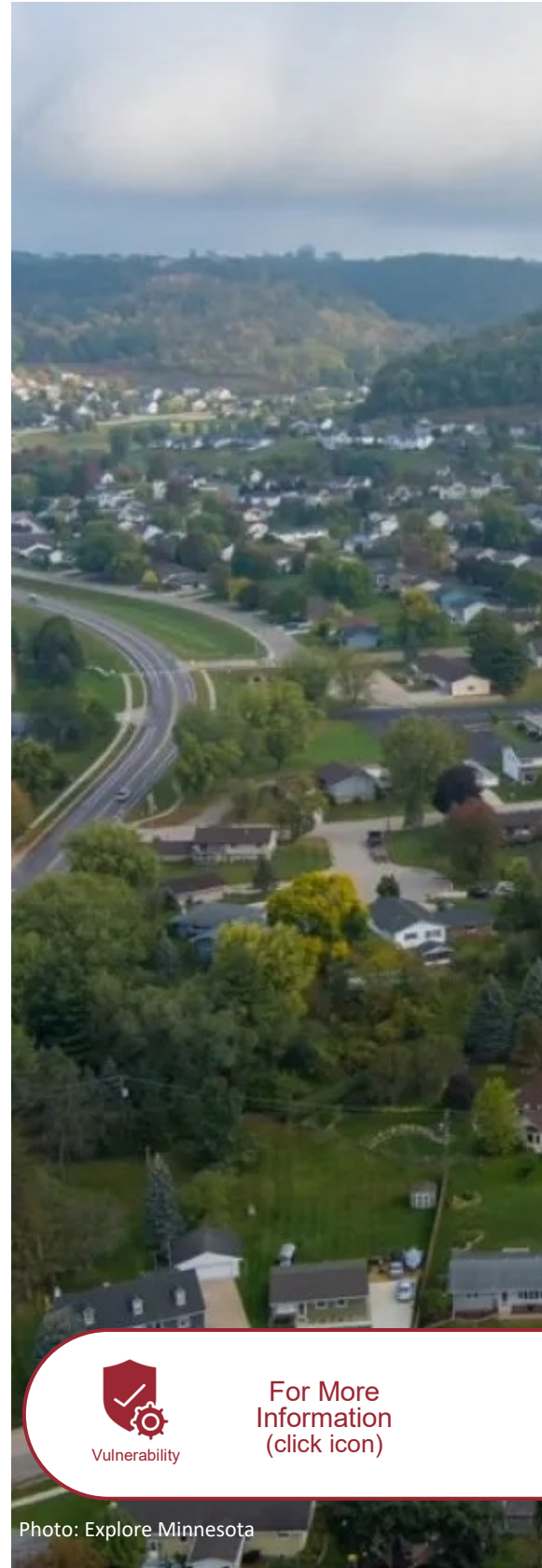
Flooding

The latest National Climate Assessment reports that heavy rainfall events are increasing across the U.S., including in Minnesota, and are projected to continue rising. More frequent extreme and total precipitation will heighten the risk of both river and lake flooding as well as rapid-onset flash floods.



Infrastructure / Power Failure

Extreme weather events, flooding, flash flooding, and the growing daily challenges from climate variability all pose risks to the stability of our aging infrastructure. Power outages, road damage, bridge collapses, and water system failures are significant physical climate risks to the community, particularly for those most vulnerable to climate impacts.



Vulnerability

For More
Information
(click icon)

Photo: Explore Minnesota



INTRODUCTION

GREENHOUSE GAS EMISSIONS

What Are Greenhouse Gases?

A greenhouse gas (GHG) is a molecule in the atmosphere which does not react to light energy in the visible range (like sunlight), but does react to light energy in the infrared range-like that which is emitted from the Earth after being warmed by the sun. The most common greenhouse gases include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O).²⁴

Why do GHG's Matter?

GHG's let the sun's light shine onto the Earth's surface, but they trap the heat that reflects back up into the atmosphere. In this way, they act like the insulating glass walls of a greenhouse. The more GHGs there are, the more heat that is trapped in our atmosphere and the more we experience the impacts of global warming.

Where do GHGs come from?



Energy

Emissions are produced from the combustion of natural gas, coal, and other fossil fuels primarily for heating, cooling, and electricity generation.



Solid Waste

Emissions in the inventory estimate the decomposition of biodegradable waste (e.g., food and yard waste) in the landfill.



Transportation

Emissions come from the combustion of fossil fuels for ground transportation and air travel.



Wastewater

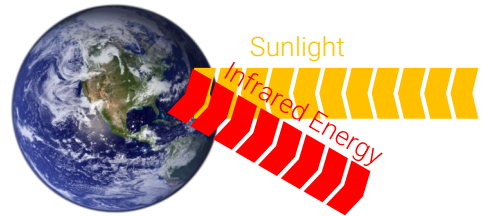
Emissions from energy uses are calculated for the collection and treatment of wastewater.

What can we do to reduce GHG's?

Greenhouse gases can be reduced by making changes within the key greenhouse gas sectors within our community—particularly through the reduction and elimination of fossil fuel combustion and the advancement of clean energy sources.

Earth's Infrared Energy

When sunlight strikes the Earth, it warms the surface and becomes heat energy – or infrared energy. This infrared energy then radiates back towards space.



The Greenhouse Effect

Our atmosphere is made up of both Non-Greenhouse and Greenhouse Gases.²⁴

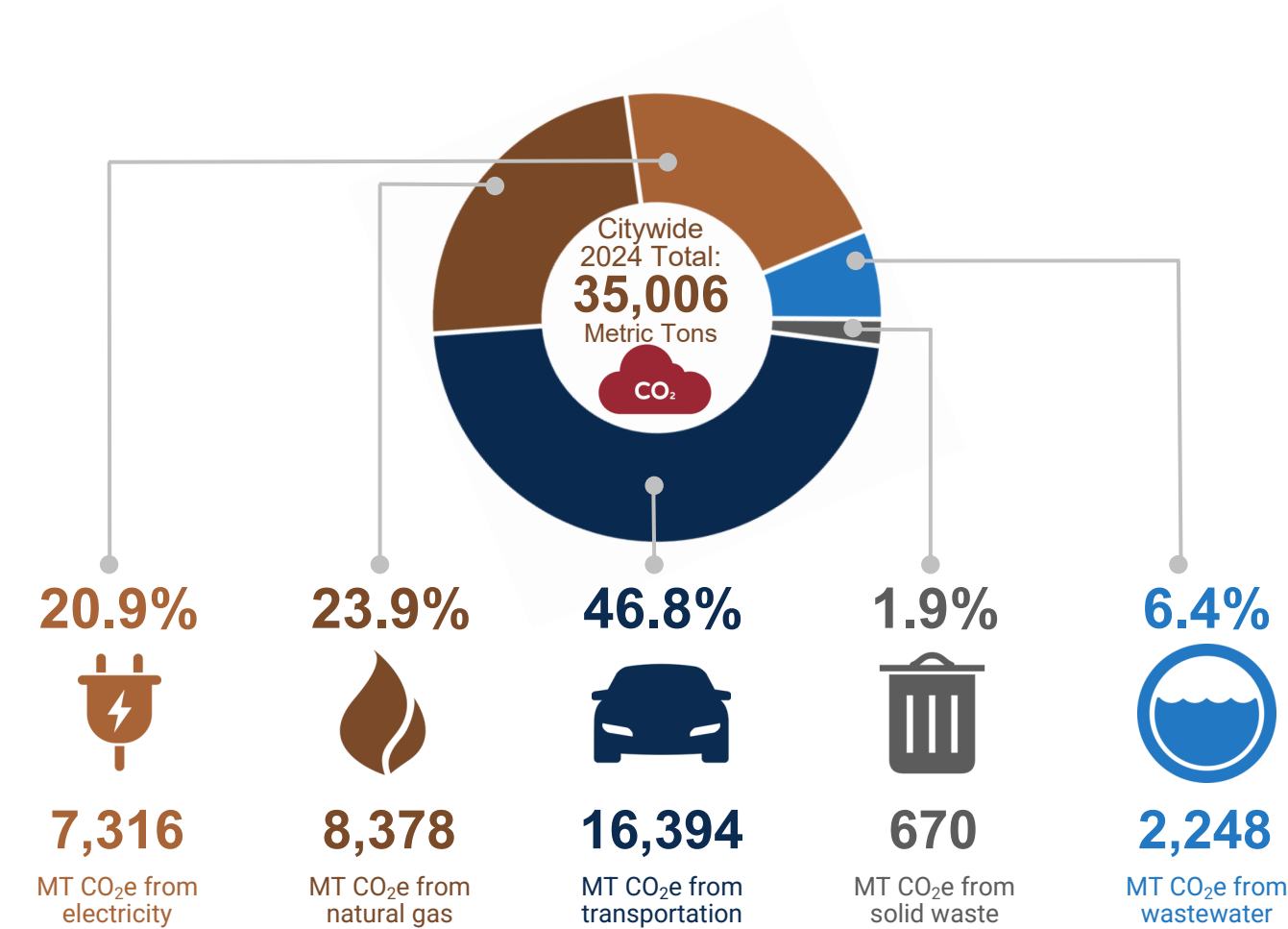
Non-Greenhouse Gases do not react to visible light, nor infrared energy. That means both sunlight and infrared energy pass through them unaffected, allowing Earth's heat energy to radiate into space.

Greenhouse Gases also do not react to visible light, however, they DO react to infrared energy, trapping and reflecting Earth's heat energy back, warming the planet. This is known as the Greenhouse Effect.



INTRODUCTION

LA CRESCENT'S GHG EMISSIONS



Inside The Numbers:²⁵

Non-residential kWh used: 9,549,000	Non-residential therms used: 367,000	Total Vehicle Miles Traveled (VMT): 33,853,000	Total solid waste generated: 3,128 tons
Residential kWh used: 21,642,000	Residential therms used: 1,214,000	Gasoline consumed (est): 1,320,000 gallons	Solid waste landfilled: 329 tons
Customer-owned renewable share: 0.9% (on-site and utility purchase)		Diesel fuel consumed (est): 504,000 gallons	Solid waste used for waste-to-energy: 2,037 tons
		Electric Vehicle (EV) share of total: 0.9% BEV 0.4% PHEV	Solid waste recycled: 699 tons
			Organic solid waste recycled/composted: 0 tons



GHG Inventory

For More Information
(click icon)

INTRODUCTION

PLAN FRAMEWORK

Plan Components

The following are common plan components found in each sector:



Strategies:

guide how we achieve our goals.



Impact Potential:

summarizes strategy climate and emissions benefits.



Actions:

outline steps the City can take to support strategies.



Metrics:

indicate how we can measure our progress.

Plan Sectors



Transportation and Land Use

Enhancing the resilience of La Crescent's mobility while reducing environmental impacts of transportation.



Buildings and Energy

Increasing the resilience of La Crescent's buildings and increasing efficiency, renewable energy, and reducing on-site combustion.



Waste Management

Decreasing environmental impacts and GHG emissions through increased recycling, organic waste collection, and waste reduction.



Water

Reducing impacts of water consumption and wastewater while increasing resilience to flooding and stormwater impacts.



Local Food and Agriculture

Enhancing food system resilience, access, and security while increasing opportunities for local food production.



Greenspace and Ecosystems

Supporting community adaptation through expanded green infrastructure and enhanced ecosystem resilience.



Sustainable Economy

Encouraging sustainable practices and resilience of our businesses while fostering new sustainable enterprises and workforce.

INTRODUCTION

Sector Goals

Transportation and Land Use



39%
lower GHG emissions



5%
fewer vehicle miles traveled



20%
registered electric vehicles

[Click here for section](#) >

Buildings and Energy



60%
lower GHG emissions



10%
renewable electricity



5%
less electricity use



30%
less on-site fuel combustion



20%
fuel switching from on-site combustion

[Click here for section](#) >

Waste Management



43%
lower GHG emissions



5%
less solid per household



10%
total organics diversion



13%
more recycling diversion

[Click here for section](#) >

Water



10%
lower GHG emissions



5%
less water use per capita



5%
less wastewater generation



Increased
stormwater resilience



Increased
water quality and restoration

[Click here for section](#) >

Local Food and Agriculture



Increased
access to local food



Reduced
hunger and food waste

[Click here for section](#) >

Greenspace and Ecosystems



6%
more tree canopy cover



2.5%
less turf / more native grass



2.5%
less dark impervious

[Click here for section](#) >

Sustainable Economy



Grow
"green economy" opportunities



Support
local business resilience



Establish
funding for plan implementation

[Click here for section](#) >

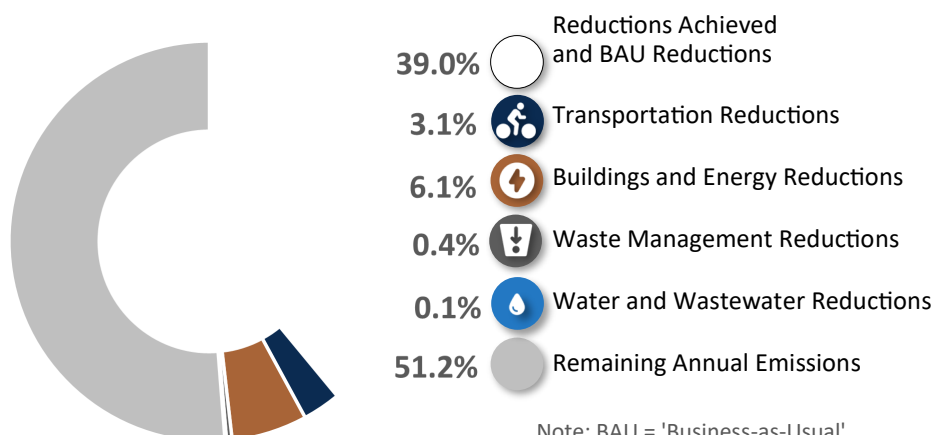


INTRODUCTION

PLAN IMPACTS

GHG Emissions Reductions

This plan includes strategies and actions designed to reduce emissions over the long term. Their potential impact has been modeled using projections for reduced energy and fuel use. The modeling also accounts for expected adoption rates of renewable energy and low- or zero-emission transportation options. From this modeling, we know that with the successful implementation of the strategies outlined in this sustainability and resilience plan, citywide annual GHG emissions are projected to drop to 21,318 MT CO₂e by 2036, a 48.8% decrease below 2016 levels. The potential cumulative GHG emissions reductions over the 10 year implementation period are estimated at over 121,700 MT CO₂e - equal to the elimination of nearly 2.4 billion cubic feet of human-made greenhouse gases by 2036.



Note: BAU = 'Business-as-Usual' Reductions are anticipated reductions resulting from existing requirements or commitments, which are outside the scope of this plan.

Potential Economic Savings

Below is an estimate of the cumulative community-wide economic savings potential of implementing the plan through 2035.

Transportation Economic Potential*:

Sector Savings:	\$12,000,000
Sector Cost Increases:	-\$1,400,000

Potential Sector Net Cost Savings:

\$10,600,000

Buildings and Energy Economic Potential*:

Sector Savings:	\$5,100,000
Sector Cost Increases:	-\$4,500,000

Potential Sector Net Cost Savings:

+ \$600,000

Waste Reduction Economic Potential*:

Residential Savings:	\$2,600,000
Commercial Savings:	\$1,400,000

Potential Sector Net Cost Savings:

+ \$4,000,000

Social Cost of Avoided Carbon:

+ \$1,400,000

Estimated Localized Social

Cost of Carbon: \$58 per MT

Cumulative Community Savings Potential:

= \$16,600,000

* Estimated community-wide costs and savings are based on achieving overall goals, not individual actions. They exclude potential economic benefits from job creation and new businesses. See the appendix for details on how cumulative costs and savings were calculated.



TRANSPORTATION AND LAND USE



Transportation of people and goods uses large amounts of energy and materials. In addition to cars and trucks, off-road equipment such as construction, recreational, and lawn equipment also relies heavily on combustion of fossil fuels. Because these machines often burn fuel less efficiently and face weaker emissions standards, they can produce more greenhouse gases and air pollution per gallon than on-road vehicles.¹

Worldwide, transportation and equipment systems account for roughly 20% to 25% of energy use and carbon dioxide emissions.² In La Crescent, the transportation and land use sector is a major source of community greenhouse gas emissions. Although vehicle miles traveled may continue to grow without intervention, emissions can still decline as more vehicles shift from fossil fuels to electricity and the electric grid adds more renewable energy.^{3, 4}

La Crescent can improve transportation sustainability while also advancing health, equity, and quality of life. Strategies such as expanding shared transportation and reducing single-occupancy vehicle trips can lower emissions. Supporting walking, biking, e-bikes, and scooters can further cut pollution while increasing opportunities for physical activity. Expanding electric vehicle use and renewable fuels can also help reduce transportation emissions and improve air quality.^{5, 6}

Sector Goals

By 2036:



39%
lower GHG
emissions
(from 2016)



5%
fewer vehicle
miles traveled



20%
registered
electric vehicles
(10%BEV +
10%PHEV)



TRANSPORTATION AND LAND USE



STRATEGY

TL 1

Decrease community wide Vehicle Miles Traveled (VMT) by 5% by 2036.



Impact Potential

La Crescent drivers traveled 33.8 million miles in 2024. Reducing citywide VMT by 5% would eliminate more than 1.5 million miles of vehicle travel and reduce annual GHG emissions by over 810 MT CO₂e.⁷ Expanding safe, accessible biking and walking routes to schools, retail areas, and recreation centers can help shift everyday trips away from driving.^{8,9}



Actions

TL 1-1: Collaborate with the La Crescent-Hokah School District to create and implement Safe Routes to School Plans and to expand bike safety education for students through public workshops and web content.

TL 1-2: Partner with community organizations to promote and incentivize alternative transportation, including biking, walking, carpooling, eBike adoption, and other commute options, with a focus on short trips.

TL 1-3: Achieve "Bike Friendly Community" silver designation or higher from the League of American Bicyclists by 2031.

TL 1-4: Partner with La Crosse MTU, LAPC (La Crosse Area Planning Committee), and others to identify desired transit and shared mobility improvements and implement a communication campaign that promotes MTU routes, ADA accessibility, on-demand service, and other options to increase transit use.



Strategy Metrics

Annual VMT data reported (MNDOT);
Reported commuter transportation mode data (US Census)



TRANSPORTATION AND LAND USE



STRATEGY

TL 2

Increase battery electric vehicle (BEV) and plug-in hybrid (PHEV) each to 10% of vehicles on the road by 2036.



Impact Potential

Transitioning to low- and zero-emission vehicles is essential for long-term emission cuts. Fully electric vehicles (BEVs) reduce emissions by 50–70% and offset battery impacts within two years while plug-in hybrid electric vehicles (PHEVs) reduce emissions by 30-60%. EV's can also benefit from emerging battery recycling systems that recover 95% of materials.^{10,11,12,13,14} La Crescent has just 37 BEVs and 15 PHEVs out of roughly 4,000 vehicles, but sales trends show rapid growth.^{7,15,16,17} Each 1% shift to BEVs can cut tailpipe emissions up to 164 MT CO₂e per year.^{7,9}



Strategy Metrics

Annual VMT data reported (MNDOT);
Reported commuter transportation mode data (US Census)



Actions

TL 2-1: Develop a citywide EV Roadmap that evaluates charging needs—including e-bikes and e-scooters—forecasts future demand, identifies priority locations, and guides expansion across public, residential, and commercial areas using emerging technologies. Include a City property EV infrastructure master plan.

TL 2-2: Collaborate with Xcel Energy, MiEnergy, and other partners to expand incentives for electric vehicles (EVs), residential chargers, and eBike adoption, including low-cost loan or bulk-purchase programs to reduce costs.

TL 2-3: Develop, or promote existing equitable incentive programs to replace gas-powered lawn equipment with electric alternatives for residential and non-residential users.



TRANSPORTATION AND LAND USE



STRATEGY

TL 3

By 2036, convert 50% of non-emergency municipal gasoline vehicles and equipment to electric and improve fuel efficiency of remaining combustion vehicles by 10%, with full fleet conversion by 2045.



Impact Potential

Local governments can lead the shift to EVs by demonstrating their benefits and practicality. Converting La Cresent's fleet would cut emissions, lower long-term costs, and boost public awareness. In 2024, the City's fleet used over 8,600 gallons of gasoline, and each 1% shift to EVs by 2036 can reduce municipal emissions over 1.1 MT CO₂e per year.^{7,18,19}



Actions

TL 3-1: Update the City's 2021 EV Suitability Assessment for BEV and PHEV vehicle recommendations based on current market availability.

TL 3-2: Evaluate current EV charging network.

TL 3-3: Review and update existing anti-idling policy.



Strategy Metrics

Annual VMT data reported (MNDOT);
Reported commuter transportation mode data (US Census)



BUILDINGS AND ENERGY



Photo: Wikideas1, CC0, via Wikimedia Commons

Building energy use affects sustainability by driving greenhouse gas emissions, consuming resources, and worsening air quality and public health. Reducing these impacts requires both greater energy efficiency and increased use of renewable energy.

Efficiency improvements—such as better insulation, efficient lighting and appliances, upgraded HVAC systems, and smart controls—lower the energy needed to operate buildings and reduce costs and emissions. Adding renewable energy sources like solar and geothermal can further cut reliance on fossil fuels, improve energy security, and stabilize long-term energy costs.

Thoughtful building design plays a key role in long-term efficiency and comfort. Strengthening energy performance lowers emissions and reduces a building’s environmental impact overall while reducing costs for households and businesses alike. Advancing La Crescent’s built environment also increases climate resilience while providing environmental, social, and economic benefits for the community.

