

Faribault-Martin County Joint Transit Board
Fairmont Transit Facility
1023 N Dewey Street
Fairmont, MN 56031
Tuesday February 24, 2026 9:00 a.m.

The meeting was called to order at 9:00 a.m. by Board Chair Greg Young.

Joint Transit Board members present were: Faribault County Commissioners Groskreutz, Paschke, Anderson, Loveall, and Young and Martin County Commissioners, Bless, Koons, Rabbe, and Loughmiller. Missing was Martin County Commissioner Kristenson. Also present was Jeremy Monahan, Faribault – Martin County Transit Director.

The Board Chair asked if there were any other additions to the agenda. There were none.

Motion made by Commissioner Groskreutz, seconded by Commissioner Anderson to approve the agenda as presented. Motion passed unanimously.

Motion was made by Commissioner Loughmiller, seconded by Commissioner Koons to approve the meeting minutes for the December 23, 2025 Full Board meeting, and the January 9 and February 9, 2026 Executive Committee meetings. Motion passed unanimously.

Discussion turned to Old Business and the 2026 Large Capital project awards. Monahan reported the two projects applied for under the Large Capital funding program for 2026 last fall including a Fire Alarm and Suppression System and a Concrete Replacement and Landscaping project for the Fairmont Transit Facility had been awarded. The Fire Alarm project had a budget of \$33,000 based on estimated costs and the Concrete Replacement and Landscaping had an architect create preliminary plans and a cost estimate of \$58,000 for the final design and installation of all elements. Monahan noted he thought the Concrete project may have overestimated the project needs and that the Fire Alarm estimate may be slightly dated. Each project has a 20 percent local share obligation. There was discussion regarding the amount of concrete in front of the building to be replaced. It was also noted that the plan is to complete both of these projects in 2026 along with the Blue Earth Facility.

Discussion turned to the BETTER Project which involves the funding for the Electric Vehicles (EV) along with charging stations and any required infrastructure improvements to the Fairmont Facility continuing to move forward. Monahan noted that he had received a Notice of Project Selection which is a formal notification that there are now two vehicles planned along with the dual charging stations. He went on to explain that there will be other infrastructure improvements that are to be determined. The budget is a little more ambiguous currently as it was developed under preliminary plans that included electrical grid upgrades for the interior and exterior of the building along with an additional garage door. Not all of the elements in the original infrastructure estimated budget will end up in the final design plans and expenditures. There was brief discussion about the possible building upgrades.

Finally, Monahan noted that since there have been a couple of transit systems back out of the original project scope funds, which allowed for an additional bus to be acquired through the grant, there will be additional funds from this grant remaining after Prairie Lakes and SMART, the transit system to the east, completes their projects. He did not want to speculate too much about what the extra funds could be used for but he noted that he is working with MnDOT along with SMART to ensure that as much of the funds are used as possible while also making sense. One example is a concept of adding another EV bus and a portable charging station for use in Blue Earth. However, that is just a concept. There was discussion regarding the project, timing, the funds and the history.

Discussion turned to a Suspended Rider Appeal and the outcome of the recent Appeals Committee process. Monahan reported that a rider from Faribault County has been suspended from riding Prairie Lakes Transit buses indefinitely for dangerous and threatening behavior while on the bus and while engaging with staff on the phone in February 2024. Since then, an appeal process has been developed to afford that rider the opportunity to appeal their suspension and explain the steps they have taken to ensure the dangerous behavior will not return. Due to the circumstances surrounding the suspension, the Martin County Attorney had been arranging the Appeal Committee. The Appeal Committee met on January 20th in Blue Earth. The committee makeup followed policy and consisted of a Transit Advisory Committee member (member of the public), and a Prairie Lakes Transit Driver and Transit Board Commissioner unfamiliar with the passenger. On February 18th, 2026 the Martin County Attorney informed the rider's attorney and the Transit Director that the Appeals Committee had lifted the suspension "under the condition that he does not engage in any other offensive, threatening, or assaultive behavior towards Transit patrons or staff, or while utilizing Transit services. Any substantiated incident of such behavior will result in permanent suspension from Prairie Lakes Transit." The letter said the decision takes effect immediately and stated the Transit Director will be asked to implement lifting the suspension. There was discussion regarding the report of this process to MnDOT and their reaction. There was discussion regarding ensuring the Transit Board's policy regarding threatening behavior is solid so that if anything were to happen again a suspension would be enforceable. The rider will be allowed to ride without any other condition other than not to have the negative behavior which is subjective. The subjective nature of threatening and offensive behavior was also discussed and the comparison to policy.