Residential Energy

In 2024, La Crescent’s residential sector consumed over 21.6 million kWh of electricity (8,588 kWh per household) and 1.2 million therms of natural gas (482 therms per household). This resulted in 11,474 MT CO₂e of GHG emissions, about 73.2% of citywide building energy emissions.¹

Non-Residential Energy

The non-residential sector consumed nearly 9.48 million kWh of electricity (5,868 kWh per job) and 1.95 million therms of natural gas (227 therms per job) in 2023. This resulted in 4,196 MT CO₂e of GHG emissions, about 26.8% of citywide building energy emissions.¹

Sector Goals

By 2036:



60%

lower GHG emissions
(from 2016)



10%

renewable electricity



5%

less electricity use



30%

less on-site fuel combustion



20%

fuel switching from on-site combustion



BUILDINGS AND ENERGY



STRATEGY

BE 1

Improve total Citywide building energy efficiency by 5% for electricity and 10% natural gas by 2036.



Impact Potential

Homes built in the 2000s use far less energy than older homes, especially those built before 1980.² Retrofitting older buildings can greatly cut energy use. In La Crescent, 51% of owner-occupied and 51.8% of renter-occupied homes were built before 1980, showing strong potential for upgrades.^{6,7}



Strategy Metrics

Annual electricity use reported
(electric utilities);
Annual natural gas use reported
(natural gas utilities)



Actions

BE 1-1: Partner with Xcel Energy to promote the Home Energy Squad program and with MiEnergy to promote energy assessments through a community outreach campaign that also highlights broader energy efficiency strategies, technologies, incentives, and income-qualified participation discounts. Goal: 30 households annually.

BE 1-2: Develop an energy Benchmarking and reporting program for commercial and multifamily buildings using ENERGY STAR Portfolio Manager or B3 Benchmarking, and automate Water Utility and Recycling/Refuse billing data for easy uploads.

BE 1-3: Establish a "La Crescent Energy Challenge" competition to motivate participation in energy efficiency programs. Establish annual targets of households/businesses to reach.





STRATEGY

BE 2

Achieve "fuel switching" of 20% of existing buildings using on-site fossil fuel combustion to electrification or renewable fuels by 2036.



Impact Potential

In La Crescent, most homes heat with natural gas (78.9%), while 15.9% use electricity and 5.3% use fuel oil, wood, solar, or other sources.⁵ As the city's electric grid approaches carbon neutrality, reducing—and ultimately phasing out—fossil fuel heating will be essential to meeting communitywide emissions goals.¹



Strategy Metrics

Reported natural gas accounts (natural gas utilities);
Share of homes by heating type (US Census)



Actions

BE 2-1: Coordinate an annual Electrification & Energy Efficiency Group Purchase Campaign to lower costs and increase adoption. This action may be combined with a renewable energy group purchase program. Target: 20 households and 2 businesses per year.

BE 2-2: Collaborate with partners to expand and promote incentives for low-income residents to electrify their homes, including options for increasing electric load available to households at low cost. Goal: 5 households annually.

BE 2-3: Collaborate with the Electrify Everything Minnesota campaign to educate community and promote the benefits of electrification.

BE 2-4: Explore collaborating with partners to establish a demo / expo event promoting renewable energy, energy efficiency, and fuel switching technology and approaches.



BUILDINGS AND ENERGY



STRATEGY

BE 3

Increase customer owned or purchased renewable electricity to 10% of citywide building electric use by 2036 (5% on-site and 5% green source purchase).



Impact Potential

GHG emissions from grid electricity are expected to keep falling, but increased consumer-driven renewable energy purchases remain essential for meeting reduction goals.¹ On-site renewable energy offers cost savings and greater resilience.^{6,7} In 2024, La Crescent had 15 customer-owned solar systems totaling 216 KW.⁸ For properties unable to install solar, purchasing renewable electricity through the utility provides a pathway to Net Zero electricity use while helping accelerate the decarbonization of Minnesota's grid.^{9,10}



Strategy Metrics

City and Utility reported customer owned installations;
Utility reported customer purchased renewable energy



Actions

BE 3-1: Collaborate with partners to implement and promote an annual Residential Solar Group Purchase program, supported by a program administrator such as the Midwest Renewable Energy Association or others experienced in solar group purchase programs. Goal: 15 household and 1 business arrays with 110 KW installed annually.

BE 3-2: Partner with Xcel Energy, MiEnergy, and other partners to provide information, resources, and technical assistance on renewable energy systems and available incentives and distribute them through print, realtors, and an online hub.

BE 3-3: Promote green power options like Xcel Energy's "Renewable Connect" and "Windsource", and MiEnergy's "Evergreen." Partner with utilities on outreach and education. Goal: 5 household and 1 business additional subscriptions per year.





STRATEGY

BE 4

By 2036, improve municipal building efficiency by 5% for electricity and 10% for natural gas, achieve 100% renewable electricity in government buildings, and electrify 25% of on-site fossil fuel use.



Impact Potential

In 2024, La Crescent’s municipal buildings and operations used more than 980,000 kWh of electricity and 28,370 therms of natural gas, producing nearly 78% of municipal GHG emissions.¹ Improving electricity efficiency by 5% and natural gas efficiency by 10% would save 49,000 kWh and 2,800 therms, reducing 27MT CO₂e annually. Reaching 100% renewable electricity for municipal operations could cut emissions by up to another 220 MT CO₂e per year and improve resilience. Meanwhile electrifying 25% of heating could reduce emissions by another 30 MT CO₂e annually.^{1,11}



Strategy Metrics

Annual municipal operations electricity use reported;
Annual municipal operations natural gas use reported;
City reported municipal facility on-site energy production or subscriptions;
City reported share of municipal facilities with on-site natural gas combustion



Actions

BE 4-1: Adopt a Green Building Policy for City facilities that sets clear energy and GHG reduction targets (e.g., LEED Gold, Architecture 2030, or Zero Energy). Apply the standards to new and existing buildings through design and construction RFPs, and encourage all other public entities located in La Crescent to adopt similar policies.

BE 4-2: Conduct energy audits for all City facilities by 2029, develop a prioritization matrix to integrate findings into the Capital Improvement Plan, and identify improvements for implementation by 2036.

BE 4-3: Adopt a policy for new City-owned buildings and significant renovation and expansions to meet a zero on-site fossil fuel combustion standard and encourage all other public entities located in La Crescent to adopt similar policies.



WASTE MANAGEMENT



Waste management includes both trash and recycling systems, including the amount of material generated, service demand, collection capacity, and the infrastructure needed to collect, process, and dispose of waste. Municipal solid waste (MSW) contributes to climate change mainly through methane emissions from landfills and carbon emissions from transportation. Reducing waste, increasing recycling, and expanding organics collection can lower these impacts. Sending less waste to landfills reduces methane emissions, while recycling conserves raw materials, saves energy, and cuts emissions. Composting organic materials further reduces landfill methane, can store carbon in soils, and provides a lower-impact alternative to synthetic fertilizers.

Solid Waste in La Crescent^{1,2,3}

City reporting estimates that La Crescent generated 3,128 tons of municipal solid waste in 2024. Of that total, about 699 tons (22.3%) were recycled, 392 tons (12.5%) were landfilled, 2,037 (%) were diverted as feedstock for waste-to-energy, and none were collected as organics diversion.

In 2013, Minnesota conducted a statewide waste characterization study to better understand what remains in the disposal stream after current recycling and organics diversion efforts. Based on those findings, as much as 86% of landfilled material may be divertible under ideal conditions. This includes an estimated 28.4% organics, 48.5% recyclable paper, glass, and metal, and 9% potentially recoverable construction materials, textiles, and electronics. For La Crescent, the greatest opportunity likely lies in diverting organics waste to composting strategies—both “back yard” as well as organized, commercial composting.

Sector Goals

By 2036:



43%

lower GHG
emissions
(from 2016)



5%

less solid per
household



10%

total organics
diversion



13%

more recycling
diversion



WASTE MANAGEMENT



STRATEGY

WM 1

Decrease total annual municipal solid waste per household by 5% by 2036.



Impact Potential

The State of Minnesota and the EPA rank waste management strategies by environmental benefit, prioritizing waste reduction, reuse, recycling, and organics recovery.^{4,5} Reducing waste cuts material use, saves energy, lowers landfill emissions, and can save households and businesses hundreds of dollars each year.^{6,7,8} Expanding policies and programs that prevent waste offers La Crescent a meaningful environmental and economic opportunity.



Strategy Metrics

Reported community-wide total MSW handled



Actions

WM 1-1: Adopt a policy for City operations with annual waste-reduction targets. Encourage the County, School District, and other local public agencies to adopt similar policies.

WM 1-4: Continue a coordinated bulky-item and demolition debris collection program in collaboration with local reuse and waste-diversion partners. (e.g., the Exchange and Habitat for Humanity's ReStore).



WASTE MANAGEMENT



STRATEGY

WM 2

Increase organics and compostable diversion from 0% to 10% of total MSW handled by 2036.



Impact Potential

Most landfill gas is produced when bacteria break down organic waste. Organic materials include food scraps, yard waste, street sweepings, textiles, wood, and paper products.⁹ The State's 2013 Waste Characterization Study found that more than 48% of La Crescent's landfill and waste-to-energy stream is likely made up of organic materials, including paper, highlighting a significant opportunity to reduce emissions.^{3,3}



Strategy Metrics

Reported participation rates in City offered organics diversion programs;
Reported community-wide total organic collection;
Reported community-wide total solid waste landfilled



Actions

WM 2-1: Explore organics collection at municipal facilities by adding bins alongside trash and recycling.

WM 2-2: Work with partners to evaluate and recommend the best municipal organics program for La Crescent Assess options like more drop-off sites, curbside collection, La Crosse/La Crescent regional food scraps bags, and backyard composting / community garden partnerships. Identify pilot projects and provide implementation recommendations and explore inclusion of service in 2030 waste hauler service request for proposals.

WM 2-3: Explore options for how the city could partner with stakeholders to promote backyard composting by offering free or low-cost bins and educational materials. Share guidance on proper methods to reduce odor and visual impacts.



WASTE MANAGEMENT



STRATEGY

WM 3

Increase recycling diversion from 22% to 25% of total MSW handled by 2036.



Impact Potential

The State's 2013 Waste Characterization Study indicates strong potential to increase recycling, estimating that up to 48.5% of landfilled waste could be diverted for recycling.³ The greatest opportunities are likely in paper and plastics, with additional recoverable material in metals and glass.



Actions

WM 3-1: Ensure full implementation of recycling in City and public spaces. Conduct a study to identify facilities lacking recycling or with significant improvement potential, and work with those sites to increase recycling participation.

WM 3-2: Continue, through waste hauler licensing and organized waste hauler agreements to incentivize, or include conditions for haulers provide customer education on recycling, waste reduction, and waste diversion.

WM 3-3: Place stickers on top of all public space recycle bins to remind the public what material is recyclable.

WM 3-4: Explore a promotional campaign, or incentive program that ensures all "to-go" packaging and shopping bags are recyclable, compostable, or reusable.



Strategy Metrics

Reported community-wide total recycling collection;
Reported community-wide total solid waste landfilled



WATER



Climate adaptation is closely tied to water and wastewater management. Rising temperatures and changing precipitation patterns are expected to affect water supply and water quality in La Crescent, making adaptation increasingly important.^{1,2} Strategies such as water conservation, efficient irrigation, and water-smart landscaping can help reduce water demand and improve resilience to climate-related stress.^{3,4}

Heavy rainfall can overwhelm stormwater systems and increase the amount of pollutants washed into nearby waterways, including fertilizers, pesticides, oil, pet waste, and - during extreme storms, -sewage overflows.⁵ Communities can reduce these risks by using green infrastructure such as rain gardens and bioswales to manage stormwater, expanding wastewater system resilience or capacity, and taking steps to prevent contamination. Incorporating climate projections into planning can support more proactive decisions and strengthen the long-term resilience of water and wastewater systems. These efforts help protect public health, support the local economy, and safeguard the environment in La Crescent.⁶

Regional Water Stress

As of 2025, an estimated 1.8 billion people live in areas plagued by water scarcity, with two-thirds of the world's population living in water-stressed regions.⁷ The La Crescent region has experienced an estimated 10% decline in water yield since 1985. Looking ahead to 2050, the region may also face more than a 20% increase in water demand, underscoring the need for conservation and long-term water planning.⁸

Sector Goals

By 2036:



10%

lower GHG
emissions
(from 2016)



5%

less water use
per capita



5%

less wastewater
generation per
capita



Increased

stormwater
resilience



Increased

water quality and
restoration





STRATEGY

W 1

Promote reduced water consumption and wastewater generation Citywide with a targeted per capita reduction of 5% each by 2036.



Impact Potential

As climate change increases the risk of water shortages, communities in La Crescent and across Minnesota are likely to face growing pressure on freshwater supplies. Improving water efficiency can help protect limited water resources, reduce strain on infrastructure, and support healthy rivers, wetlands, and groundwater systems. Conserving water also helps sustain habitat, protect biodiversity, and strengthen community resilience as conditions become hotter and less predictable.¹⁰



Strategy Metrics

City Reported community-wide water consumption;
City reported wastewater flows



Actions

W 1-1: Recommend and encourage installation of rainwater collection systems, smart irrigation systems, and WaterSense water efficient fixtures and appliances.

W 1-2: Collaborate with partners to accelerate the installation of low-flow water fixtures in homes and businesses, prioritizing low income community members. Goal: 10 households and 1-2 businesses upgraded annually.

W 1-3: Explore establishing a Lawn and Landscaping Watering Ordinance to increase water conservation, increase surface water quality protection, and provide irrigation system guidelines (such as smart irrigation requirements).





STRATEGY

W 2

Implement plans to meet projected climate change storm water and flood mitigation needs.



Impact Potential

As climate change increases the risk of water shortages, communities in La Crescent and across Minnesota are likely to face growing pressure on freshwater supplies. Improving water efficiency can help protect limited water resources, reduce strain on infrastructure, and support healthy rivers, wetlands, and groundwater systems. Conserving water also helps sustain habitat, protect biodiversity, and strengthen community resilience as conditions become hotter and less predictable.¹⁰



Strategy Metrics

Status of incentives;
Status of Stormwater Utility Fee and Credit program;
Status of watering ordinance update



Actions

W 2-1: Support implementation of WinLaC One Watershed, One Plan (1W1P).

W 2-2: Collaborate with Houston County, watershed districts, and others to create or expand incentive programs encouraging rain garden installations, prioritizing areas vulnerable to stormwater impacts.

W 2-3: Establish a Stormwater Utility Fee and Credit program to incentivize stormwater management features and diversion and green infrastructure goals in development standards.

W 2-4: Explore zoning adjustments to reduce impervious surfaces citywide, emphasizing pavement removal, permeable pavement installation, floodplain preservation, and green stormwater infrastructure.





STRATEGY

W 3

Increase groundwater, stream, river and wetland water quality protection and restoration.



Impact Potential

Protecting aquifers, lakes, and other water resources is essential for climate resilience because they supply freshwater and support healthy ecosystems. Climate change can degrade water quality by increasing evaporation, flooding, and pollution risks.¹¹ Effective groundwater management, thoughtful land use, riparian restoration, and green infrastructure such as permeable pavement and rain gardens and other Best Management Practices can help reduce runoff, limit contamination, and improve water quality.^{12,13}



Strategy Metrics

Status of incentives;
Status of Stormwater Utility Fee and Credit program;
Status of watering ordinance update



Actions

W 3-1: Collaborate with Houston County, watershed districts to assess the percentage of impervious surface runoff treated by Best Management Practices (BMPs) and set a 2036 improvement goal.

W 3-2: Review National Association of City Transportation Officials (NATCO) stormwater guide recommendations and consider integration into street reconstruction projects.

W 3-3: Implement green infrastructure demonstration projects such as rain gardens, bioswales, and other BMP's.



LOCAL FOOD AND AGRICULTURE



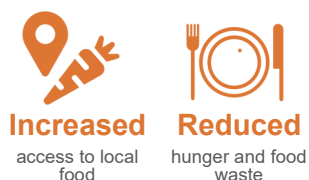
Transporting food long distances uses fossil fuels and increases greenhouse gas emissions, especially when refrigeration and storage are needed along the way. Reducing the distance food travels can lower these impacts and support a more sustainable food system.¹

Buying food locally can reduce the carbon footprint of our diets while strengthening the local economy. Research shows that produce farms serving local markets generate about 32 jobs per \$1 million in revenue, compared with 10.5 jobs in wholesale markets.² Community and neighborhood gardens can also provide social benefits by building community connections, creating opportunities for all ages to participate, supporting outdoor physical activity, and improving habitat for plants, animals, and pollinators.³

Climate change also threatens the food system itself.⁴ Risks include extreme heat and heavy precipitation, crop and livestock impacts such as heat stress, rising pest pressures, and disruptions to natural growing cycles. Food insecurity is already unevenly distributed, with lower-income households nearly three times more likely to experience it.⁵ As climate impacts intensify, these pressures are likely to worsen food insecurity and deepen existing inequities in communities such as La Crescent and across Minnesota.⁶

Sector Goals

By 2036:



LOCAL FOOD AND AGRICULTURE



STRATEGY

LF 1

Increase production of and access to local food, particularly serving low income and food insecure individuals.



Impact Potential

U.S. agriculture faces growing regional climate risks, including water shortages, warmer winters, extreme heat, flooding, and other disruptions that threaten crops, livestock, and food supply chains, with the greatest impacts falling on low-income and food-insecure populations.⁷ Strong local food systems can improve resilience, food security, jobs, and community wealth.^{8,9} In La Crescent, some residents also face financial, transportation, and grocery access barriers, making expanded access to nutritious food especially important.^{10,11}



Strategy Metrics

Food access city-wide (USDA);
Status of “Grow La Crescent”
program;
Reported number of community
gardens;
Status of policies and incentive



Actions

LF 1-1: Partner with La Crescent Food Shelf to offer parking lots as pickup sites for Community Supported Agriculture (CSA) programs that accept SNAP and EBT payments.

LF 1-2: Establish a "Food Forest" on City-owned land, boulevards, and rights-of-way. Partner with groups like La Crescent Food Shelf to collect and distribute the harvest.



LOCAL FOOD AND AGRICULTURE



STRATEGY

LF 2

Reduce food waste and hunger, achieve a 30% reduction in food insecurity Citywide by 2036.



Impact Potential

An estimated 30–40% of food in the U.S. is wasted.¹² La Crescent’s waste stream includes an estimated 394 tons of discarded food each year, with an estimated value of more than \$1.9 million.^{13,14,15} In addition to generating greenhouse gas emissions, this waste squanders food and the land, water, energy, and labor used to produce it. Reducing food waste can support La Crescent’s climate, resilience, and food security goals.¹⁶



Strategy Metrics

Food insecurity reported in City and County;
Reported share of food waste characteristics data



Actions

LF 2-1: Encourage La Crescent Food Shelf, local and regional businesses and agency partners to explore establishing a Food Recovery Network to collect surplus food from large events and facilities and distribute it to food-insecure residents.

LF 2-2: Collaborate with partners to conduct a Food Security Assessment to identify food insecurity, limited grocery access—especially in vulnerable areas—and strategies to improve food security citywide.

LF 2-3: Explore use of State of Minnesota Food Retail Improvement and Development Grant (FRIDG) to establish a La Crosse Food Access Fund supporting local food shelves, reduce food waste, and increase food recovery in alignment with the EPA’s Food Recovery Hierarchy.



GREENSPACE AND ECOSYSTEMS



Trees and natural ground cover are important to community health and resilience. They improve air and water quality, help reduce building energy use, and support climate mitigation.⁴ Research also shows that access to nature can improve mental and physical health and reduce stress.¹ Trees help filter harmful air pollutants, including carbon monoxide, particulate matter, and ground-level ozone, which can contribute to asthma and other respiratory problems.²

Prairie Grass and Community Resilience

Replacing some lawn areas with native grasses and wildflowers can strengthen climate resilience. These landscapes typically require less water and maintenance, reducing irrigation, fertilizer and pesticide use, and emissions from lawn care.³ Their deep roots help hold soil, absorb water, reduce flooding, store carbon, and support biodiversity by creating habitat for wildlife and pollinators.⁴

Impervious Surfaces and Heat

Impervious surfaces such as pavement and buildings intensify the urban heat island effect, causing developed areas to be warmer than surrounding rural areas. These surfaces absorb and retain heat, increasing temperatures during hot weather and worsening health risks. Studies show that neighborhoods with more pavement and fewer trees tend to experience higher temperatures and more severe heat.⁵

Sector Goals

By 2036:


6%
more tree
canopy cover


2.5%
less turf and
more native
grass


2.5%
less dark
impervious
ground cover



GREENSPACE AND ECOSYSTEMS



STRATEGY

GE 1

Increase tree cover, particularly in the priority neighborhoods, from 35.5% to 37.7% by 2036. (an increase of 6% over existing tree canopy area)



Impact Potential

La Crescent's tree canopy helps reduce runoff, improve water quality, cool neighborhoods, lower building energy use, store carbon, and support the local economy.^{3,4,5} Expanding canopy cover can strengthen climate resilience and adaptation. Focusing new tree planting in underserved areas can also advance equity and help reduce urban heat island impacts. Recommended priority areas and planting criteria are identified in the City's 2025 Ground Cover Study.^{6,7,8}



Actions

GE 1-1: Adopt a No Net Loss policy that ensures every removed public street or space tree is replaced with a seedling or sapling at a 1.5:1 ratio. If replanting on-site isn't feasible, a tree should be planted in a nearby space, public park, or within a tree bank established by or designated by the City.

GE 1-2: Continue and expand the annual program offering free or discounted trees to residents. Explore growing seedlings for low-cost distribution and opportunities for public memorial or honorarium tree dedications. Goal: 50 trees per year.



Strategy Metrics

Reported community-wide tree canopy coverage (City Ground Cover Study updates)



GREENSPACE AND ECOSYSTEMS



STRATEGY

GE 2

Enhance pollinator habitats and replace 2.5% of turf with native grasses and wildflowers citywide by 2036.
(approximately 1.5 acres annually)



Impact Potential

Replacing lawns with native grasses and wildflowers creates more resilient landscapes that support climate goals. Native vegetation improves air and water quality, supports wildlife and biodiversity, and stores more carbon than maintained turf.^{9,10,11} With about 67% of La Crescent's grassland area in turf, there is substantial opportunity for conversion. Replacing larger turf areas with native plantings can increase stormwater infiltration, reduce water use, and build soil carbon.^{18,12,13,14}



Strategy Metrics

Reported community-wide lawn and native grass coverage (City Ground Cover Study updates)



Actions

GE 2-1: Manage City-owned lawn and turf areas to expand native plant communities by converting turf to native grasses and wildflowers, improving pollinator habitat, and applying carbon-smart practices (eliminate synthetic fertilizers and pesticides, mow higher, use biochar, and adopt polyculture mixes).

GE 2-2: Collaborate with partners like the University of Minnesota Bee Lab and the watershed district to develop and share resources on selecting appropriate native and pollinator-friendly plants.

GE 2-3: Continue and expand efforts for removal of invasive species from city-managed land.



GREENSPACE AND ECOSYSTEMS



STRATEGY

GE 3

Reduce heat island effect by decreasing dark impervious surfaces 2.5% citywide by 2036, prioritizing high-impact neighborhoods. (approximately 0.8 acres annually)



Impact Potential

Developed areas are often hotter than nearby rural landscapes because dense development and human activity trap and generate heat. This added warmth increases discomfort and health risks, especially as heat waves in La Crescent are expected to become more frequent and severe.^{15,16} Dark, impervious surfaces such as asphalt and rooftops are major contributors.¹⁷ Reducing or redesigning these surfaces can help lessen heat island impacts, especially in priority areas identified in the City's 2025 Ground Cover Study.⁸



Strategy Metrics

Reported community-wide impervious surface and "dark" impervious surface coverage (City Ground Cover Study updates)



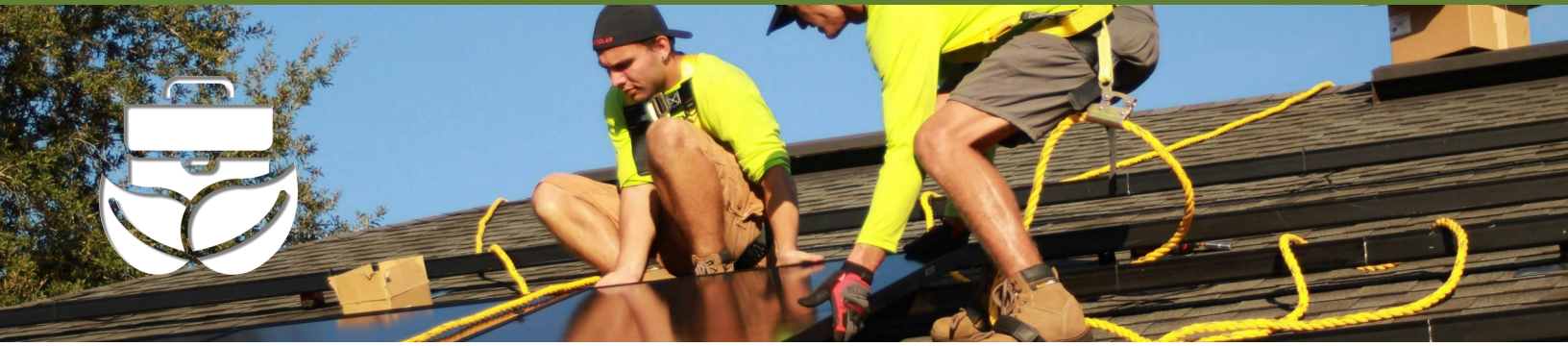
Actions

GE 3-1: Revise parking lot guidelines to require planting islands with a mix of canopy trees, shrubs, and groundcovers suited to the site to support long-term growth and reduce heat-island effects.

GE 3-2: Collaborate with partners to create an incentive program supporting the conversion of underutilized paved and turf areas into sustainable green spaces.



SUSTAINABLE ECONOMY



Sustainability, climate resilience, and economic health are closely connected. Studies show that failing to address human-caused climate change could impose major long-term costs on the U.S. economy. One analysis estimates that the annual economic difference between mid-range (RCP6) and high-range (RCP8.5) climate scenarios could reach \$224 billion by 2090.¹ Another found that future yearly climate damages could be four times greater than the global economic impacts of COVID-19.² Taking action now can help avoid these future costs, often described as the social cost of carbon or avoided cost of carbon. In La Crescent, that cost is estimated at no less than \$58 per metric ton based on county-level climate impacts, while Minnesota lawmakers have required the Public Utilities Commission to use a cost of carbon based on the US EPA updated values, roughly \$230 per MT.^{3,4,5}

Economic Savings and Development

Investments in energy efficiency, public transit, renewable energy, and other climate strategies can reduce costs for residents and businesses.^{6,7,8} These savings can improve quality of life and are more likely to be spent locally, strengthening the community's economy. Reducing dependence on fossil fuels can also keep more wealth in La Crescent and support local job creation. Many climate and sustainability investments shift spending away from resource-intensive sectors and toward more labor-intensive activities that create jobs while using fewer resources.^{9,10}

Sector Goals

By 2036:



Grow

equitable "green
economy"
opportunities



Support

local business
resilience



Establish

funding for plan
implementation



SUSTAINABLE ECONOMY



STRATEGY

SE 1

Support equitable green workforce and entrepreneurship, and help local businesses adopt climate resilience and sustainability best practices.



Impact Potential

Local sustainability investments can create quality green jobs, build valuable workforce skills, and expand economic opportunity, especially for disadvantaged residents.^{11,12,13} Supporting small businesses in adopting sustainability and resilience practices can also strengthen local employers that generate much of the community's economic activity and new jobs, helping protect the local economy, promote environmental responsibility, and improve community well-being.^{14,15,16,17}



Strategy Metrics

Status of "green economy" new business/job creation;
Status of communication and education campaign



Actions

SE 1-1: Partner with the La Crescent Economic Development Commission and planning to prioritize, and foster economic development of "green" businesses that support the goals of this plan, especially those focused on renewable energy, energy efficiency, goods repair and reuse, resilience, and improving the quality of life for vulnerable populations.

SE 1-2: Develop a coordinated business communications and education plan, including a Green Business Scorecard with incentives, funding, and resources, plus guidance on zero waste, water conservation, resilience, efficiency, and renewable energy.

SE 1-2: Explore partnerships to establish a La Crescent Sustainability Project grant program to incentivize and support sustainability initiatives that align with the Sustainability and Resilience Plan.



SUSTAINABLE ECONOMY



STRATEGY

SE 2

Establish ongoing funding for the City's Sustainability and Resilience Plan implementation.



Impact Potential

Establishing sustainable financing can help La Crescent move climate and resilience actions from planning to implementation. Dedicated funding supports steady progress, improves the City's ability to pursue grants and partnerships, and helps align projects with long-term budget and capital planning. Reliable financing can also reduce delays, strengthen accountability, and ensure priority actions are implemented in a consistent, cost-effective way.



Strategy Metrics

Status of Sustainability and Resilience Plan Implementation funding



Actions

SE 2-1: Explore establishing a citywide Natural Gas Franchise Fee as a funding mechanism for community-wide and municipal operation decarbonization strategies.

SE 2-2: Explore establishing a citywide Electricity Franchise Fee as a funding mechanism for community-wide and municipal operation energy efficiency and renewable energy strategies.



IMPLEMENTATION



The first years of implementing the Sustainability and Resilience Plan (SRP) will be essential to its success. Clear responsibilities, strong coordination, and reliable funding will help La Crescent stay on track toward its sustainability, greenhouse gas reduction, and climate resilience goals. To be effective, implementation should be embedded in City operations and services. Success will also depend on active participation from residents, businesses, and community leaders.

Equity in Implementation

Programs and policies can unintentionally create or worsen inequities if they are not designed carefully. Including an equity review during implementation can help ensure implementation reduces barriers, improves outcomes, and supports a more just and resilient community.

Implementation Is a Shared Responsibility

Increasing community sustainability and resilience will require action from the whole community. Some actions will be led by City officials, departments, and staff, while others will rely on residents, businesses, and partner organizations. Building a more resilient future will require commitment from both the City and the community.

Implementation Is Ongoing

Long-term implementation requires flexibility as technologies, costs, and regulations change. Annual work plans can help set priorities, align actions with budgets and department work, and coordinate implementation over time. The plan provides overall direction while allowing action details to evolve through the City's normal approval processes.

Implementation Support Tools

To aid the City's initial implementation, the paleBLUEdot team has developed supportive tools including:



Implementation Matrix:

Excel tool for implementation coordination and monitoring.



Example Policies

A database supporting action implementation:
<https://palebluedot.llc/la-crescent-srp-policy-examples>



Policy Alignment Memo

For use in reviewing policy items against plan goals:
[Plan Alignment Statement Memo La Crescent.pdf](#)



IMPLEMENTATION



STRATEGY

I 1

Organize for Sustainability and Resilience Plan implementation.



Impact Potential

A clear implementation structure can help La Crescent turn plan goals into coordinated, accountable action. Cross-department leadership, staff capacity, policy alignment, annual work planning, communication, and regular progress tracking can improve efficiency, support funding and budget integration, strengthen public transparency, and help the City adjust strategies over time to achieve lasting sustainability and resilience outcomes.



Actions

I 1-1: Provide clear guidance for how City of La Crescent departments support and participate in Sustainability and Resilience Plan implementation, and encourage ongoing staff training aligned with plan goals and actions.

I 1-2: Work with the Sustainability and Natural Resources Committee to develop annual work plans that identify committee priorities for SRP implementation and support.

I 1-3: Establish a coordinated annual communication and education campaign supporting the communication and educational needs of each of the SRP sections and illustrating implementation of the plan as a community priority.

I 1-4: Regularly evaluate SRP progress and impacts (every 1–2 years), including updated community-wide and municipal GHG inventories, present progress to City Council, and adjust strategies and actions as needed.



Strategy Metrics

Status of SRP implementation team formation;
Status of annual work plan establishment;
Implementation progress evaluation and reporting



WHAT YOU CAN DO



Create Your Own Plan

The previous section outlines a ten-year work plan focused primarily on actions the City can take to lead sustainability progress across the community and reduce impacts from its own operations. City leadership is critical to achieving this plan's goals, but implementation will also require shared action. Residents, businesses, and institutions all have important roles to play in increasing sustainability, addressing resilience needs, reducing emissions, and advancing community goals.

This section highlights practical actions community members can take and includes links to additional resources. It also ends with a form that individuals, households, and businesses can use to create their own climate action plan.

The following pages outline a list that is intentionally broad and includes estimated cost and impact levels to help users choose actions that best match their needs, budgets, and interests.



WHAT YOU CAN DO



Transportation

Reduce Car Use

	Cost	Impact
T1: Walk or bike when traveling short distances.	Behavior Change	*
T2: Take public transit to work or to run errands. Plan your trips at La Crosse MTU	Behavior Change	**
T3: If possible, telecommute or carpool to avoid transportation emissions	Behavior Change	***
T4: Consider becoming a one-car household - and save thousands of dollars annually. Explore how to make the change at the theartofsimple.net .	Behavior Change	****
T5: Fly less; vacation locally or use remote meetings.	Behavior Change	****
T6: Encourage your child to walk or bike to school, or join a BikeBus - learn more at BikeBus World .	Behavior Change	**

Reduce Your Ride's impact

	Cost	Impact
T7: Keep your vehicle well-tuned and and follow Eco-Driving tips like these from The EcoDrivers Manual to save 20% or more in gasoline use	Behavior Change	**
T8: Don't idle your car – even in the winter. The best way to warm up your car in the winter time is by driving it. No more than 30 seconds of warm-up is needed	Behavior Change	**
T9: Choose an electric or hybrid vehicle for your next car. Search models available at the US DOE Alternative Fuels Data Center . Explore incentives at the US DOE , State of Minnesota , Xcel Energy , and MiEnergy .	\$\$\$	****



Transportation

Reduce Lawn Equipment Impact

	Cost	Impact
T10: If you need to mow your lawn, do it after 7pm to reduce ground-level ozone.	Behavior Change	*
T11: Set your mower higher to encourage deeper roots, reduce weeds, and lower drought stress and watering needs. Taller grass also needs less frequent mowing, which reduces fuel use.	Behavior Change	**
T12: Replace your lawn and snow equipment with electric, and explore rebates at Xcel Energy and MiEnergy .	\$	***
T13: Replace your grass lawn with native pollinators that support our wildlife and don't require mowing. Explore native planting grant opportunities at the State of Minnesota Lawns to Legumes program.	\$\$	****

Reduce Your Business's Impact

	Cost	Impact
T14: Use video conferencing rather than traveling for meetings and promote telecommuting where possible. See City of San Francisco Telework Toolkit .	Behavior Change	**
T15: Implement a no-idling policy for your vehicle fleet. See this example policy from the City of Louisville .	Behavior Change	***
T16: Establish an Eco Driving program to optimize fleet fuel efficiency. See the US DOE Alternative Fuels Data Center for more.	\$	***
T17: Work to be designated as a League of American Bicyclists Bike Friendly Business and encourage your peers to participate.	\$\$	**
T18: Install charging stations to support employee and visitor electric vehicle use.	\$\$\$	**
T19: Make - and implement - a Fleet Transition Plan to convert your vehicle fleet to zero-emission vehicles. See the National Association of Regional Councils for more.	\$\$\$\$	****



WHAT YOU CAN DO



Buildings and Energy

Use Less Energy

	Cost	Impact
B1: Turn down your water heater to 120°. Learn more at the US DOE .	Behavior Change	*
B2: Check out natural gas energy efficiency program and rebate options at MERC .	\$	***
B3: Replace an older home thermostat with an “ ENERGY STAR Certified smart ,” programmable model and explore rebates at Xcel Energy and MiEnergy .	\$	***
B4: Schedule a Home Energy Squad energy audit through Xcel Energy.	\$	**
B5: Learn more from the US DOE about ways you can save energy year-round and challenge yourself to implement them all!	\$	**
B6: Replace incandescent light bulbs with LEDs.	\$	*
B7: Use ENERGY STAR certified energy-efficient appliances.	\$\$	**
B8: Install, or have a licensed contractor install, more insulation in your home.	\$\$\$	****
B9: Install ENERGY STAR Certified energy-efficient windows and doors, working with a licensed contractor.	\$\$\$	***

Go Renewable

	Cost	Impact
B10: Support solar development by subscribing to community solar, learn more at Minnesota Clean Energy Resource Teams .	Behavior Change	*
B11: If you don’t own your home (or if your home is not suitable for solar) buy renewable electricity through Xcel Energy and MiEnergy .	\$	***
B12: If possible, participate in a residential solar group purchasing program like this one from MREA .	\$\$\$	****
B13: Install solar PV or solar thermal panels at your home, working with a licensed contractor, see MnSIEA to begin your search.	\$\$\$\$	****



Buildings and Energy

Eliminate Fossil Fuel Use

	Cost	Impact
B14: Replace your clothes dryer with an ENERGY STAR Certified heat pump model.	\$\$	**
B15: Replace your gas range with an ENERGY STAR Certified induction cooktop.	\$\$	**
B16: Replace your water heater with an ENERGY STAR Certified heat pump model.	\$\$	***
B17: Replace gas heating equipment with a heat pump system—learn more at Fresh Energy .	\$\$\$	****
B18: If you renovate or build a new home, find US Department of Energy Net Zero Energy Ready Home partners who can help you explore making a Net Zero home - learn more at the US DOE .	\$\$\$\$	****



WHAT YOU CAN DO



Waste Management

Reduce What You Throw Away

Cost	Impact
WM1: Refuse Single-Use Plastics: Carry a reusable water bottle, travel mug, and a set of utensils to avoid plastic bottles and disposable cutlery when out.	Behavior Change *
WM2: Donate and Buy Secondhand: Donate old clothes, appliances, and furniture to charity, and extend product life cycle by purchasing used items like clothing, furniture, and electronics from thrift stores or online marketplaces like Poshmark or Facebook Marketplace.	Behavior Change **
WM3: Go Paperless: Opt out of junk mail, pay bills online, and use digital subscriptions to reduce paper waste.	Behavior Change **
WM4: Become familiar with Houston County recycling guidelines for what you can recycle and alternative locations for items not accepted.	Behavior Change ***
WM5: Reduce eWaste by donating electronics to places like Goodwill , or recycling them at the La Crosse County HHM Facility .	Behavior Change ***
WM6: Choose Durable over Disposable: Invest in high-quality items that last longer, such as safety razors instead of plastic disposables or rechargeable batteries	\$ **

Increase Organics Diversion

Cost	Impact
WM7: Drop off yard waste at the La Crescent Compost Site .	Behavior Change ***
WM8: Reduce food waste: use food already in the fridge first, plan meals, and shop accordingly. See EPA and Utah State University resources for waste prevention and meal planning.	Behavior Change ***
WM9: Create a backyard compost for vegetable food and yard waste. Learn more from the US EPA .	\$ ****



Water

Reduce Water Use Inside

Cost	Impact
W1: Use water wisely by building simple habits, such as turning off the tap while brushing your teeth and taking shorter showers - see more tips at the US EPA .	Behavior Change *
W2: Change out your shower heads and faucets for WaterSense labeled low-flow, water-efficient options.	\$ **
W3: Install - or have a licensed plumber install - a WaterSense labeled , water-saving low-flow toilet.	\$\$\$ ****
W4: Install a leak detection system - learn more at the US EPA .	\$\$\$ ****
W5: Replace your clothes washer with a low water use, ENERGY STAR Certified unit, and avoid running small or partial loads.	\$\$\$ ***
W6: Replace your dishwasher with a low water use, ENERGY STAR Certified unit.	\$\$\$ ***

Reduce Water Use Outside

Cost	Impact
W7: If you use a lawn or garden irrigation system, hose, or sprinkler, water deeply but less often, and do so in the early morning or evening.	Behavior Change **
W8: Use water-smart landscaping practices to reduce water use and prevent pollution - see the US EPA Water-Smart Landscapes guide for more.	Behavior Change *
W9: Collect rainwater in rain barrels to water your lawn and/or plants.	\$ **
W10: Retrofit existing irrigation systems with smart irrigation controls that use soil moisture and weather data to determine irrigation needs - see the US EPA for more.	\$\$ ***
W11: Replace your lawn with prairie grass, wildflowers, and learn more drought resistant landscape principles from Eco Home .	\$\$\$\$ ****



WHAT YOU CAN DO



Local Food and Agriculture

Grow Your Own Food

	Cost	Impact
F1: Start a vegetable garden in your yard - learn more from the University of Minnesota .	\$	****
F2: Explore getting a plot at the La Crescent Community Garden , or work with others to start a community garden so you can grow your own.	\$	**
F3: Keep chickens for eggs - learn more from the University of Minnesota .	\$\$\$	**
F4: Plant fruit or nut bearing trees or shrubs that are well suited for our hardiness zone on your property - see the Arbor Day Foundation for information.	\$\$\$	***

Eat Climate-Friendly

	Cost	Impact
F5: Plan meals to maximize nutrition and minimize climate impact - see tips from NC State Extension .	Behavior Change	***
F6: Eat a more plant-rich diet by cutting back on meat and dairy, starting with simple habits like Meatless Mondays - see tips from Mayo Clinic .	\$	****
F7: See Minnesota Grown for options for regionally grown foods and learn more about how these reduce emissions from The Hill .	\$\$	**

Support Local Growers

	Cost	Impact
F8: Support restaurants and grocery stores that use and sell locally-grown food - see Minnesota Grown for locations.	Behavior Change	***
F9: Support local growers at local farmers markets - see the USDA Local Food directory to find locations.	\$	***
F10: Buy ethically grown and harvested food, like fair-trade coffee and chocolate - see Fair Trade for more.	\$\$	*
F11: Join a local CSA to buy lower-emission, locally produced food directly from growers; see Local Harvest for locations.	\$\$\$\$	****



Greenspace and Ecosystems

Create a Pollinator-Friendly Yard

	Cost	Impact
G1: Practice slow-mow-summer with your lawn. See the University of Minnesota for more.	Behavior Change	*
G2: Eliminate pesticide use - see the University of Minnesota Bee Lab for more.	Behavior Change	***
G3: Convert your lawn to a bee lawn - see the University of Minnesota for more.	\$\$	***
G4: Plant native flowers, shrubs, and trees that bloom from spring through fall to support pollinators and biodiversity; see the Xerces Society for more.	\$\$\$	****
G5: Replace all or part of your lawn with native plants and wildflowers; see the University of Minnesota for ideas and Minnesota's Lawns to Legumes program for possible funding.	\$\$\$\$	****

Increase The Tree Canopy

	Cost	Impact
G6: Volunteer for tree planting with the City of La Crescent or visit Tree Trust for other opportunities.	Behavior Change	**
G7: Plant native trees in your yard to provide shade and cooling in summer heat. See the City's Ground Cover Study for trees suited for our changing climate.	\$	***
G8: Protect mature trees on your property to preserve shade, canopy cover, and the benefits large trees already provide - see Arbor Day Foundation for tips.	\$	****



WHAT YOU CAN DO



Sustainable Economy

Support Sustainable Businesses

E1: Shop at small, locally owned businesses - search the [US Small Business Administration](#), or [Local Business Index](#). Behavior Change ****

E2: Support businesses that have transparent and sustainable practices - search the [Green Business](#) and [B-Corp directories](#). Behavior Change ***

E3: Talk with family and community groups about sustainability and ways to make everyday choices, purchases, and businesses supported more sustainable. Behavior Change *

Explore Job Opportunities

E4: Explore opportunities for a green economy career - see [ClimateBase](#) for climate solutions careers, [JobTrellis](#) for jobs in climate tech and sustainability, or [NetImpact](#) for social impact jobs. Learn more, or learn more about sustainable career pathways. Behavior Change ****

E5: Learn more about sustainable career pathways at [Sustainable Career Pathways](#). Behavior Change ***

E6: Access [U.S. Small Business Administration](#) resources to learn how to start a small business. Behavior Change ***

E7: Explore opportunities for support through the [State of Minnesota's Small Business Environmental Technical Assistance Program](#). Behavior Change **

Make Your Business Resilient

E8: Access information on sustainable business practices through resources like [MIT](#), [University of New Hampshire](#), or the [Green Business Benchmark](#). \$ **

E9: Create a Disaster Preparedness Plan for your business - see the [US Small Business Administration](#) and [LISC](#) for tips. \$\$ *****



Resilience

Make Your Home Resilient

R1: Evaluate your property for specific tips using the [My RainReady tool](#) from the Center of Neighborhood Technology, and review these flood preparedness tips from [Minnesota Public Radio](#). Behavior Change **

R2: Install an [outdoor air quality monitor](#) to track real-time conditions, and consider sharing the data through platforms like [IQAir](#) or [AirGradient](#) to improve regional air-quality information. See this [EPA toolkit](#) for more. \$ ***

R3: Have breathing-protection masks available for you and your family for when air quality alerts are declared - see [AirNow.gov](#) for sources. \$ **

R4: Put together an emergency preparedness kit for your household - see [FEMA](#) for more. \$\$ ***

R5: See the [Red Cross](#) for first-aid and CPR certification training. \$\$ **

R6: Prepare your home for extreme weather by understanding its risks and taking steps to protect against heat, flooding, wildfire, and other hazards - see [My RainReady](#) and [The National Interagency Fire Center](#) for more. \$\$\$ *****

Make Your Community Resilient

R7: Adopt a Neighbor: Identify someone who may be vulnerable or lives alone, and offer to check in on them regularly, especially during extreme weather or emergencies. Behavior Change *****

R8: Become a [Community Climate Leader](#) to access practical climate science, effective action strategies, and a local network of peers. Behavior Change ***

R9: Join your local CERT program and get trained to prepare for disasters - see [Houston County](#) for more. \$ ***





How Will You Take Action?

Actions I Will Take

Action Timeline

Notes

appendix a: REFERENCES

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appendix b: POTENTIAL COSTS & SAVINGS

The following documents the calculations and source references used for estimating the potential cumulative communitywide cost savings of the actions included in the Climate Sustainability and Resilience Plan.



Summary of Estimated Cumulative Savings of Modeled Reductions Sustainability and Resilience Plan

Notes Transportation

VTM Reductions (public transit, bike, walk, etc)

Formula:

Cumulative vehicle miles saved x Average vehicle operation cost per mile = Gross VMT savings

VTM saved (goal year)	1,692,634
Cumulative vehicle miles saved (through goal year):	10,155,803
1 Average vehicle operating cost per mile:	\$0.770
Gross VMT Savings	\$7,819,969

1 Savings per VMT based on AAA estimates (<https://newsroom.aaa.com/asset/2025-your-driving-cost-fact-sheet/>)

EV and Alt Fuel Conversions

Formula:

Cumulative VMT converted to EV/alt fuel x Average vehicle operation cost savings per mile = Gross EV VMT savings - Gross EV purchase spending difference = Net EV VMT Savings

VTM converted to EV/Alt fuel (goal year)	4,180,806
Cumulative VMT converted to EV/alt fuel (through goal year)	25,084,834
3 Average fuel savings per mile:	\$0.128
4 Average vehicle maintenance savings per mile:	\$0.041
Cumulative Gross EV VMT savings (through goal year)	\$4,235,266
5 Spending difference on EV purchase vs ICE purchase per mile driven	-\$0.054
New electric vehicle purchases	491
Gross EV purchase spending difference (through goal year)	-\$1,365,953
Net EV VMT Savings	\$2,869,313

3 Fuel Savings per VMT based on average reported gasoline costs (<https://gasprices.aaa.com/state-gas-price-averages/>)

divided by current average MPG (Federal Highway Administration:

<https://www.fhwa.dot.gov/policyinformation/quickfinddata/qftravel.cfm>) compared against average fuel cost per mile using current kWh rate (<https://www.electricitylocal.com/>) and average kWh/100 mile data (

<https://www.fueleconomy.gov/feg/byfuel/EV2024.shtml> ; <https://ev-database.org/cheatsheet/energy-consumption-electric-car>)

4 Maintenance savings per mile based on US Department of Energy FOTW #1190, June 14, 2021: Battery-Electric Vehicles

Have Lower Scheduled Maintenance Costs than Other Light-Duty Vehicles (

<https://www.energy.gov/eere/vehicles/articles/fotw-1190-june-14-2021-battery-electric-vehicles-have-lower-scheduled>)

5 Average EV purchase price increase per vehicle on Kelly Blue Book average EV purchase price compared to average gasoline vehicle purchase price (<https://www.coxautoinc.com/market-insights/february-2025-atp-report/>) with available local, state, or federal tax credits applied. The total cost difference is then divided by an assumed average EV lifespan of 150,000 miles to arrive at an estimated cost difference per mile driven. Negative numbers indicate increased consumer spending.

Potential Total Cumulative Transportation Cost Savings

Formula:

Transportation sector savings - Transportation sector cost increases = Potential Total Cumulative Transportation Cost Savings

Transportation Sector Savings

Gross VMT savings	\$7,819,969
Gross EV VMT savings	\$4,235,266
Total Gross Transportation Savings	\$12,055,234

Transportation Sector Cost Increases

Increased spending on public transit	\$0
Gross EV purchase spending difference	-\$1,365,953
Total Gross Transportation Cost Increases	-\$1,365,953
Potential Total Cumulative Transportation Cost Savings	\$10,689,281

Summary of Estimated Cumulative Savings of Modeled Reductions City of La Crescent

Notes Energy - Residential

Residential Savings - grid electricity to customer owned solar

Formula:

Cumulative kWh converted to solar x Average cost savings per kWh = Residential solar savings

	Residential kWh converted (goal year)	649,250
	Cumulative residential kWh converted (through goal year)	3,895,499
	Average net solar cost savings per solar kWh	\$0.057
6a	Average solar installation cost per KW	\$3,160.00
7	Average kWh produced annually per solar pv KW installed	1,287
	Estimated installed solar PV KW installed (goal year)	504
	Estimated total solar installation costs	\$1,594,118
8	Est average lifespan kWh produced per solar pv KW installed	38,429
8	Estimated cumulative lifespan kWh produced	19,386,196
9	Estimated value of cumulative lifespan kWh produced	\$2,693,245
	Average solar cost savings per kWh produced	\$0.057
	Residential Solar Savings	\$220,861

6a Recent average cost per KW is 1000x the per watt cost reported by Solar Reviews for a 6KW array <https://www.solarreviews.com> Potential savings from tax credits, depreciation, or grants are not included and would reduce these costs.

7 Calculations are based on the geographic energy production factor (<https://www.nrel.gov/docs/fy04osti/35297.pdf>) multiplied by an average performance ratio of 78% (<https://www.nrel.gov/docs/fy13osti/57991.pdf>)

8 Based on an assumed average useful life of 32.5 years according to NREL research with an average degradation rate of 0.5% (<https://www.nrel.gov/docs/fy24osti/90042.pdf>)

9 Savings per kWh based on average electricity cost per kWh (<https://www.electricitylocal.com/>) calculated to the solar array's midlife (year 16) using an estimated average electrical cost inflation of 2% annually

Residential Savings - utility purchased renewable

Formula:

Cumulative kWh converted to utility purchased renewable x Average cost/savings per kWh = Residential utility purchased cost/savings

	Residential kWh converted (goal year)	1,514,916
	Cumulative residential kWh converted (through goal year)	9,089,498
11	Average utility purchased cost/savings per kWh	-\$0.013
	Residential Utility Purchased Cost/Savings	-\$115,346

11 The average cost/savings per kWh of utility purchased renewable energy subscription is based on utility fee information. Negative numbers indicate increased consumer spending

Residential Savings - electrical energy efficiency

Formula:

Cumulative kWh saved from energy efficiency x Average cost per kWh = Gross Residential electrical energy efficiency savings - Residential Efficiency Upgrade Costs = Net Residential Electrical Energy Efficiency Savings

	Residential kWh saved (goal year)	1,082,083
	Cumulative residential kWh saved (through goal year)	6,492,499
12a	Average cost per kWh	\$0.101
	Gross Residential Electrical Energy Efficiency Savings	\$657,041
13	Residential Electrical Efficiency Upgrade Costs	-\$578,196
	Net Residential Electrical Energy Efficiency Savings	\$78,845

12a Energy efficiency savings per kWh saved based on average electricity cost per kWh (<https://www.electricitylocal.com/>)

13 Assumed energy efficiency upgrade costs are calculated assuming an average ROI of 12% (<https://www.aceee.org/blog/2019/05/existing-homes-energy-efficiency>) Negative numbers indicate increased consumer

Residential Savings - natural gas energy efficiency

Formula:

Cumulative therms saved from energy efficiency x Average cost per therm = Gross Residential natural gas energy efficiency savings - Residential Natural Gas Efficiency Upgrade Costs = Net Residential Electrical Natural Gas Efficiency Savings

14	Residential therms saved (goal year)	339,931
14	Cumulative residential therms saved (through goal year)	2,039,584
15	Average cost per therm	\$1.848
	Gross Residential Natural Gas Energy Efficiency Savings	\$3,769,151
14, 16	Residential Natural Gas Efficiency Upgrade Costs	-\$3,316,853
	Net Residential Electrical Natrual Gas Efficiency Savings	\$452,298

14 Includes fuel switching from fossil fuel heat to electric

15 Energy efficiency savings for natural gas is based on average natural gas cost per therm <https://naturalgaslocal.com/>

16 Assumed energy efficiency upgrade costs are calculated assuming an average ROI of 12% (<https://www.aceee.org/blog/2019/05/existing-homes-energy-efficiency>) Negative numbers indicate increased consumer spending

Potential Total Cumulative Residential Energy Cost Savings

Formula:

Residential solar savings + Residential community solar savings + Residential utility purchased renewable + Residential electrical efficiency savings + Residential natural gas energy efficiency savings - Residential increased electrical costs = Potential Total Cumulative Residential Energy Savings

Residential solar savings	\$220,861
Residential utility purchased renewable cost/savings	-\$115,346
Residential electrical efficiency savings (net)	\$78,845
Residential natural gas energy efficiency savings (net)	\$452,298
Potential Total Cumulative Residential Energy Savings	\$636,658

Summary of Estimated Cumulative Savings of Modeled Reductions City of La Crescent

Notes Energy - Non Residential

Non-Residential Savings - grid electricity to solar

Formula:

Cumulative kWh converted to solar x Average cost savings per kWh = Non-Residential solar savings

	Non-Residential kWh converted (goal year)	287,678
	Cumulative Non-Residential kWh converted (through goal year)	1,726,065
	Average solar cost savings per kWh	\$0.029
6b	Average solar installation cost per KW	\$2,770.00
7	Average kWh produced annually per solar pv KW installed	1,287
	Estimated installed solar PV KW installed (goal year)	224
	Estimated total solar installation costs	\$619,166
8	Estimated average lifespan kWh produced per solar pv KW installed	38,429
8	Estimated cumulative lifespan kWh produced	8,589,871
9	Estimated value of cumulative lifespan kWh produced	\$871,826
	Average solar cost savings per kWh produced	\$0.029
	Non-Residential Solar Savings	\$50,770

6b Recent average cost per KW is 1000x the per watt cost reported by Solar Reviews for a 10KW array

<https://www.solarreviews.com> Potential savings from tax credits, depreciation, or grants are not included and would reduce these costs.

7 Calculations are based on the geographic energy production factor (<https://www.nrel.gov/docs/fy04osti/35297.pdf>) multiplied by an average performance ratio of 78% (<https://www.nrel.gov/docs/fy13osti/57991.pdf>)

8 Based on an assumed average useful life of 32.5 years according to NREL research with an average degradation rate of 0.5% (<https://www.nrel.gov/docs/fy24osti/90042.pdf>)

9 Savings per kWh based on average electricity cost per kWh (<https://www.electricitylocal.com/>) calculated to the solar array's midlife (year 16) using an estimated average electrical cost inflation of 2% annually

Non-Residential Savings - utility purchased renewable

Formula:

Cumulative kWh converted to utility purchased renewable x Average cost/savings per kWh = Non-Residential utility purchased cost/savings

	Non-Residential kWh converted (goal year)	671,248
	Cumulative Non-Residential kWh converted (through goal year)	4,027,485
11	Average utility purchased cost/savings per kWh	-\$0.013
	Non-Residential Utility Purchased Cost/Savings	-\$51,109

11 The average cost/savings per kWh of utility purchased renewable energy subscription is based on utility fee information. Negative numbers indicate increased consumer spending

Non-Residential Savings - electrical energy efficiency

Formula:

Cumulative kWh saved from energy efficiency x Average cost per kWh = Gross Non-Residential electrical energy efficiency savings - Non-Residential Efficiency Upgrade Costs = Net Non-Residential Electrical Energy Efficiency Savings

Commercial kWh saved (goal year)	479,463
Cumulative commercial kWh saved (through goal year)	2,876,775
12b Average cost per kWh	\$0.074
Gross Commercial Electrical Energy Efficiency Savings	\$212,690
13 Commercial Electrical Efficiency Upgrade Costs	-\$187,167
Net Commercial Electrical Energy Efficiency Savings	\$25,523

12b Energy efficiency savings per kWh saved based on average electricity cost per kWh reported for commercial and industrial with a weighted average (2/3rds commercial rate, 1/3rd industrial rate) reflecting typical non-residential electric consumption patterns (<https://www.electricitylocal.com/>)

13 Assumed energy efficiency upgrade costs are calculated assuming an average ROI of 12% (<https://www.aceee.org/blog/2019/05/existing-homes-energy-efficiency>) Negative numbers indicate increased consumer spending

Non-Residential Savings - natural gas energy efficiency

Formula:

Cumulative therms saved from energy efficiency x Average cost per therm = Gross Non-Residential natural gas energy efficiency savings - Non-Residential Natural Gas Efficiency Upgrade Costs = Net Non-Residential Electrical Natural Gas Efficiency Savings

14 Non-Residential therms saved (year 10)	102,804
14 Cumulative Non-Residential therms saved	616,824
15 Average cost per therm	\$0.431
Gross Non-Residential Natural Gas Energy Efficiency Savings	\$265,851
14, 16 Non-Residential Natural Gas Efficiency Upgrade Costs	-\$233,949
Net Non-Residential Natural Gas Energy Efficiency Savings	\$31,902

14 Includes fuel switching from fossil fuel heat to electric

15 Energy efficiency savings for natural gas is based on average natural gas cost per therm <https://naturalgaslocal.com/>

16 Assumed energy efficiency upgrade costs are calculated assuming an average ROI of 12% (<https://www.aceee.org/blog/2019/05/existing-homes-energy-efficiency>) Negative numbers indicate increased consumer spending

Potential Total Cumulative Non-Residential Energy Cost Savings

Formula:

Non-Residential solar savings + Non-Residential community solar savings + Non-Residential utility purchased renewable + Non-Residential electrical efficiency savings + Non-Residential natural gas energy efficiency savings - Non-Residential increased electrical costs = Potential Total Cumulative Non-Residential Energy Savings

Non-Residential solar savings	\$50,770
Non-Residential utility purchased renewable cost/savings	-\$51,109
Non-Residential electrical efficiency savings	\$25,523
Non-Residential natural gas energy efficiency savings	\$31,902
Potential Total Cumulative Non-Residential Energy Savings	\$57,086

Potential Total Cumulative Energy Cost Savings (Residential + Non-Residential)

Formula:

Energy sector savings - Energy sector cost increases = Potential Total Cumulative Energy Cost Savings

Energy Sector Savings

Total solar energy savings	\$271,631
Total community solar energy savings	\$0
Total energy efficiency savings - electricity	\$869,730
Total energy efficiency savings - natural gas	\$4,035,002
Total Gross Energy Savings	\$5,176,363

Energy Sector Cost Increases

Total solar PV installation costs	(included in estimated Total Solar Energy Savings)
Total utility purchased renewable cost/savings	-\$166,455
Total energy efficiency upgrade costs - electricity	-\$765,363
Total energy efficiency upgrade costs - natural gas	-\$3,550,802
Total Gross Energy Cost Increases	-\$4,482,619

Potential Total Cumulative Energy Cost Savings **\$693,744**

Summary of Estimated Cumulative Savings of Modeled Reductions City of La Crescent

Notes Solid Waste - Residential

Residential savings - Food Waste Reduction

Formula:

Cumulative tons of food waste reduced and diverted x Average cost savings per ton = Residential food waste savings

Residential food waste reduced (goal year) 177

Cumulative residential food waste reduced (through goal year) 1,059

17 Average cost savings per ton reduced \$2,469

Residential Food Waste Savings \$2,615,069

17 Value per ton of residential food waste avoided is based on average for Prevent and Recover strategies by ReFED "A Roadmap To Reduce U.S. Food Waste" (<https://refed.com/downloads/the-roadmap-to-reduce-u-s--food-waste/>). Food waste share of total organics diverted is calculated based on available waste sort data (see Baseline Assessment document)

Potential Total Cumulative Residential Solid Waste Reduction Cost Savings

Residential food waste savings \$2,615,069

Notes Solid Waste - Non-Residential

Non-Residential savings - Solid Waste Reduction

Formula:

Cumulative participant/years x Average reported cost savings per participant/year = Non-Residential solid waste savings

Participating businesses (goal year) 50

Cumulative participant/years (through goal year) 550

18 Average cost savings per participant/year \$431

Commercial Solid Waste Savings \$1,422,300

18 Savings per business engaged in waste reduction programs are based on MN WasteWise reported average business savings (\$431) escalated to 5 year (mid point) Cumulative savings assume businesss reduction strategies remain in force (<https://www.mnchamber.com/your-opportunity/waste-wise>)

Potential Total Cumulative Solid Waste Savings

Formula:

Residential Food Waste Savings + Commercial Solid Waste Savings + Commercial Food Waste Savings = Potential Total Cumulative Solid Waste Savings

Residential Food Waste Savings \$2,615,069

Non-Residential Solid Waste Savings \$1,422,300

Potential Total Cumulative Solid Waste Savings \$4,037,369

appendix c: ESTIMATED JOB POTENTIAL

Total Community Job Potential Estimate

The following is a preliminary estimate of the possible job potential related to some key strategies included in the Sustainability and Resilience Plan. This estimate is intended to be an illustration and does not necessarily include all job potentials.

Building and Energy Jobs Estimate²

Waste Management Jobs Estimate¹

Total Community Job Potential Estimate:3

Total Estimated Annual Income Potential:\$159,562

Building and Energy Jobs Estimate

Notes

¹Energy Efficiency and Fuel Switching - Residential 1

¹Energy Efficiency and Fuel Switching - Non-Residential 0

²Renewable Energy - Residential 1

²Renewable Energy - Non-Residential 0

Building and Energy Jobs:2

Annual Income Potential (at \$55,000)\$108,551

1: Assumptions & Rationale: Calculated at 45 jobs per \$15 million in investment based on "How Does Energy Efficiency Create Jobs?" by the American Council for an Energy-Efficient Economy (ACEEE) which illustrates that a \$15 million investment in energy efficient facilities, when compared against "business-as-usual," would increase local employment by 45 jobs in year one along with on-going impacts creating up to 20 additional jobs annually for 20 years. See "Summary of Estimated Cumulative Savings of Modeled Reduction" for investment value calculations and assumptions. Source: <https://www.aceee.org/fact-sheet/ee-job-creation>

2: Assumptions & Rationale: Calculated based on average values from the National Renewable Energy Laboratory (NREL) The Jobs and Economic Development Impacts (JEDI) Solar Photovoltaics (PV) Model for construction and professional services jobs <https://www.nrel.gov/analysis/jedi/pv> See "Summary of Estimated Cumulative Savings of Modeled Reduction" for investment value calculations and assumptions.

Waste Management Jobs Estimate

Notes

⁵Organics Diversion and Composting 1

⁶Recycling Diversion 0.1

Waste Management Jobs:1

Annual Income Potential (at \$45,000)\$51,010

5: Assumptions & Rationale: Establishing organics collection and composting programs also generates local jobs, though on a somewhat smaller scale than recycling. Composting facilities need workers for tasks like waste hauling, site operations (turning and curing compost), and marketing the finished compost. A reasonable estimate is around 0.5 to 1.0 jobs per 1,000 tons of organic waste diverted from landfill to commercial composting. Sources: "More Jobs, Less Pollution: Growing the Recycling Economy in the U.S" - Tellus Institute; <https://tellus.org/wp-content/uploads/2023/05/More-Jobs-Less-Pollution-Growing-the-Recycling-Economy-in-the-US.pdf> ; "Composting for Community | Composting Makes \$en\$e: Jobs through Composting & Compost Use" - Institute for Local Self Reliance ; <https://ilsr.org/article/composting-for-community/composting-sense-tables/>

6: Assumptions & Rationale: Diverting waste from landfills to recycling is more labor-intensive than disposal, and thus creates local jobs in collection, processing, and downstream manufacturing. Studies show approximately 1–2 jobs per 1,000 tons of materials recycled (diverted) instead of landfilled. Sources: "Jobs & Economic Benefits of Zero Waste" - Eco-Cycle: <https://ecocycle.org/learn-about-zero-waste/jobs-and-economic-benefits/> ; "What Are the Benefits of Recycling in the Community?" - Okon Recycling; <https://www.okonrecycling.com/consumer-recycling-initiatives/learn-about-recycling/benefits-of-recycling-community/>



appendix d: GLOSSARY OF TERMS

The following are abbreviations and terms used in the Sustainability and Resilience Plan as well as others common to sustainability and climate action concepts.





Abbreviations

ADU	Accessory Dwelling Unit	NZE	Net-Zero Emissions
BAU	Business as usual forecast	O ₃	Ozone
BEV	Battery electric vehicle	ODS	Ozone Depleting Substances
BIPOC	Black, Indigenous, people of color	PACE	Property Assessed Clean Energy
C&D	Construction and demolition	PFC	Perfluorocarbons
CAP	Climate Action Plan	PHEV	Plug-in hybrid electric vehicle
CE	Carbon Equivalent	PM2.5	Particulate matter of 2.5 micrometer diameter or less
CDP	Carbon Disclosure Project	POC	People of color
CFC	Chlorofluorocarbons	PPA	Power Purchase Agreement
CH ₄	Methane	PUB	Public Utilities Board
CHP	Combined Heat and Power	PV	Photovoltaic (solar photovoltaic)
CO ₂	Carbon dioxide	REC	Renewable Energy Credit
CO ₂ e	Carbon dioxide equivalent	RCP	Representative Concentration Pathway
CSG	Community Solar Garden	SO ₂	Sulfur Dioxide
DCFC	Direct Current Fast Charger	SF ₆	Sulfur Hexafluoride
DOE	U.S. Department of Energy	SULEV	Super ultra-low emission vehicle
EMS	Emergency medical services	t	Ton equivalent to 2,000 lbs (United States)
EPA	U.S. Environmental Protection Agency	TOG	Total Organic Gasses
EV	Electric vehicle	USGS	U.S. Geological Survey
EVSE	Electric vehicle supply equipment	VMT	Vehicle miles traveled
FEMA	Federal Emergency Management Agency	VHT	Vehicle hours traveled
FTE	Full-time equivalent	ZEV	Zero emission vehicle
GCoM	Global Covenant of Mayors	ZNEB	Zero Net Energy Building
GDP	Gross Domestic Product		
GHG	Greenhouse gas		
GWP	Global warming potential		
HFC	Hydrofluorocarbons		
HVAC	Heating, Ventilation, and Air Conditioning		
ICE	Internal Combustion Engine vehicle		
IPCC	Intergovernmental Panel on Climate Change		
kWh	Kilowatt-hour		
LEED	Leadership in Energy and Environmental Design		
LEV	Low emission vehicle		
LIDAC	Lower Income and Disadvantaged Community		
MWH	Megawatt hour – 1,000 Kilowatt-hours		
MSW	Municipal Solid Waste		
MT	Metric ton equivalent to 1,000 kg (also known as Metric Tonne)		
MMT	Million Metric tons		
MMBTU	Million British Thermal Units		
MT CO ₂ e	Metric tons of carbon dioxide equivalent		
NGO	Non-Governmental Organization		
N ₂ O	Nitrous Oxide		
NO _x	Nitrogen Oxides		
NOAA	National Oceanic and Atmospheric Administration		



A

Accessory Dwelling Unit (ADU)

A secondary dwelling unit associated with a primary single-family home, which can be located within or attached to the main residence, or in a separate accessory building on the same property.

Action

Specific tasks set out to realize the objectives and methods highlighted in a given plan.

Activity Data

Information regarding the scale of human actions that lead to emissions or removals within a specified timeframe. This includes data like energy consumption, metal production, land coverage, management procedures, and usage of lime, fertilizers, and waste generation.

Adaptation

Refer to "Climate Readiness or Resilience"

Adaptive Capacity

The combination of societal, technological, and monetary abilities that individuals or groups possess to initiate and sustain actions against climate change.

Aerosols

Airborne particles, either solid or liquid, typically ranging between 0.01 and 10 micrometers. These particles, which can be of natural or human-made origin, can persist in the atmosphere for extended periods. They can affect climate by directly interfering with radiation or indirectly by influencing cloud properties.

Afforestation

The process of establishing forests on lands that weren't previously forested.

Air Pollutant

Any substance, either originating from human activities or naturally, present in the atmosphere that might have detrimental impacts on humans, fauna, flora, or materials.

Anthropogenic

In relation to greenhouse gas records, "anthropogenic" denotes emissions and removals

directly stemming from human actions or from natural processes influenced by human activities.

Atmosphere

The layer of gases encasing the Earth. It mainly consists of nitrogen and oxygen, along with trace gases like argon, helium, and certain greenhouse gases like carbon dioxide and ozone. The atmosphere also encompasses varying amounts of water vapor and contains other components like clouds and aerosol particles.

B

Baseline Emissions

A reference point, either through measurement, calculation, or a specific timeframe, for making comparisons. It represents emission levels in scenarios devoid of policy changes or project implementations. Such evaluations are crucial to gauge the impact of emissions-reducing measures.

Base Year

The initial year used for data gathering. Emission-reducing goals are often set with this year as a reference.

Beneficial Electrification

Beneficial electrification is the process of replacing fossil fuels with electricity to reduce energy costs and greenhouse gas emissions. It can be applied to many sectors, including transportation, residential buildings, and commercial buildings.

Biogenic

Derived from the biological activities of living entities. The term "biogenic" exclusively pertains to recently formed biological materials. The IPCC suggests categorizing peat as fossil carbon due to its lengthy replacement cycle.

Biogeochemical Cycle

The continuous transfer of essential chemicals, crucial for life, within Earth's systems, including carbon, nitrogen, oxygen, and phosphorus.

Biomass

Refers either to (1) the combined weight of all living organisms within a designated area or species, usually represented as dry weight or (2) Organic substances originating from or recently derived from



living beings, excluding peat, and encompasses derived products and waste.

Biomass Waste

Biological, non-fossil substances of biological origin that are either residual or discarded. This definition includes biogenic municipal waste, landfill gas, and other forms of biomass but excludes certain fuels and biofuels. EIA's data on "biomass waste" also count energy crops produced specifically for power generation.

BIPOC

Defined as "Black, Indigenous, and people of color", this U.S.-specific term emphasizes the experiences of Black and Indigenous communities, showcasing or influencing the broader socio-economic dynamics encountered by all non-white individuals.

Black Carbon

A type of aerosol characterized based on its capacity to absorb light, its chemical reactivity, and/or thermal resistance; comprises elements like soot and charcoal.

Blue Carbon

Carbon that's absorbed and retained by coastal ecosystems and wetlands, aiding in countering climate change impacts.

British Thermal Unit (BTU)

A conventional measure of thermal energy, representing the energy needed to elevate the temperature of a pound of water by a single degree Fahrenheit.

Business As Usual Forecast (BAU)

The Intergovernmental Panel on Climate Change (IPCC) describes this as the predicted emission levels if upcoming trends emulate historical ones and no additional policy amendments are enacted. This projection presumes no further emission-curbing actions will be adopted beyond existing or committed measures. BAU forecasts do include anticipated reductions resulting from existing requirements or commitments, such as federal vehicle fuel efficiency standards and electric utility carbon-reduction commitments, which are outside the scope of this plan.

C

Carbon Cycle

The systematic flow and storage of carbon across different reservoirs. This involves four primary carbon storage areas: the atmosphere, the terrestrial environment (including freshwater systems), oceans, and sediments (which encompass fossil fuels). The carbon exchanges between these reservoirs are driven by a mix of chemical, physical, geological, and biological factors. Though the ocean holds a significant amount of near-surface carbon, its exchange with the atmosphere is relatively slow.

Carbon Dioxide (CO₂)

A gas found naturally in the environment, but also produced from burning fossil fuels, biomass, through land-use alterations, and various industrial activities. As the main human-induced greenhouse gas, it impacts the Earth's ability to reflect heat. Other greenhouse gases are often measured relative to CO₂, which has a Global Warming Potential set at 1.

Carbon Dioxide Equivalent (CO₂ e)

A standard for comparing the emissions from different greenhouse gases based on their potential to warm the planet. It's determined by equating the amount of a gas emitted to the amount of CO₂ that would have the same global warming impact.

Carbon Disclosure Project (CDP)

A global initiative allowing organizations and cities to publicly share their environmental impacts, notably related to climate risks. CDP stands as one of the recognized disclosure platforms endorsed by GCoM.

Carbon Emissions

The process of releasing carbon dioxide into the atmosphere, primarily through human activities like burning fossil fuels for energy.

Carbon Equivalent (CE)

A metric for comparing emissions from various greenhouse gases based on their capacity to influence global warming. Carbon equivalents are derived from carbon dioxide equivalents using a specific conversion factor related to molecular weights.

Carbon Free

Activities, systems, or products that don't emit carbon dioxide or other greenhouse gases. Often



associated with sustainable or renewable energy discussions, not every "carbon free" source is renewable. For instance, while both wind and nuclear energy are carbon-free, only wind is renewable.

Carbon Intensity

The ratio of carbon emitted for every unit of energy used. A typical measure of this is the carbon weight per British thermal unit (Btu) of energy. When considering a single fuel type, carbon intensity and the emission coefficient are the same. With multiple fuels, it's an aggregate value.

Carbon Neutral / Carbon Neutrality

Achieving a balance where the amount of CO₂ produced annually is equal to the amount removed or offset, leading to net-zero CO₂ emissions by a specific date. Carbon Neutrality is also sometimes applied to all greenhouse gas emissions. In those instances the term is sometimes used interchangeably with "Net Zero" or "Climate Neutral"

Carbon Offsets

Mechanisms to counterbalance carbon dioxide or other greenhouse gas emissions by funding equivalent reductions elsewhere. They are quantified in metric tonnes of CO₂ -equivalent and can be traded to neutralize emissions from an entity's operations.

Carbon Sinks

Natural environments, such as forests or oceans, recognized for their ability to absorb and store carbon dioxide from the atmosphere.

Carbon Sequestration

The process of capturing and storing CO₂, either in oceans, terrestrial environments like forests and soils, or in geological formations underground.

Chlorofluorocarbons (CFCs)

Gases, regulated under the 1987 Montreal Protocol, used in several applications like refrigeration and air conditioning. Since they don't break down in the lower atmosphere, they reach the upper atmosphere and can deplete ozone. Their usage is being phased out in favor of alternative compounds, some of which are greenhouse gases under the Kyoto Protocol.

Circular Economy

A sustainable economic model that deviates from the traditional linear approach (produce, use, discard) by focusing on reducing resource inputs and waste. It emphasizes durable product design, repair, reuse, and recycling to minimize waste.

Clean Energy

Clean, or "carbon-free," energy is electricity produced by facilities that do not release greenhouse gases, like carbon dioxide, during the generation process.

Climate

Often described as the "typical weather" of an area, climate is a statistical representation of weather patterns over extended periods, typically 30 years as per World Meteorological Organization (WMO) standards. It encompasses averages and variability of factors like temperature and precipitation. On a broader scale, climate is the comprehensive state of the climate system, including statistics.

Climate Adaptation or Resilience

The ability of ecosystems or communities to anticipate, stand against, respond, and recover from disruptive events. It involves adjusting to changing climate conditions to lessen risks and vulnerabilities.

Climate Action Plan

A comprehensive strategy detailing steps that a municipality, business, or government will take to decrease greenhouse gas emissions and prepare for climate change, fostering sustainable and resilient growth.

Climate Change

Any significant, lasting change in the average or variability of climate conditions over extensive periods. It can stem from natural processes, persistent changes in atmospheric composition due to human activities, or alterations in land use.

Climate Hazard

A climate event or situation that can negatively affect human health, resources, or livelihoods, encompassing sudden shifts in climate systems like heavy rainfall or prolonged droughts.

Climate Migration



The relocation of individuals due to the effects of climate change impacting their way of life or degrading their living conditions. This can result from changing water supplies, altered agricultural yields, or factors like rising sea levels and increased storm intensity.

Climate Model

A mathematical representation used to simulate the key components of climate, including the atmosphere, oceans, land, and ice. These models are used to forecast potential future climate changes.

Climate Neutral / Climate Neutrality

Achieving a balance where the amount of all GHG emissions produced annually is equal to the amount removed or offset, leading to net-zero GHG emissions by a specific date. "Climate Neutral" is sometimes used interchangeably with "Carbon Neutral", however, "Carbon Neutral" often interpreted as addressing CO₂ emissions only, whereas "Climate Neutral" is intended to address all GHG gases.

Climate Scenario

A structured and logical narrative of potential future climatic conditions, built on a set of assumptions about potential future events.

Climate Risk

The potential negative outcomes due to climatic changes, where valuable assets are at risk. The risk is calculated based on the likelihood of certain climate events or changes happening and the potential impact of those changes. It is a product of the system's vulnerability and the climate hazards faced.

Climate Vulnerability

The extent to which a system is at risk from adverse climate changes, including climate variability and extremes. It depends on how exposed the system is to these changes, its inherent sensitivity, and its ability to adapt. Vulnerability can be described as the potential negative impact minus the system's adaptive capacity.

Climate Vulnerability Assessment

An analysis aiming to pinpoint and categorize the threats posed by climate change. It guides the creation of strategies to address these threats and

can cover diverse areas like food security, socio-economic factors, and extreme weather patterns.

Co-Benefit

Additional advantages or benefits (e.g., health, economic, societal) that arise indirectly from climate adaptation and mitigation measures.

Co-generation

A facility or system that simultaneously and efficiently produces multiple forms of energy, usually heat and power, in an integrated manner.

Community Choice Aggregation (CCA)

CCA programs, or sometimes known as "Community Power Aggregation", empower local governments to source power for their citizens, businesses, and municipal facilities from alternative providers, while still utilizing the distribution services of their existing utilities. Setting up a CCA generally needs state-level legislation. For more details, one can visit EPA's dedicated CCA website: [EPA's CCA webpage <https://www.epa.gov/green-power-markets/community-choice-aggregation>]

Combined Heat and Power (CHP)

A system designed to concurrently generate electricity and useful heat, aiming for optimal energy use. Some utilities might sell the heat produced for public use, while certain industries might sell surplus electricity to other businesses or utility companies.

Community Power Aggregation

Refer to "Community Choice Aggregation"

Community Solar / Community Solar Garden (CSG)

Shared solar installations that allow community members to benefit from solar energy without installing panels on individual properties. Participants receive bill credits based on their share of the generated power. Generally, the electricity from community solar farms is priced lower than traditional utility rates.

Complete Streets

A street design concept that ensures streets are made to accommodate all users safely and efficiently, regardless of their mode of transportation or age.

Consistency



Ensuring that an inventory remains uniform in its methodologies and data over time. If the same methods and datasets are consistently applied over years, then the inventory is considered consistent.

Continuous Emission Monitor (CEM)

A monitoring system placed within smokestacks or other emission sources that continuously measures and reports air emissions.

Cool Roof

Roofing materials engineered to reflect more sunlight and absorb less heat, thereby reducing the heat transferred to the building or its surroundings.

Cool Pavement

Pavement materials designed to reflect sunlight and decrease heat absorption, minimizing heat transfer to the nearby environment.

Criteria Air Pollutant

Specific air pollutants for which permissible exposure levels are determined, and corresponding air quality standards are established. Examples include carbon monoxide, ozone, and various particulates. The term arises from the U.S. EPA's obligation to define these pollutants and their impacts on health and the environment. Standards can be reviewed and updated based on new scientific information.

D**Decarbonization**

The transition towards reducing carbon emissions by adopting cleaner energy sources, enhancing energy efficiency, or capturing and storing released carbon. The ultimate aim is to minimize the climate impact and move towards a carbon-neutral society.

Deforestation

The conversion of forested areas into non-forest uses. Deforestation is often linked to the amplified greenhouse effect for two main reasons: the combustion or decay of wood releases carbon dioxide, and the removed trees no longer absorb atmospheric carbon dioxide through photosynthesis.

Demand Side Management (DSM)

Initiatives designed to modify consumer energy consumption patterns using methods like education and financial incentives. DSM seeks to reduce energy consumption, particularly during peak demand periods, and shift usage to times when demand is typically lower.

Direct Current Fast Charger (DCFC)

DCFC charging is designed to deliver more power at faster speeds than Level 2 chargers with outputs ranging from 50 kW to 350 kW. They can recharge an EV battery to 80% in anywhere from 15 minutes to 45 minutes, depending on the vehicle's voltage capacity. DCFC is also sometimes known as "Level 3 charging", or "Rapid Charging".

Distillate Fuel Oil

A category of petroleum products obtained through standard distillation processes. This encompasses diesel fuels and fuel oils, including types like No. 1, No. 2, and No. 4 diesel fuel. These products are used in various engines, from road vehicles to trains and agricultural equipment. Additionally, No. 1, No. 2, and No. 4 fuel oils are typically employed for heating spaces and generating electricity.

District Heating

A system that distributes heat, generated at a centralized point, via a network of pipes to provide heating for homes and businesses in a specified area or community.

E**Ecosystem Services**

The benefits ecosystems offer to human welfare. These benefits range from tangible resources like water and food to services like air purification, flood control, and climate stabilization.

Electric Vehicle (EV)

A vehicle that can be powered by an electric motor that draws electricity from a battery and is capable of being charged from an external source. An EV includes both a vehicle that can only be powered by an electric motor that draws electricity from a battery (all-electric vehicle) and a vehicle that can be powered by an electric motor that draws electricity from a battery and by an internal combustion engine (plug-in hybrid electric vehicle).

**Electric Vehicle Supply Equipment (EVSE)**

The infrastructure that allows electric vehicles to charge from an electricity source. It's also known as an EV charging station, EV charger, or charging dock. EVSE takes electrical power from the grid and transfers it to the vehicle's battery.

Emissions

The act of discharging certain substances, often gases in the context of climate change, into the environment.

Emission Factor

A value that signifies the amount of a gas emitted or removed per unit of activity. This coefficient is usually derived from a collection of measurement data and provides a representative emission rate for a set of specific conditions.

Emission Inventory

A calculation of the total pollutants released into the atmosphere from various significant sources, measured over a defined period, such as daily or annually.

Emission Rate

The quantity of a specific pollutant released over a set duration, commonly expressed in units like tons per year.

Energy Burden

The fraction of a household's total income spent on energy costs. An "high" energy burden is identified when energy costs comprise 6% or more of the household income, while it's deemed "severe" if above 10%.

Energy Savings / Energy Efficiency

Refers to the sustainable reduction in the amount of energy consumed for the same level of output or performance. For instance, a modern heater that requires less energy to provide the same warmth results in energy efficiency improvements.

Energy Tariff

A pricing structure, or utility tariff, that dictates how consumers are charged by energy providers for their electric or gas consumption. Energy tariffs are subject to government approval and review.

Environmental Justice

The equitable treatment and active participation of all individuals, regardless of their race, ethnicity, income, or origin, in the processes related to environmental laws, policies, and regulations.

Equity

Being just and fair in treatment, acknowledging that people have diverse circumstances and providing them with the necessary resources and opportunities to achieve equal outcomes. In terms of climate change, equity encompasses both shielding from environmental hazards and ensuring access to environmental benefits, irrespective of socio-economic factors.

F**Federal Emergency Management Agency (FEMA)**

A federal agency that leads the country's response to disasters, including natural disasters, man-made incidents, and terrorist events.

Fluorocarbons

Molecules made up of carbon and fluorine, which can also include elements like hydrogen, chlorine, or bromine. Some well-known types are chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).

Flux

(1) Materials, like limestone and dolomite, used to moderate the heat or energy demands of mineral processing, like metal smelting. They can also function as agents to produce slag. (2) The rate or volume of a liquid or gas moving across a specific area over time, such as the "CO₂ absorption rate by forests".

Fossil Fuel

Deposits of hydrocarbons formed from ancient organic matter, including coal, oil, and natural gas.

Fuel Combustion

The intentional burning of materials in a device designed to provide heat or mechanical energy. This process can be for direct application or use elsewhere.

Fuel Switch (see also "Beneficial Electrification")



The process of transitioning from one energy source to another, commonly from non-renewable sources like fossil fuels to renewable ones like wind or solar, to reduce both costs and emissions.

Fugitive Emissions

Unintentional leaks of gases from surfaces such as seals or underground pipelines due to deterioration or faults.

G

Geologic Carbon Sequestration

The practice of capturing CO₂, often from sources like coal-powered plants, and injecting it deep underground for storage. With careful site selection and management, this approach has potential in reducing atmospheric CO₂ levels.

GHG

Refer to "Greenhouse Gas"

Global Environmental Change

Significant, accelerated alterations to Earth's natural systems, encompassing climate shifts, biodiversity loss, resource depletion, pollution, and other large-scale environmental disruptions.

Global Warming

The average rise in atmospheric temperature near the Earth's surface and within the troposphere, which can lead to shifts in global climate. This warming can arise from both natural phenomena and human activities. Typically, "global warming" is used to refer to the temperature increase resulting from the enhanced emissions of greenhouse gases due to human actions. See also Climate Change.

Global Warming Potential (GWP)

An index that calculates the radiative effects of greenhouse gases, considering their ability to trap heat compared to carbon dioxide over a specified timeframe. The GWP evaluates the cumulative effect of these gases in the atmosphere based on their longevity and their potential to absorb infrared radiation. The Kyoto Protocol uses GWPs derived from 100-year timespan emissions.

GCoM Global Covenant of Mayors

GCoM represents the world's largest alliance dedicated to urban climate leadership. Comprising over 10,000 city and local governments, GCoM's goal

is to encourage and support action on climate and energy at the grassroots level globally.

Green Streets

An urban design approach that incorporates plant life, soil, and engineered structures to manage, slow, and purify stormwater runoff from surfaces that don't absorb water.

Greenhouse Effect

A natural process where specific gases in the atmosphere trap heat near the Earth's surface, leading to a warming effect. If concentrations of these greenhouse gases increase, this effect intensifies, leading to a gradual increase in the Earth's temperature.

Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories

A comprehensive and transparent framework adopted globally for cities and local governments to consistently measure, calculate, and report their greenhouse gas emissions.

Greenhouse Gas

A gas that can absorb and emit infrared radiation, contributing to the greenhouse effect. Some common greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxide, and certain industrial gases like hydrofluorocarbons.

Greenhouse Gas Reduction

Efforts aimed at diminishing the amount of greenhouse gases released into the atmosphere, thereby mitigating potential adverse climate impacts.

Green Infrastructure

Green infrastructure encompasses a diverse array of green spaces and features, both in urban and rural areas, that serve to enhance the well-being of communities and provide environmental advantages. It extends beyond traditional open spaces like parks and playing fields to include a range of measures that use plant or soil systems, permeable pavement and surfaces, stormwater harvest and reuse, or landscaping to manage stormwater and reduce flows to sewer systems or to surface waters. This approach helps counter water pollution in urbanized areas caused by stormwater carrying contaminants.



Green Roof

A roof that incorporates vegetation over a waterproof layer. Green roofs can be categorized as extensive, intensive, or semi-intensive based on the depth of planting medium and amount of maintenance they require. They offer benefits like mitigating the heat island effect, managing stormwater, and enhancing green space in urban areas.

Green Wall

This is a vertical extension of the green roof concept, where vegetation is grown on building exteriors.

Gross Domestic Product (GDP)

The total value of goods and services produced within a country's borders in a specific timeframe, typically a year. It doesn't account for the depreciation of assets or depletion of natural resources.

Groundwater

Water located beneath the Earth's surface, filling the spaces between soils and rocks.

H

Halocarbons

A group of organic compounds composed partially of halogens. They encompass chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), hydrofluorocarbons (HFCs), halons, and more. Many halocarbons have significant Global Warming Potentials and some also contribute to ozone layer depletion.

Hazard

The potential for an event, whether natural or human-induced, to cause harm to people, property, infrastructure, or the environment.

Heat Island

An urban area that exhibits higher temperatures than its surrounding rural areas due to human activities. This phenomenon is attributed to factors like heat-absorbing surfaces and structures. See also "Micro Heat Island".

Heating, Ventilation, and Air Conditioning (HVAC)

Systems that regulate and move heated and cooled air throughout buildings. HVAC systems are used to

improve air quality and maintain a comfortable indoor climate.

Hydrocarbons

Compounds made up of only hydrogen and carbon atoms. The term can also refer to petroleum compounds which might contain elements like sulfur, nitrogen, or oxygen. Unsaturated hydrocarbons contain either double or triple carbon-carbon bonds.

Hydrofluorocarbons (HFCs)

Molecules made up of hydrogen, fluorine, and carbon. These were developed as replacements for ozone-depleting substances and are used in a variety of industrial processes. While HFCs don't deplete the ozone layer, they are potent greenhouse gases with varying Global Warming Potentials.

I

ICLEI Local Governments for Sustainability

An association of local governmental entities focused on reducing carbon emissions and fostering sustainable urban growth. ICLEI members, along with a team of specialists, collaborate through capacity building, partnerships, and peer interaction to effect change towards urban sustainability.

Impact

A consequence or effect that arises due to climate change on any system's structure or functioning. Examples include severe heatwaves, sea-level rise, or alterations in rainfall causing floods or droughts.

Indicator

A numerical representation highlighting a specific facet of vulnerability to climate change. For instance, a forecasted alteration in annual average temperature or the count of species at risk.

Internal Combustion Engine Vehicle (ICE)

Vehicles which ignite and combust fuel within an internal combustion engine. Fuels used in ICE vehicles are typically gasoline and diesel.

Intergovernmental Panel on Climate Change (IPCC)

Founded in 1988 by the World Meteorological Organization and the United Nations Environment Programme, the IPCC is tasked with evaluating scientific and technical information related to all aspects of climate change. The IPCC informs



governments about the state of knowledge of climate change by examining all the relevant scientific literature on the subject. The IPCC is scientific entity and is not a legislative body.

K

Kilowatt Hour (kWh)

A unit representing electrical energy consumption, equivalent to using 1,000 watts continuously for an hour.

Kyoto Protocol

A supplement to the United Nations Framework Convention on Climate Change (UNFCCC) ratified in Kyoto, Japan, in 1997. This protocol incorporates legally binding obligations to reduce greenhouse gas emissions. Countries listed in the Protocol's Annex B pledged to reduce their emissions of six major greenhouse gases by at least 5% from 1990 levels between 2008 and 2012. The Protocol became effective on February 16, 2005.

L

Land Use and Land Use Change

Land use pertains to the human activities performed on a certain type of land cover. Meanwhile, land use change denotes alterations in how land is managed or utilized by humans, which can influence land cover. Changes in land cover and land use can affect climate properties such as surface albedo and greenhouse gas sources/sinks, potentially influencing climate on various scales.

Leadership in Energy and Environmental Design (LEED)

LEED is a certification system for evaluating and promoting sustainable building and design practices. Developed by the U.S. Green Building Council (USGBC), LEED provides a framework for environmentally responsible construction, aiming to improve energy efficiency, reduce water usage, and decrease greenhouse gas emissions. Buildings can earn LEED certification at different levels (Certified, Silver, Gold, or Platinum) based on their performance across several criteria, including energy use, indoor environmental quality, and sustainable site development.

Level 1 Charger

An electric vehicle charging device that provides charging through a common residential 120-volt

(120V) AC outlet. Level 1 chargers can take 40-50+ hours to charge a BEV to 80 percent from empty and 5-6 hours for a PHEV.

Level 2 Charger

An electric vehicle charging device with a higher AC charging capacity than Level 1 chargers. They typically operate at 240V for residential use or 208V for commercial use. Level 2 chargers can charge a BEV to 80 percent from empty in 4-10 hours and a PHEV in 1-2 hours.

LIDAC Communities

Low Income / Disadvantaged Communities (LIDACs): Communities where residents have low incomes, limited access to resources, and face disproportionate environmental or climate burdens.

Living Streets

"Living streets" amalgamate the principles of green streets and complete streets while emphasizing the enhancement of residents' life quality in urban areas.

LULUCF

An abbreviation for "Land Use, Land Use Change, and Forestry," a category in greenhouse gas inventory documentation.

M

Megawatt Hour (MWH)

An electrical energy unit denoting the consumption of a million watts over an hour.

Methane (CH₄)

A hydrocarbon that acts as a greenhouse gas with a global warming potential estimated to be 28 times stronger than carbon dioxide. Methane arises from several sources, including decomposition in landfills, flooded rice fields, digestion in animals, and fossil fuel production. The GWP value is sourced from the IPCC's Fifth Assessment Report (AR5).

Metric Ton

Equivalent to a Megagram or 1,000 kilograms, a metric ton, sometimes referred to as a metric tonne, is a standard international unit for mass.

Micro Heat Island

Smaller localized zones within urban environments experiencing elevated temperatures in comparison



to surrounding areas. Such hotspots might include asphalt roads, non-green roofs, or barren parking lots. The microclimate and unique built environment conditions heavily influence these micro heat islands. Refer also to "Heat Island".

Million Metric Tons (MMT)

A standard measurement often utilized in greenhouse gas documentations, equivalent to a Teragram (Tg).

Mitigation

Efforts to reduce or curb the extent or speed of long-term climatic warming and its associated effects. Mitigation typically encompasses the reduction of human-induced greenhouse gas emissions.

Mobile Sources

Transportation means that emit pollutants, including cars, motorbikes, trucks, off-road vehicles, boats, and planes.

Mode Share

The proportion of travelers opting for a specific mode of transportation. Mode share serves as a vital metric when shaping sustainable transportation strategies in a city or region, as it highlights the prevalent use of different transport options. This metric showcases the effectiveness of infrastructures, policies, investments, and urban designs in facilitating various transport modes.

Model

A model serves as a numerically-based representation of real-world scenarios, often omitting or simplifying certain details to emphasize core elements.

Municipal Power Aggregation

Refer to "Community Choice Aggregation."

Municipal Solid Waste (MSW)

Waste originating from homes and certain non-hazardous industrial, institutional, and commercial sources. Typically, this waste is directed to municipal disposal sites.

N**National Oceanic and Atmospheric Administration (NOAA)**

A US agency responsible for weather forecasting, monitoring oceanic and atmospheric conditions, charting the seas, conducting deep-sea exploration, and managing fishing and protection of marine mammals and endangered species in the US exclusive economic zone.

Natural Sources

Emission sources that aren't human-induced, including biological, geological sources, wildfires, and dust carried by the wind.

Net Energy Metering (NEM)

Net Energy Metering, commonly referred to as Net Metering, enables residential and business consumers generating their own solar energy to sell their surplus electricity back to the grid. The rate schedule for NEM determines compensation for this electricity. While net metering laws exist in many states, in others, utilities may offer these programs either voluntarily or due to regulatory decisions.

Net Zero Emissions (NZE)

Pertains to a community, business, institution, or building that produces the same amount of energy it consumes through renewable and GHG emission-free sources, resulting in zero net emissions over a year. With a net zero target, only a small portion of residual emissions, no more than 5-10%, should be offset using high-quality carbon removal methods.

Nitrogen Fixation

The process where atmospheric nitrogen gas transforms into forms beneficial for plants and other organisms, achieved through lightning, bacteria, and blue-green algae. This process is integral to the nitrogen cycle.

Nitrogen Oxides (NOx)

Gaseous compounds comprising nitrogen and oxygen. These gases emerge from vehicle exhaust and power generation. As they can form photochemical ozone, impact visibility, and harm health, they're deemed pollutants.

Nitrous Oxide (N₂O)

A potent greenhouse gas with a warming potential 265 times greater than carbon dioxide. Key sources encompass soil management practices, fossil fuel burning, and biomass combustion. Its global



warming potential is derived from the IPCC's Fifth Assessment Report (AR5).

Non-Governmental Organization (NGO)

A group that works independently of governments to improve social conditions. NGOs are often non-profit institutions that are established at the community, national, or international level.

O

Ozone (O₃)

A gaseous compound composed of three oxygen atoms. In the troposphere, ozone forms naturally and through photochemical reactions involving human-produced gases. In the stratosphere, it forms when solar UV radiation interacts with diatomic oxygen. While tropospheric ozone is a greenhouse gas, stratospheric ozone is vital for blocking harmful UV radiation.

Ozone Depleting Substances (ODS)

Compounds causing the depletion of the stratospheric ozone layer. This category includes substances like CFCs, HCFCs, halons, and more. These substances, predominantly stable in the troposphere, degrade in the stratosphere under UV radiation, releasing ozone-depleting chlorine or bromine.

P

Perfluorocarbons (PFCs)

Man-made compounds solely composed of carbon and fluorine. Used as substitutes to ozone-depleting substances and emitted during certain industrial processes. Despite not depleting the ozone, they are formidable greenhouse gases. (IPCC's Fourth Assessment Report (AR4))

Phantom Load

Refers to the power consumed by electronic devices and appliances even when switched off. Devices drawing "phantom loads" constantly utilize electricity.

Photosynthesis

A biological process where plants absorb carbon dioxide to produce carbohydrates, releasing oxygen in the process. The mechanism varies based on different atmospheric carbon dioxide concentrations.

Plug-in hybrid electric vehicle (PHEV)

A type of vehicle that combines features of both gasoline-powered and electric vehicles. PHEVs use batteries to power an electric motor, and another fuel, such as gasoline or diesel, to power an internal combustion engine or other propulsion source. PHEVs can charge their batteries through charging equipment and regenerative braking.

Plug Load

Refers to the energy consumption of devices plugged into electrical outlets. In offices, major plug loads include computers, printers, and copiers. As buildings become more energy efficient, the relative importance of plug loads increases.

POC

An acronym for "people of color" or "person of color", encompassing all non-white demographic groups. See also "BIPOC."

Point Sources

Specific locations emitting pollutants into the atmosphere, like industrial smokestacks.

Power Purchase Agreement (PPA)

A contract where one party, the generator, produces electricity, and the other, the buyer, agrees to purchase it. Individual or grouped customers can forge PPAs with energy developers. PPAs enable long-term renewable energy commitments and can serve as direct renewable energy investments.

Property-Assessed Clean Energy (PACE)

A financial structure allowing property owners to fund renewable energy and energy efficiency improvements. Eligible properties include residential, commercial, and industrial sites. Upgrades can be geared toward energy efficiency, renewable energy, and water conservation.

Process Emissions

These are emissions resulting from chemical transformations in industrial processes that are distinct from burning.

R

RCP 8.5

A Representative Concentration Pathway climate model frequently considered the climate model representing "business as usual" forecasts if global



GHG emissions are not reduced and fossil fuels are continued to be used.

Radiative Forcing

A shift in equilibrium between incoming sunlight and outgoing infrared radiation. Ordinarily, the Earth's incoming and outgoing radiations are almost balanced. However, the introduction of greenhouse gases captures more infrared radiation, reflecting it back to Earth's surface, leading to a warming effect.

Reforestation

The act of reintroducing forests on lands that once held forests but were later repurposed.

Regeneration

The process of reestablishing young trees, either naturally or through human intervention, typically preserving the existing forest type after the previous forest has been removed.

Renewable Energy

Energy sourced from naturally renewable elements such as the sun, wind, water, and geothermal heat.

Renewable Energy Credits (RECs)

Certificates representing the benefits and attributes of electricity generated from renewable sources. Each REC represents one megawatt-hour (MWh) of renewable electricity dispatched to the grid. The largest reduction in Evanston's emissions is attributed to REC purchases.

Representative Concentration Pathway (RCP)

climate change scenarios to project future greenhouse gas concentrations. These pathways describe future greenhouse gas concentrations and have been formally adopted by the IPCC. There are a range of RCP climate models from RCP 2.6 to RCP 8.5 reflecting a range of potential human-made GHG emission scenarios. The numbers represent the expected change in radiative forcing through the end of the 21st century.

Residence Time

The typical duration a single atom or molecule remains in a particular storage area. In the context of greenhouse gases, it generally refers to the duration a molecule lingers in the atmosphere.

Resilience / Resiliency

The capacity to foresee, ready for, counteract, and promptly bounce back from climate-induced threats, ensuring minimal damage to society, economy, and natural settings.

Resilience Hub

A resilience hub is a community-serving facility that supports residents and communities before, during, and after emergencies. Resilience hubs can also provide resources to support communities in reducing greenhouse gas emissions.

Reservoir

Either (1) a part of the climate system where a greenhouse gas or its precursor is housed; or (2) human-manipulated water bodies where significant variations in water area might occur due to water regulation.

Respiration

A biological process where living entities transform organic substances into carbon dioxide, using up oxygen and releasing energy in the process.

Retro-commissioning

A comprehensive approach to enhance a building's operational efficiency by ensuring its control systems operate optimally and align with the building's intended and actual usage.

Ride-share

A system where individuals share transport means, usually through carpooling or joining a vanpool. Typically facilitated by a platform connecting drivers with potential riders.

S

Scope 1

Refers to emissions discharged directly within the city's boundaries due to fossil fuel combustion and the decomposition of waste in landfills and wastewater facilities.

Scope 2

Refers to emissions generated outside the city resulting from the city's consumption of electricity.

Scope 3

Pertains to emissions linked to local government functions that can be quantified and disclosed but



don't fall under Scope 1 or 2. Examples include outsourced activities and commuting of employees.

Short Ton

A standard ton measurement in the U.S., equivalent to 2,000 lbs or about 0.907 metric tons.

Sink

Any activity, process, or mechanism responsible for removing a greenhouse gas, aerosol, or their precursor from the atmosphere.

Social Cost of Carbon

An estimation of the economic damage due to climate change effects, calculated as the monetary value of total damages arising from emitting a single ton of carbon dioxide.

Solar Radiation

The sun's emitted electromagnetic waves. This radiation, also known as shortwave radiation, has wavelengths mainly in the visible spectrum due to the Sun's temperature.

Solar Photovoltaic (PV)

A system that directly transforms sunlight into electricity using semiconductors, primarily silicon. Suitable for homes, businesses, and large-scale operations, solar PV systems can be roof-mounted, ground-based, or integrated into building structures to produce renewable energy.

Source

Any process or activity that introduces greenhouse gases, aerosols, or their precursors into the atmosphere.

Stationary Sources

Fixed locations like power stations, manufacturing plants, and refineries that emit pollutants into the air.

Strategy / Strategic Goal

Detailed directions built upon the foundation of the sustainability vision and GHG reduction objectives that guide future policy decisions, community investments, and initiatives.

Sulfur Dioxide (SO₂)

A molecule made of one sulfur atom and two oxygen atoms. Released both naturally and by human

activity, it can transform into sulfate aerosols in the atmosphere. These aerosols can cool the Earth's surface, contribute to acid rain, and decrease visibility.

Sulfur Hexafluoride (SF₆)

A colorless gas that mixes well with alcohol and ether but less so with water. It's an extremely potent greenhouse gas, with a global warming potential much higher than carbon dioxide (CO₂). SF₆ is predominantly used in electricity transmission and as an insulator in electronics. Its global warming potential is derived from the IPCC's Fourth Assessment Report (AR4). It is a potent greenhouse gas with a warming potential 23,500 times greater than carbon dioxide.

T**Terrestrial Carbon Sequestration**

The process where trees, plants, and crops absorb carbon dioxide (CO₂) from the atmosphere through photosynthesis and store it as carbon in biomass (like tree stems, branches, and roots) and soil. This stored carbon creates "sinks" which counteract emissions when the absorbed carbon is greater than the released carbon over time.

Therm

A unit of energy equivalent to 100,000 British Thermal Units, roughly akin to the energy in 100 cubic feet of natural gas. Commonly used to gauge natural gas consumption for billing.

Total Organic Gases (TOG)

Organic gases that encompass both reactive and relatively non-reactive compounds, such as methane.

Transparency

Clear presentation of methodologies and assumptions used in an inventory so users can easily replicate and evaluate the inventory. Transparency is crucial for effective communication and consideration of information.

Tree Bank

A designated location, such as a school or public park, where property owners or developers may donate and plant a portion of zoning ordinance-required trees if planting them within their own project site is not practical.



Trend

A measure of a quantity's change over time. A positive trend signifies growth, while a negative one indicates a decline. It's expressed in percentage or fractional terms concerning the quantity's initial value.

U

Urban Tree Canopy

The composition and traits of trees in urban settings.

U.S. Department of Energy (DOE)

A federal agency that oversees the nation's nuclear infrastructure, energy policy, and funds scientific research in the field.

U.S. Environmental Protection Agency (EPA)

A federal agency tasked with safeguarding human health and the environment. It offers technical support for recovery planning, long-term cleanup, and environmental surveillance. This includes assistance with public health infrastructure, such as wastewater treatment plants, and addressing threats through monitoring, assessment, and decontamination efforts.

V

Vehicle Miles Traveled (VMT)

Represents the distance traveled by vehicles, be it cars, trucks, or motorcycles. Each mile is counted as one vehicle mile, irrespective of the number of passengers.

Vision Zero

A strategy focused on eliminating severe injuries and fatalities from traffic accidents, aiming to provide safe and equal mobility for all individuals.

Vulnerability

The extent to which a system is exposed to, sensitive to, or unable to handle the adverse impacts of climate change. This encompasses:

- **Exposure:** The presence of assets or organisms in areas potentially adversely impacted by climate change.
- **Sensitivity:** The level at which assets or organisms are impacted by climate change.
- **Adaptive capacity:** The capability of systems, assets, or organisms to adjust to detrimental impacts.

W

Water Vapor

The predominant greenhouse gas present in the form of water in its gaseous state in the atmosphere. Water vapor is a natural part of the greenhouse effect. Its concentration is not significantly altered by human activities, but it amplifies the greenhouse effect due to positive feedback mechanisms. Water vapor also plays a vital role in climate regulation by forming clouds and precipitation.

Weather

Weather represents the immediate atmospheric conditions at a specific time and place, while climate refers to the long-term average of these conditions in a particular region over an extended period. In simpler terms, weather is what you experience outdoors on any given day, while climate describes the typical weather patterns you'd anticipate for a particular season and location.

Z

Zero Emission Vehicles (ZEV)

A vehicle that doesn't release harmful pollutants during its operation. Examples include electric cars, hydrogen-fueled vehicles, and bicycles. These emissions, when released, can have detrimental effects on both the environment and human health.

Zero Net Energy Building (ZNEB)

Also known as a Net-Zero Energy Building is one that is optimally efficient, and over the course of a year, generates renewable energy onsite equal to or greater than the total amount of energy consumed onsite.

Zero Waste

An approach focusing on the efficient utilization of resources through responsible production, consumption, and recovery. This means products, packaging, and materials are reused and recycled without causing harm to the environment or health, and without resorting to incineration or releases to land, water, or air.

appendix e: ACKNOWLEDGEMENTS

We are grateful to the community members, partners, and organizations whose insights shaped this plan. The contributors listed below played key roles in bringing the City of La Crescent's Sustainability and Resilience Plan to life:

Planning Team Members

Brandon Knudtson	General Manager, Hilltopper Refuse and Recycling
Bri Ceaser	Houston County Public Health
Carolyn Link	MSc Water Resources Management
Cindy Wright	Houston County Commissioner, and Resident
Erin Duffer	La Crosse Area Planning Committee, MPO
Jason Ludwigson	Sustainability Coordinator and SRTS Coordinator, City of La Crescent
Jeffrey Newman	Resident
Larry Kirch	City of La Crescent, Economic Development Director
Shawn Wetterlin	City of La Crescent, Building Official
Tim Petersen	Resident
Tyler Benish	City of La Crescent, Public Works Director
Jeff Weiss	State of Minnesota DNR, Area Hydrologist

Project Lead

Jason Ludwigson	Sustainability Coordinator and SRTS Coordinator, City of La Crescent
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Consultant Team

Sustainability and Resilience Planner





Prepared By:





Item: 3.2

STAFF REPORT

To: Honorable Mayor and City Council Members
From: Larry Kirch, Economic Development Director
Date: July 27, 2026
Re: Request to MnDOT District 6 for Corridor Study

Attached is a letter to the MnDOT District 6 Director requesting that MnDOT work with the city and others on a corridor study from I-90 to Miller's Corner along U.S. Highways 14/61 and Minnesota State Highway 16. The purpose of the corridor study is outlined in the attached letter. This letter was drafted by the Community Development Director and the final draft of the letter was reviewed and approved by LAPC Director Bob Gollnick, City Engineer Tim Hruska, City Administrator Cassie Hanan, Public Works Director Tyler Benish, and Sustainability Coordinator Jason Ludwigson.

Staff is requesting authorization for the Mayor to sign the letter to initiate the request.

Please let me or Tyler know if you have any questions.

Thank you.

July 20, 2026

Minnesota Department of Transportation, District 6
Mark Schoenfelder, Transportation District Engineer
2900 48th Street NW
Rochester, MN 55901-5848

Dear District Engineer Schoenfelder:

The City of La Crescent is requesting the assistance from District 6 to partner with the city and the La Crosse Area Planning Committee (LAPC) to conduct a corridor study of U.S. Highways 14/61 and State Trunk Highway 16 between I-90 and Miller's Corner. The rationale for this request is outlined below in more detail but summarized as follows. The city has been working with district staff for the past several years on concerns the city has with the three intersections north of the 14/61/16 intersection. The city has been working with the district on the intersection reconstruction project as well as with MnDOT on two Active Transportation Action Plans. One AT [Action Plan](#) covers the corridor from the intersection of U.S. 14/61/Mn16 south to Miller's Corner.

While these projects and activities are individually constructive and important, the city and the LAPC would like to work with MnDOT on a more comprehensive corridor study from I-90 to Miller's Corner (intersection STH 16 and STH 26). This corridor study is supported by the recently updated Metropolitan Transportation Plan by the La Crosse Area Planning Committee. A crash history and comments are also documented in the forthcoming [La Crosse Regional Transportation Safety Plan](#) (SS4A).

[*Moving Ahead to 2055: Metropolitan Transportation Plan for the La Crosse, Wisconsin-La Crescent, Mn Region*](#) outlines two studies in this corridor: 1) "Corridor Safety Study between the interstate I-90 and South 14th Street, to address intersection and through-traffic concerns; and 2) Highway 14/61/16 road diet and traffic calming. Identified as a need by the City of La Crescent, with road ownership by the Minnesota Department of Transportation." We believe that these two studies should be undertaken simultaneously in a comprehensive corridor planning study, and the LAPC fully supports combining them into a single, coordinated effort.

We suggest that this process follow MnDOT's soon to be finalized Corridor Planning Guidebook <https://www.dot.state.mn.us/planning/program/corridor-planning.html>. The LAPC is prepared to assist with data analysis, modeling, and public engagement throughout this process. The reason that Metropolitan Transportation Plan includes these projects involve multiple factors that suggest that this corridor study begin sooner than the Metropolitan Plan suggests.

- 1) From a national/state standpoint, the corridor is listed in both the state and district multimodal transportation plans as a high priority corridor. In addition to the corridor being a pair of U.S. highways, the corridor is the Great River Road National Scenic Byway, the Mississippi River Trail, U.S. Bike Route 45 and the beginning of the Historic Bluff Country National Scenic Byway. This corridor is multimodal in nature carrying both automobiles, trucks, freight rail and cyclists. Creating a multimodal plan for this corridor is warranted.
- 2) MnDOT is supporting the update of the three scenic byway plans that intersect in La Crescent. MnDOT is also updating/standardizing the MRT route and signage through the city. MnDOT is also studying a U.S.

Bike Route 30 alternative through La Crosse to La Crescent and west via the Historic Bluff Country National Scenic Byway (e.g. 30A).

- 3) Multiple city plans call for the connection of the Wagon Wheel Trail from La Crosse, through La Crescent connecting to the Root River State Trail. MnDOT funded and supported the completion of an Active Transportation Action plan in 2023 for the STH 16 corridor between the new Wagon Wheel Trail Bridge and the intersection of STH 16/26 (Miller's Corner) intersection.
- 4) The city has long supported a safer connection between the central part of the city to I-90 for all transportation modes. A safe bicycling and walking corridor to Interstate 90 connecting to the multi-use path to Dresbach and Dakota has long been placed in plans. This supports the investment that the state made to allow for a bicycle/pedestrian connection to Wisconsin via the I-90 interstate bridge. This also supports the investments made for the Wagon Wheel Trail and Bridge where the Wagon Wheel Trail can connect to I-90 area more safely. Individual bicyclists, families and
- 5) Over the last three years, the city has worked with MnDOT District 6 staff to analyze the accident history and pattern of the three intersections at North Park Street, North 4th Street and North 2nd Street. The city believes that analyzing the intersections individually rather than collectively does not fully analyze the transportation and safety issues that are present. Daily observed near misses do not get analyzed.
- 6) The city has partnered with MnDOT Landscape Partnership Program and works closely with the DOT annually to develop projects. A comprehensive look at the corridor would facilitate the enumeration of a five- or ten-year schedule of projects. Recently the city asked that the concrete medians be looked for landscaping as a traffic calming measure and the district indicated that this should not be part of SP 2805-75. The city is fine with this conclusion but feels that this issue should then be looked at as part of a comprehensive corridor study.
- 7) The city has suggested that the speed limit in the corridor be studied as well. A comprehensive study is needed to evaluate speed transitions holistically. Current speed changes—from 70 mph near I-90 to 55 mph and eventually 40 mph—encourage higher-than-posted travel speeds, increasing conflicts with bicyclists navigating the interchange and shoulder areas.

Additionally, the speed limit at the south end of the corridor was raised to 60 mph in a segment with high cyclist activity and where the 10' shoulder narrows to 5'. While we now know the reason for the increased speed limit was legislatively directed, in this constrained and multimodal corridor on a National Scenic Byway, we believe it should be re-examined as part of a corridor-wide assessment that considers safety, right-of-way limitations, and scenic byway context.

A quick review of recent MnDOT efforts shows that similar corridor studies have been completed across Minnesota, including the [Hwy 65/Hwy 23](#) study in Mora, the [Hwy 371](#) study between Baxter and Nisswa, and the [Hwy 7](#) study from St. Bonifacius to Hopkins. These multimodal and safety-focused analyses provide clear precedents for undertaking a comprehensive study of the U.S. 14/61 and STH 16 corridor.

As part of this effort, the City of La Crescent and the LAPC will work aggressively and in close partnership with MnDOT to identify, pursue, and secure appropriate federal, state, and regional funding sources to support the improvements recommended through the corridor study.

Launching this corridor study now will allow MnDOT District 6, the City of La Crescent, and the LAPC to proactively address safety, multimodal travel, and long-term transportation needs along this important regional corridor.

Thank you for your consideration of this request and we look forward to hearing from you and working together on this corridor study.

Sincerely,

Mikel Poellinger, Mayor

cc: Council Members, Cassie Hanan, City Administrator, Bob Gollnik, LAPC Executive Director
Greg Paulson, Assistant District Engineer Program Delivery, Brian Pogodzinski, Houston County Engineer



Item: 3.3

STAFF REPORT

To: Honorable Mayor and City Council Members
From: Cassie Hanan, City Administrator
Date: July 27, 2026
Re: Personnel Committee Recommendations

The Personnel Committee has the following recommendations for consideration by the City Council:

1. On August 12, 2026, Dan Buchholz will have completed his 120-day probationary period as a golf course employee. The Personnel Committee is recommending that effective August 12, 2026, Mr. Buchholz's probationary status be removed and that he be moved to permanent employee status.
2. The Personnel Committee is recommending that a Conditional Offer of Employment be approved for April Stone at Step 2 of the current LELS Union contract as a lateral entry peace officer candidate. A letter of recommendation addressed to the Personnel Committee from Chief Ahlschlager is included in the packet.
3. The Personnel Committee is recommending that an Offer of Employment be approved for Libby Leis at Step 2 of the current AFSCME Union contract for the Deputy Clerk position. A letter of recommendation addressed to the Personnel Committee from Administrator Hanan and Finance Director Tarrence is included in the packet.
4. Two members of the La Crescent Fire Department are retiring in August and there is a possibility of two other members leaving the department. The Personnel Committee is recommending starting the recruitment process for the position of Firefighter with the La Crescent Fire Department. A letter from Chief Tarrence supporting this request is included in the packet.
5. Accept the resignation of Doug Stavenau as Utility Maintenance II effective July 24, 2026.



CITY OF LA CRESCENT

Department of Police

Chief Luke M. Ahlschlager



July 15, 2026

Personnel Committee

City Administrator Cassandra Hanan

Subject: Recommendation for Police Officer Conditional Offer of Employment – April Stone

Following the application and interview process, the interview panel, consisting of the city administrator, city finance/HR director, police sergeant and myself, is pleased to recommend extending a conditional offer of employment to April Stone for the open position of police officer.

The panel was impressed with her qualifications, experience and overall interview performance. Based on her prior law enforcement experience and qualifications, we would also recommend beginning April at Step 2 of the current LELS Union contract as a lateral-entry candidate.

The offer of employment would be contingent upon the successful completion of all pre-employment requirements, including:

- Successful completion of the Minnesota P.O.S.T Reinstatement examination.
- Thorough background investigation
- Psychological evaluation
- Pre-employment physical/medical examination

Please let me know if you need any additional information or have any questions regarding this recommendation.

Sincerely,

TO: Personnel Committee
FROM: Cassie Hanan, City Administrator and Kara Tarrence, Finance Director
DATE: July 21, 2026
RE: Recommendation for Offer of Employment-Libby Leis

Following the completion of the application and interview process for the Deputy Clerk position, we are recommending that an offer of employment be extended to Libby Leis.

Ms. Leis possesses bachelor's degrees in public administration and political science from the University of Wisconsin-La Crosse and is employed as the Deputy Clerk/Treasurer for the Village of French Island. She is currently performing many duties that align with the Deputy Clerk position for the City of La Crescent, including payroll and election administration.

Based on Ms. Leis' education, experience, and interview performance, we are recommending that she be placed at Step 2 of the AFSCME Union pay scale.



To: Personnel Committee
Honorable Mayor and City Council Members
Cassandra Hanan – City Administrator

From: Chief Josh Tarrence

Date: July 21st, 2026

RE: Request to open recruitment

I am requesting approval to open and start the recruitment process for the position of Firefighter, with the La Crescent Fire Department. We will have two members retiring in August of this year. With those retirements and a previous retirement in March of this year, we will be down three members. There is also the possibility of two other members relocating out of our service area. My goal would be to open recruitment with intentions of bringing hiring recommendations before the Council in September. The target employment start date would be October 1st, 2026.

Thank you for your attention and support.

Respectfully,

Josh Tarrence
Fire Chief
La Crescent Fire Department



Item: 3.4

STAFF REPORT

To: Honorable Mayor and City Council Members
From: Cassie Hanan, City Administrator
Date: July 27, 2026
Re: Designate the Personnel Committee to hear Step 3 grievance(s) filed by a member of the AFSCME union

A Step 3 grievance has been filed for discipline imposed on a member of the AFSCME union. We also anticipate another Step 3 grievance to be filed by the same member. We are recommending designating the Personnel Committee to handle both of these grievances.



Item: 3.5

STAFF REPORT

To: Honorable Mayor and City Council Members
From: Cassie Hanan, City Administrator
Date: July 27, 2026
Re: Consideration of an updated Professional Services Agreement with SRF for the Railroad Crossing Elimination Grant Program

At the July 13, 2026 City Council meeting, the Council approved a Professional Services Agreement with SRF, in partnership with WHKS. At the request of SRF, the Professional Services Agreement has been amended to remove WHKS from the agreement. SRF will have a separate subcontractor agreement with WHKS and the updated Professional Services Agreement will be between the City of La Crescent and SRF. We recommend the Council approve the updated Professional Services Agreement.

Professional Services Agreement

City of La Crescent, Minnesota and SRF Consulting Group, Inc.

This Professional Services Agreement (“Agreement”) is entered into as of _____ (“Effective Date”) by and between the City of La Crescent, Minnesota, a Minnesota municipal corporation (“City”), and SRF Consulting Group, Inc., a Minnesota corporation (“SRF”). The City and SRF are each a “Party” and collectively the “Parties.”

Recitals

The City issued a Request for Proposals titled “Request for Proposals - Consultant Services - Planning and Alternatives Analysis - FRA - Railroad Crossing Elimination Grant Program La Crescent, Minnesota,” released May 5, 2026, describing the La Crescent Rail Improvement project (the “RFP”).

The RFP identifies a project purpose to evaluate feasible alternatives to eliminate or improve four rail-highway grade crossings in La Crescent, Minnesota, and outlines scope tasks including project administration, purpose and need, stakeholder coordination, alternatives analysis, conceptual engineering, capital cost estimation, and preparation of FRA RCE Track II application materials.

SRF submitted a proposal dated June 12, 2026 describing SRF’s qualifications, scope and approach, organization, schedule, and budget for the Project.

The RFP anticipates a total consultant budget of \$286,321.70, including expenses, and an anticipated duration of approximately 12 months, with possible extension up to 18 months.

SRF’s proposal includes a task-based scope aligned to the RFP, proposes a work plan and deliverables including a Project Management Plan, purpose and need statement, stakeholder coordination plan and meetings, existing conditions documentation, technical analysis, conceptual layouts, capital cost estimates, preliminary environmental review, a study report, and an FRA RCE Track II application materials; and identifies Justin Scott (SRF) as Project Manager.

In consideration of the mutual covenants herein, the Parties agree as follows.

1. Definitions

1.1 “City” means the City of La Crescent, Minnesota.

1.2 “Consultant” means SRF. “SRF” means SRF Consulting Group, Inc.”.

1.3 “Project” means the La Crescent Rail Improvement planning and alternatives analysis effort described in the RFP to support the FRA Railroad Crossing Elimination Program in La Crescent, Minnesota.

1.4 “Services” means the professional consulting, planning, engineering, stakeholder engagement, analysis, reporting, and related services described in Section 3 and Exhibit A, and all services necessarily incidental thereto.

1.5 “Deliverables” means the tangible and intangible work product to be provided by Consultant under this Agreement, including all reports, plans, data, graphics, models, estimates, applications, meeting materials, and other items described in Section 6 and Exhibit A.

1.6 “Subconsultant” means any third-party firm or individual engaged by SRF to perform a portion of the Services.”

1.7 “FRA Requirements” means the requirements applicable to the FRA Railroad Crossing Elimination program and any conditions of award applicable to the Project, as provided to Consultant by the City.

1.8 “Grant Requirements” means any federal, state, or MnDOT requirements applicable to the funding of the Project.

1.9 “Project Manager” means the SRF individual designated in Section 4.1 to serve as the Consultant’s primary representative.

1.10 “City Project Representative” means the City’s designated representative under Section 4.2.

2. Engagement; Relationship and Team Structure

2.1 Engagement. The City hereby engages SRF to perform the Services for the Project, and SRF accepts such engagement, all in accordance with this Agreement and its Exhibits.

2.2 Team Structure. The Parties acknowledge that SRF will perform the Services and may, subject to Section 18.2, engage Subconsultants for portions of the Services. SRF shall serve as the prime consultant responsible to the City for overall performance, invoicing, and contract administration.

2.3 Independent Contractor. SRF is an independent contractor. No Subconsultant, or their employees or agents are employees of the City. SRF has no authority to bind the City except as expressly stated.

3. Scope of Services

3.1 Overview. SRF shall perform the Services consistent with the RFP and SRF’s proposal, as refined in this Agreement and Exhibit A.

Core tasks include: Project Administration and Management; Purpose and Need Statement and Stakeholder Coordination Plan; Alternatives Analysis including existing conditions documentation, transportation technical analysis, conceptual engineering, capital cost estimates, preliminary environmental review; preparation of a final study report; and development of an FRA RCE Track II application related materials.

The Services include preparation of a Project Management Plan (PMP), quarterly/written progress reports for City submission to FRA, and a Final Performance Report with presentation to the City Council.

Consultant shall coordinate with the City, FRA, MnDOT, CPKC, Houston County, La Crescent Township, utilities, local businesses, community members, emergency responders, and other stakeholders identified in the RFP and proposal.

3.2 Detailed Scope. The detailed scope, tasks, and Deliverables are set forth in Exhibit A. In the event of a conflict between Exhibit A and the body of this Agreement, the body of this Agreement controls.

3.3 Changes. The City may request changes in the Services. Adjustments to scope, schedule, or compensation require a written amendment executed by both Parties.

4. Project Management and Communications

4.1 SRF's Project Manager. SRF designates Justin Scott, AICP (SRF) as Project Manager and primary point of contact to the City. SRF shall not replace the Project Manager or other key personnel identified in Exhibit A without City's prior written consent. If replacement is necessary, SRF shall propose equally or more qualified personnel at no additional cost associated with transition.

4.2 City Project Representative. The City designates Cassandra Hanan, City Administrator and Tyler Benish, Public Works Director, as the City Project Representative to receive Deliverables, manage communications, and provide instructions on the City's behalf. The City may change its representative by written notice.

4.3 Communication Protocols. All formal communications, submittals, and notices shall be directed through the Project Manager and City Project Representative. Day-to-day coordination with stakeholders may proceed as necessary to perform the Services, with the Project Manager copied on material communications.

4.4 Meetings. SRF shall participate in a project kickoff, regular coordination meetings at a frequency reasonably requested by the City, stakeholder meetings, and three public information meetings, as described in Exhibit A.

5. Schedule and Term

5.1 Commencement. Services shall commence upon the City's issuance of a written Notice to Proceed and the Effective Date.

The anticipated duration is approximately 12 months, with a possible extension up to 18 months. A milestone schedule is set forth in Exhibit C.

5.2 Time of Performance. SRF shall perform the Services diligently and in accordance with Exhibit C. Schedule adjustments may be made by mutual written agreement.

6. Deliverables; Review and Acceptance

6.1 Deliverables. Deliverables are identified in Exhibit A and include, without limitation, the PMP, Purpose and Need Statement, Stakeholder Coordination Plan, meeting materials and summaries, Existing Conditions Report, Alternatives Analysis Report with technical analyses,

conceptual layouts, capital cost estimates, preliminary environmental review, final study report, FRA RCE Track II application materials package, and benefit-cost analysis workbook.

6.2 Format and Submission. SRF shall submit electronic copies in native and PDF formats as reasonably requested, and limited hard copies when requested for meetings or approvals. All GIS, CAD, models, and data shall be provided in open, non-proprietary or commonly used formats to the extent practicable.

6.3 City Review. The City will review Deliverables and provide comments within a reasonable period, typically 15 business days unless otherwise agreed. SRF shall, without additional charge (except as provided in Section 3.3 for scope changes), make corrections necessary to conform Deliverables to the requirements of this Agreement, industry standards, and City comments that are consistent with the agreed scope.

6.4 Acceptance. Deliverables are accepted upon City's written acceptance or upon expiration of the review period without material objection. Acceptance shall not constitute a waiver of latent defects or nonconformities.

7. Compensation and Payment

7.1 Compensation Structure. The RFP anticipates a total consultant budget of \$287,000, including expenses. SRF's estimate totals \$286,321.70. Compensation shall be on a time-and-materials basis with a not-to-exceed amount, inclusive of approved expenses, as set forth in Exhibit B.

7.2 Not-to-Exceed Amount. The City shall pay SRF the lesser of: (a) actual allowable time and materials in accordance with approved rates and reimbursable categories in Exhibit B; or (b) the Not-to-Exceed Amount of \$286,321.70.

7.3 Rates and Reimbursables. Labor categories and hourly rates are set forth in Exhibit B. Reimbursable expenses are limited to those identified in Exhibit B.

7.4 Invoicing. SRF shall submit monthly invoices to the City with task-level detail, labor by individual and classification, hours, rates, reimbursables with receipts as applicable, percent complete by task, and a brief progress report aligning with Exhibit A tasks.

7.5 Payment. The City shall pay undisputed amounts within thirty (30) days of receipt of a proper invoice. The City may withhold payment for Deliverables not conforming to the Agreement pending correction.

7.6 Audit and Records. SRF shall maintain complete and accurate records of costs and expenses for at least six (6) years after final payment, or longer if required by Grant Requirements. The City, FRA, MnDOT, and their auditors may audit such records upon reasonable notice during normal business hours.

7.7 No Cost-of-Work Increase Without Approval. SRF shall not exceed the Not-to-Exceed Amount without a written amendment. Work performed beyond the authorized amount is at SRF's risk.

8. Coordination with Railroads, Utilities, and Stakeholders

8.1 Railroad Coordination. SRF shall coordinate with Canadian Pacific Kansas City (CPKC) and any other rail owner/operator as needed for data, review, and feasibility of alternatives. SRF shall not bind the City in any agreement with a railroad without the City's prior written approval.

8.2 Utilities. SRF shall identify potentially affected utilities and coordinate data requests and conceptual design considerations. No utility relocation design is included unless expressly added in Exhibit A.

8.3 Stakeholders. SRF shall engage identified stakeholders, including MnDOT, Houston County, local businesses, community members, first responders, La Crosse Area Planning Committee (MPO), and other agencies identified in the RFP and proposal, and shall conduct at least three public information meetings.

9. Compliance; Laws; Nondiscrimination; Ethics

9.1 Laws and Permits. SRF shall comply with applicable federal, state, and local laws, regulations, and ordinances in performing the Services. SRF is not responsible for obtaining construction permits.

9.2 Nondiscrimination/EEO. SRF shall not discriminate on the basis of race, color, creed, religion, national origin, sex, marital status, disability, sexual orientation, gender identity, age, familial status, veteran status, or receipt of public assistance, and shall comply with applicable EEO and affirmative action requirements.

9.3 Minnesota Government Data Practices Act/Public Records. SRF acknowledge that the City is subject to the Minnesota Government Data Practices Act, Minn. Stat. ch. 13. Non-public data provided to the City may be disclosed as required by law. SRF shall comply with data practices requirements applicable to data they maintain for the City. Trade secret or proprietary information marked as confidential by SRF will be treated consistent with applicable law, but final determinations of public status rest with the City or as ordered by a court.

9.4 Conflicts of Interest. SRF represents it has no conflicts that would impair performance. SRF shall avoid conflicts and promptly disclose any potential conflict to the City for resolution.

9.5 Ethics/Gifts. SRF, Subconsultants, and their personnel shall not offer or give gifts, benefits, or compensation of any value to any City official or employee in connection with this Agreement, consistent with Minnesota law and City policies.

10. Records; Retention; Access

10.1 Project Records. SRF shall create and maintain complete Project records, including correspondence, meeting notes, submittals, analyses, and Deliverables.

10.2 Retention and Access. Records shall be retained pursuant to Section 7.6 and made available to the City and funding or oversight agencies upon request.

11. Ownership; License; Intellectual Property

11.1 Work Product Ownership. Upon the City's payment for the applicable Deliverables, all right, title, and interest in the Deliverables, including reports, documents, data, drawings, and specifications specifically produced for the City under this Agreement, shall vest in the City. SRF may retain copies for its records.

11.2 SRF's Instruments of Service/Pre-Existing IP. SRF retains ownership of its pre-existing materials, software, tools, and methodologies. SRF grants the City a perpetual, non-exclusive, royalty-free license to use, reproduce, display, and create derivative works from the Deliverables and any embedded SRF intellectual property solely for public purposes related to the Project and subsequent phases, including procurement of design and construction.

11.3 No Third-Party Reliance. Except for the City and agencies providing funding/oversight for the Project, no third party is an intended beneficiary or may rely on the Deliverables without SRF's written consent.

12. Warranties; Standard of Care

12.1 Standard of Care. SRF shall perform the Services with the degree of care and skill ordinarily exercised by members of the same profession under similar circumstances and in accordance with applicable standards and FRA Requirements provided to SRF.

12.2 No Other Warranties. Except as expressly stated, SRF makes no other warranties, express or implied.

13. Indemnification

13.1 Indemnification by SRF. To the fullest extent permitted by law, SRF shall indemnify and hold harmless the City, its officials, employees, and agents from and against all third party claims, damages, losses, and expenses, including reasonable attorneys' fees, to the extent caused by the negligent acts or omissions of SRF, its Subconsultants, or anyone directly or indirectly employed by them in the performance of the Services, and any claim arising out of or resulting from SRF's breach of this Agreement. This Section does not require SRF to indemnify for the City's negligence or willful misconduct.

14. Insurance

14.1 Requirements. SRF shall maintain, at its expense, insurance of the types and minimum limits set forth in Exhibit D and consistent with City requirements, including Commercial General Liability, Automobile Liability, Workers' Compensation/Employer's Liability, and Professional Liability (Errors & Omissions)..

The RFP requires proof of insurance meeting City requirements, including General Liability, Professional Liability, Workers' Compensation, and Automobile Liability.

14.2 Certificates. Prior to Notice to Proceed and upon renewal, SRF shall provide certificates of insurance and endorsements naming the City as additional insured on CGL and Auto for ongoing and completed operations, with primary and noncontributory wording and waiver of subrogation where available.

14.3 Subconsultants. SRF shall require all Subconsultants to carry insurance substantially similar to Exhibit D, and to provide certificates and required endorsements to SRF. Upon City request, SRF shall provide such certificates/endorsements to the City. Engagement of any Subconsultant is subject to City's prior written approval under Section 19.2.

15. Termination; Suspension

15.1 Term. This Agreement commences on the Effective Date and continues through completion and acceptance of the Services unless earlier terminated.

15.2 City Termination for Convenience. The City may terminate all or part of this Agreement for convenience upon fourteen (14) days' written notice. Upon such termination, the City shall pay for Services properly performed and reasonable, documented demobilization costs through the effective date of termination, not to exceed the Not-to-Exceed Amount.

15.3 Termination for Cause. Either Party may terminate for material breach not cured within ten (10) days after written notice specifying the breach. The City shall pay for conforming Services performed to the termination date.

15.4 Suspension. The City may suspend the Services upon written notice. Consultant shall resume upon the City's direction and shall be entitled to schedule adjustment and reasonable, documented remobilization costs, subject to the Not-to-Exceed Amount.

15.5 Transition Assistance. Upon termination or suspension, Consultant shall cooperate in the orderly transfer of Project documents, data, and Deliverables and shall, upon request, meet with the City and successor consultants to facilitate continuity.

16. Funding Contingency; Suspension and Termination

16.1 Funding contingency: The Parties acknowledge the Project is funded under the FRA Railroad Crossing Elimination Program and may be subject to federal and state grant conditions and cost shares. Consultant shall comply with applicable Grant Requirements provided or made known by the City, and federal/state provisions incorporated in Exhibit E control to the extent required by the funding source(s).

16.2 City suspension/termination right: If any federal or state funding for the Project, including FRA funds, is withdrawn, reduced, suspended, or terminated, in whole or in part, the City may, upon written notice, immediately suspend performance of all or any portion of the Services, and/or terminate this Agreement in whole or in part for convenience, without liability for anticipated profits or unperformed Services.

16.3 Compensation upon suspension/termination: In the event of suspension or termination under this Section, the City shall pay for conforming Services properly performed through the effective date of suspension or termination and reasonable, documented demobilization costs, subject to the Not-to-Exceed Amount and any applicable Grant Requirements. SRF shall promptly cease affected work and deliver all Project documents and Deliverables completed to date to facilitate transition.

16.4 No Lost Profits; No Consequential Damages. In no event shall the City be liable for Consultant's anticipated profits, lost business opportunities, or consequential, incidental, special, or punitive damages arising from or related to any suspension or termination under this Section. This limitation applies notwithstanding any contrary course of dealing or usage of trade.

17. Dispute Resolution

17.1 Informal Resolution. The Parties shall first confer in good faith through the Project Manager and City Project Representative to resolve disputes.

17.2 Mediation. If unresolved, the Parties shall participate in non-binding mediation in Houston County, Minnesota before commencing litigation, unless immediate injunctive relief is sought.

18. Force Majeure

18.1 Neither Party shall be liable for delay or failure to perform due to events beyond its reasonable control, including acts of God, war, terrorism, epidemics, strikes, or governmental orders, provided the affected Party gives prompt notice and resumes performance as soon as practicable.

19. Assignment; Subcontracting

19.1 Assignment. SRF shall not assign this Agreement without the City's prior written consent. Any assignment in violation is void.

19.2 Subconsultants. SRF shall not engage Subconsultants for material portions of the Services without City's prior written approval.

20. Key Personnel

20.1 Key Personnel. Key personnel are identified in Exhibit A. Replacement of key personnel requires City's prior written consent. SRF shall maintain sufficient qualified staff to timely perform the Services.

21. Grant and Funding Compliance

21.1 FRA and MnDOT Requirements. The RFP states that the City has received funding through the FRA Railroad Crossing Elimination Program and that work must comply with FRA Track 1 requirements, federal grant conditions, and applicable state/federal laws. SRF shall comply with applicable Grant Requirements provided or made known to SRF by the City.

21.2 Grant Flow-Downs. To the extent applicable to professional services, SRF shall comply with federal and state grant provisions set forth in Exhibit E, which is incorporated by reference. If Exhibit E is not yet finalized, SRF shall cooperate in good faith to execute an amendment incorporating required provisions without adjustment to scope or compensation unless such provisions materially increase the cost or burden of compliance, in which case the Parties shall negotiate an equitable adjustment.

22. Notices

22.1 Notices shall be in writing and deemed given when delivered personally, sent by certified mail (return receipt), or by recognized overnight courier, to the following or as otherwise designated in writing:

City:	City of La Crescent Attn: City Administrator 315 Main Street La Crescent, MN 55947
With copy to:	Wieser Law Office, P.C. Attn: Al Wieser, III 33 South Walnut Street, Suite 200 La Crescent, MN 55947
SRF:	SRF Consulting Group, Inc. Attn: Justin Scott 3701 Wayzata Boulevard, Suite 100 Minneapolis, MN 55416

23. Governing Law; Venue

23.1 This Agreement is governed by Minnesota law. Venue lies in the state courts of Minnesota, with exclusive venue in Houston County District Court.

24. Severability

24.1 If any provision is held invalid, the remaining provisions shall continue in full force, and the invalid provision shall be replaced by a valid provision that most closely effectuates the Parties' intent.

25. Entire Agreement; Order of Precedence; Amendments

25.1 Entire Agreement. This Agreement, including Exhibits A–E, constitutes the entire agreement and supersedes prior discussions and writings regarding the Services.

25.2 Order of Precedence. In case of conflict: (1) this Agreement (body) controls; then (2) Exhibit E (if mandated terms); then (3) Exhibit A; then (4) Exhibit B; then (5) Exhibit C.

25.3 Amendments. Amendments must be in writing and signed by authorized representatives of the Parties.

26. Counterparts; Electronic Signatures

26.1 This Agreement may be executed in counterparts and by electronic signatures, each of which is deemed an original and together constitute one instrument.

27. Publicity

27.1 Consultant shall not issue press releases or public statements referencing the City or the Project without the City's prior written consent, except as required by law or as part of public engagement activities approved in Exhibit A.

28. Confidentiality

28.1 SRF shall hold in confidence non-public information of the City and use it only for performing the Services, subject to Section 9.3.

29. Safety

29.1 Consultant shall implement appropriate safety procedures for site visits, public meetings, and data collection, and shall comply with applicable railroad and agency safety requirements for access to facilities.

30. No Construction Services

30.1 The Services do not include final design, preparation of construction documents, construction services, or construction means and methods unless expressly added by amendment.

31. City-Furnished Information

31.1 The City will provide available data reasonably necessary for the Services. Consultant may rely on the accuracy of City-furnished information unless they identify material errors or inconsistencies known to them in the exercise of the standard of care.

32. Survival

32.1 Provisions regarding ownership, license, indemnity, insurance (to the extent applicable to completed operations/claims-made reporting), confidentiality, records, audit, and dispute resolution survive termination or completion.

33. Special Provisions

33.1 Data Rights and Open Formats. Consultant shall deliver data sets underlying analyses and graphics in commonly used formats to facilitate City reuse and grant reporting.

33.2 Accessibility. Public-facing Deliverables and meeting materials shall use plain language and be designed consistent with ADA accessibility standards to the extent practicable.

33.3 Benefit-Cost Analysis. If a benefit-cost analysis is required by Grant Requirements, Consultant shall prepare it consistent with the applicable NOFO or guidance identified by the City.

34. Exhibits

34.1 The following Exhibits are attached and incorporated:

Exhibit A – Scope of Services

Exhibit B – Compensation, Rates, and Reimbursables

Exhibit B-2 – Budget Proposal

Exhibit C – Schedule and Milestones

Exhibit D – Insurance Requirements

Exhibit E – Grant/Funding Compliance Provisions.

Signature pages follow

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

City of La Crescent

By: _____
Name: Mikel Poellinger
Title: Mayor
Date: _____

By: _____
Name: Cassandra Hanan
Title: City Administrator
Date: _____

SRF Consulting Group, Inc.

By: _____
Name: Stacy Knudson
Title: CFO
Date: _____

Exhibit A – Scope of Services

A.1 General. Consultant shall perform the Services consistent with the RFP and Consultant’s proposal, as summarized below and further detailed in subtask descriptions.

A.2 Task 1 – Project Administration and Management.

1. Kickoff meeting; prepare summary and action items.
2. Project Management Plan (PMP) consistent with FRA requirements; include scope baseline, schedule, budget tracking, stakeholder map, quality management, risk, and compliance tracking.
3. Ongoing project administration: coordination meetings (virtual/in-person as needed), monthly written progress reports, task-level progress, and invoices.
4. Quarterly or grant-required reporting packages for City submission to FRA.
5. Final Performance Report and presentation to City Council in person.

Task 1 elements including PMP, coordination, reporting, and final performance reporting/presentation align with the RFP.

A.3 Task 2 – Purpose & Need and Stakeholder Coordination Plan.

1. Prepare preliminary Purpose and Need statement using objective data and FRA-aligned structure, with City/FRA review.
2. Stakeholder Coordination Plan (SCP): audiences, methods, schedule, inclusive engagement strategies, and metrics; City approval.
3. Conduct at least three public information meetings; prepare presentation materials, sign-in, and summaries; provide multilingual/accessible materials where practicable.
4. Agency/stakeholder meetings with CPKC, MnDOT, Houston County, LAPC (MPO), utilities, first responders, businesses, and community groups; prepare summaries.

The RFP requires a Purpose & Need statement, a Stakeholder Coordination Plan with FRA approval, and at least three public information meetings.

A.4 Task 3 – Alternatives Analysis.

1. Existing Conditions: field review; data collection; crossing inventory; roadway/rail operations; safety history; land use and access; multimodal conditions; incorporate planned trail improvements as baseline if applicable; photo/video documentation.
2. Transportation Technical Analysis: quantify crossing blockages/delays using available video and police blocking records; evaluate operations, emergency response access, pedestrian/bicycle impacts; consider seasonal/operational patterns.
3. Conceptual Engineering: develop conceptual layouts and design criteria for feasible alternatives per FRA, MnDOT, and CPKC expectations; address roadway geometry, warning devices, channelization, and multimodal safety.

4. Capital Cost Estimates: planning-level estimates per alternative, including typical railroad-related costs and assumptions; identify phasing/prioritization and potential funding alignment.

5. Preliminary Environmental Review: qualitative resource inventory and social/economic/environmental considerations; identify likely environmental constraints (e.g., wetlands, floodplains, threatened/endangered species, cultural resources); provide public-facing graphics.

6. Study Reports and Applications: Existing Conditions Report; Alternatives Analysis Report; draft and final consolidated study report; benefit-cost analysis workbook if required; FRA RCE Track II application materials and support.

The RFP specifies Existing Conditions, transportation analysis, conceptual engineering, capital cost estimates, preliminary environmental review, and the preparation of FRA RCE Track II application materials as Deliverables.

A.5 Quality Assurance/Quality Control. SRF shall implement QA/QC consistent with its proposal, with reviews at major milestones.

SRF identified a quality manager role to support documentation and schedule adherence.

A.6 Key Personnel. Key roles include the Project Manager (Justin Scott, SRF) and SRF technical leads for stakeholder coordination, transportation analysis, environmental review, conceptual engineering, and cost estimating as listed in SRF's proposal approved by the City. Substitutions require City consent per Section 20.

The proposal lists named personnel for project management, stakeholder coordination, transportation analysis, environmental review, conceptual engineering, and cost estimating.

A.7 Exclusions. Final design, detailed environmental documentation under NEPA, property acquisition, utility relocation design, permitting applications, and construction services are excluded unless added by amendment.

A.8 City Responsibilities. Provide timely access to City records; facilitate introductions to agencies and stakeholders; timely review and comment on submittals; provide grant award documents and required federal/state clauses (Exhibit E).

Exhibit B – Compensation, Rates, and Reimbursables

B.1 Compensation Method. Time-and-materials with a Not-to-Exceed Amount of \$286,321.70 inclusive of approved expenses.

SRF's combined estimate totals \$286,321.70 (SRF labor/expenses plus Subconsultants).

B.2 Labor Rates. Hourly rates by labor category shall be as proposed by SRF and approved by the City, or as otherwise set forth here: Labor rates attached on Exhibit B-2.

B.3 Reimbursables. Reimbursable expenses include: mileage at \$0.725/mile, lodging up to 18 nights at \$100.00/night, meals per diem up to \$43.00/day, printing/reproduction at \$0.35 per page, and meeting material costs, subject to the combined cap within the Not-to-Exceed Amount.

B.4 Invoicing and Payment. Monthly, with task-level labor detail and receipts for reimbursables over. Payment due within thirty (30) days of undisputed invoice receipt.

B.5 Adjustments. Any change to the Not-to-Exceed Amount, rates, or reimbursable categories requires written amendment.

Exhibit C – Schedule and Milestones

C.1 Baseline Duration. Anticipated project duration is 12 months, with possible extension up to 18 months.

C.2 Milestones. Target milestones are as follows, subject to City/FRA coordination:

1. Notice to Proceed: July 28, 2026.
2. PMP Draft: within 4 weeks of NTP.
3. PMP Approval: City/FRA approval timeline.
4. Purpose & Need Draft: within 3 months of NTP.
5. Stakeholder Coordination Plan: within 3 months of NTP.
6. Public Meeting #1: after SCP approval.
7. Existing Conditions Report: within 5 months of NTP.
8. Public Meeting #2 (Preliminary Alternatives/Impacts): ~7–8 months.
9. Conceptual Layouts and Cost Estimates: ~9–10 months.
10. Preliminary Environmental Review Memo: ~10 months.
11. Draft Final Study Report and FRA Application Materials: ~11 months.
12. Public Meeting #3 (Recommendations): ~11–12 months.
13. Final Study Report; Council Presentation; Closeout: ~12 months.

Exhibit D – Insurance Requirements

D.1 Minimum Coverage. SRF shall maintain the following:

1. Commercial General Liability (CGL): \$2,000,000.00 per occurrence; \$2,000,000.00 aggregate; City as additional insured; primary/noncontributory; waiver of subrogation.
2. Automobile Liability (owned, hired, non-owned): \$2,000,000.00 combined single limit per accident; City as additional insured.
3. Workers' Compensation: statutory limits; Employer's Liability \$100,000.00 each accident; \$500,000.00 each disease.
4. Professional Liability (Errors & Omissions) (claims-made): \$2,000,000.00 per claim and aggregate; retroactive date no later than Effective Date; maintain coverage or tail for 2 years after completion.

Insurance categories align with the RFP's requirement for General Liability, Professional Liability, Workers' Compensation, and Automobile Liability.

D.2 Insurer Qualifications. Carriers rated A- VII or better by A.M. Best, licensed/admitted in Minnesota (or otherwise acceptable to the City).

D.3 Certificates and Endorsements. Provide certificates and required endorsements before NTP and upon renewal.

Exhibit E – Grant/Funding Compliance Provisions

E.1 Applicability. Because the Project is funded under the FRA Railroad Crossing Elimination Program with City and MnDOT cost share, federal and state grant conditions apply.

E.2 Required Clauses. This Exhibit will include applicable federal and state provisions, including, as applicable: Title VI/EEO; DBE/SBE participation [if applicable]; Byrd Anti-Lobbying; Suspension/Debarment; Procurement standards; Access to Records; Audit; Fly America/Buy America or Buy America(n) [as applicable to professional services]; FRA-specific terms; and MnDOT flow-down requirements.

E.3 Order of Precedence. If a conflict exists between this Exhibit and other Agreement terms, this Exhibit controls to the extent required by funding source(s).



Item: 3.6

STAFF REPORT

To: Honorable Mayor and City Council Members
From: Cassie Hanan, City Administrator
Date: July 27, 2026
Re: Updated Cooperative Agreement with Houston County for State Aid Project 236-591-005

At the July 13, 2026, City Council meeting, a Cooperative Agreement with Houston County for State Aid Project 236-591-005 was approved. The agreement was then sent to the Houston County Board of Supervisors for approval. On July 21, 2026, the Board of Supervisors made a change to the agreement regarding routine maintenance. These additions are highlighted in yellow in the attached agreement. The County Engineer has indicated that the updated agreement will need to be approved by both parties prior to any work being performed in the County right-of-way. We recommend the City Council approve the updated agreement.

COOPERATIVE AGREEMENT

It is hereby agreed to on this 21st day of July, 2026 by and between the County of Houston, Minnesota (County) and the City of La Crescent, Minnesota, (City) that the respective parties to this agreement shall have the responsibilities as herein described with respect to the reconstruction of County State Aid Highway (CSAH) No. 6 (S 7th Street) from 80' East of Larch Ave to 180' West of Spruce Street, in the city limits of La Crescent, Minnesota, also referred to as City State Aid Project 236-591-005.

Section 1. The project is to be considered a City project, under City contract and control. The City shall have the following specific responsibilities with respect to the project:

1. Draft all plans and specifications.
2. Obtain all permits and approvals required from other government agencies.
3. Perform all contract administration, including change order negotiations, enforcing contractor compliance, and handling public concerns.
4. Advertise for bids, hold letting and contract for completion.
5. Pay for the following:
 - A. unless otherwise noted, 100-percent of all costs.
 - B. 100-percent of all storm sewers and storm fixtures.
 - C. 100-percent of all curb and gutter, the same percent as determined in 5B. above,
 - D. 100-percent of costs associated with maintaining the street between the grading contract and the paving contract.
 - E. 100-percent of costs associated with right-of-way and easement acquisitions.
 - F. 100-percent of all sidewalk improvements
 - G. 100-percent of all turf establishment.
 - H. 100-percent of installation and associated utility costs associated with the street lighting. (NOTE: after project completion, the City shall assume ownership and maintenance of all lighting.)
 - I. cost of utility structure adjustments under the paving contract.
 - J. Routine maintenance of storm sewer, curb & gutter, water and sanitary sewer lines, boulevard vegetation, and sidewalk. Routine maintenance generally includes but is not limited to vegetation control, snow/debris removal, spot repairs, or related activity, as applicable.
 - K. future damages to the roadway caused by the City utility maintenance.

Section 2. The County shall have the following responsibilities with respect to the project within the corporate City limits:

1. Review and approval of all plans and specifications for the portion within County right-of-way.
2. Become an additionally insured party to the contractor.

Section 3. The City of La Crescent will pay the Contractor directly for all work completed on the project. This procedure shall comply with Minnesota Department of Transportation State Aid Project procedures, including quantities certified.

Section 4. The plans and specifications reviewed and signed by the City and MnDOT State Aid herein become part of this agreement. The specific projects covered by this agreement are listed below:

2026 project: CSAH 6 (S 7th Street) from 80' East of Larch Ave to 180' West of Spruce St.

Authorized Signatures:

City of La Crescent, Minnesota

County of Houston, Minnesota

Mayor, City of La Crescent



Houston County Board Chairman

La Crescent City Clerk



Houston County Engineer

Date

07/21/2026

Date

Approved:

Approved:

City of La Crescent Attorney

Houston County Attorney