Discussion moved on to the 2027 Facility Project for the Fairmont Roof Replacement. Monahan reminded the Board that the Roof Replacement project funds needed to be applied for under a Facility grant, which takes more time to attain, due to the estimated cost being over \$250K. Recently MnDOT approached the Transit Board to see if we would be able to complete this project, along with our other Large Capital projects, and vehicle replacement and operations in 2026 rather than delaying the roof another year. They said it is possible that the funds for this project from the State could be available earlier than 2027 but the local share commitment has to be there. Monahan went on to present a table illustrating all capital projects planned for the next two years including the Blue Earth Transit Facility Acquisition and Renovation, the two Large Capital projects for Fairmont, the Facility Roof project for Fairmont, and two gasoline vehicles that have been awarded for purchase in 2026 but that likely will not arrive until 2027 when payment will need to be made. He noted that the Executive Committee discussed this financial table and the projects at their February meeting and they voted to recommend the Full Board request MnDOT accelerate the roof project. Also, if local match is to come from the member counties it can be "backfilled" from

County funds in future years and that will at least be requested. Finally, cashflow assistance would be able to be requested if needed during any of these projects if it was necessary.

A motion was made by Commissioner Rabbe, seconded by Commissioner Anderson to approve the request to accelerate the Roof Replacement project and have request made in the future for County funds to help contribute to local share through backfilling. Motion passed unanimously. There was discussion before the vote that made clear that there was no current commitment from the counties to be able to do any of the backfilling and they might not be able to do it. But that the projects needed to be completed regardless.

Discussion turned to New Business and a Legislative One-Pager that Monahan had recently developed. There was discussion about the one-pager that Monahan said was the first iteration with Prairie Lakes Transit statistics and data to give to legislative members and staff and other decision makers information about our system. It shows comparisons to statewide averages to show our efficiencies along with where we need some improvements that may be helped with more funding or different policies. He noted that these can also be used in future open houses as tabletop information. He was asking for any input for changes and there was discussion to put the importance of fighting “food desert” issues rather than simply getting groceries among a few other wording ideas. It was also noted that this page would look good on social media platforms and Monahan said he would look into that.

Discussion turned to the Ridership Report. Monahan noted that for 2025 the system finished the year with a total 50,292 riders exceeding the 50,000-rider goal. He said the last two months were more difficult than expected and that 50,000 was not assured until the very end. This resulted in a 2 percent decrease from 2024 and is most likely due to the 10.5 percent decrease in Faribault County. He said Faribault County routes have had a lot of great gains and success the last few years and there had to be a correction at some point. There were over 13,000 rides provided in 2025 which is still something the system should hang their hat on when 10 years ago Faribault County routes could not achieve 9,000 rides in a year. The lower preschooler numbers in 2025-2026 was the likely cause and there has been discussion in recent Executive Committee meetings that the school district is projecting a future increase in enrollment. Martin County routes were very steady through the year with a 1.1 percent increase overall providing almost 37,000 rides. January 2026 for the system was steady from December 2025 but lower than January 2025 however no discernable pattern is able to be seen yet for the year. Monahan noted that Operations staff continue to seek out further partners for regular ridership opportunities.

Discussion turned to the Financial Reports. Monahan presented the Bill Payment List since the last Full Board meeting on December 23rd 2025 and noted a few of the more unique expenses such as the annual insurance premium bill which is likely the largest one-time bill of the year. There was discussion on a few of the other bills.

Next, he presented an updated version of his Financial Position Matrix. This shows the activity of all projects and funding for the Transit Board. This version adds all of the upcoming capital projects and their local impact along with a projected increase to the Transit Reserve Fund after the 2025 Operations Contract is closed and revenue exceeded the required local obligation. Unless a new form of revenue is generated or discovered there will likely be decreases to the Reserve

Fund in the future due to the increased local obligation in future years. Otherwise, it will have to be balanced by member County contributions based on revenue shortfalls. He noted that the current balances due to each County is \$0 after repayments made last summer which was something that was long awaiting but finally done. There was brief discussion regarding a few points on the Financial Position Matrix.

The next Executive Committee meeting was scheduled for Friday March 13th at 10:00 am in Truman at the Prairieland Facility following their meeting. The next Full Board meeting will be held Tuesday April 28th and is planned to be held in Blue Earth at a location to be determined.

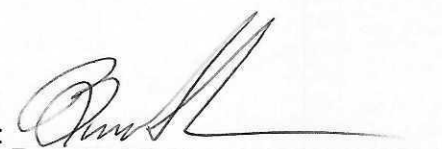
With no further business to wit, the Board Chair adjourned the meeting at 10:00 am.

JOINT TRANSIT BOARD
FARIBAULT - MARTIN COUNTIES



Greg Young, Joint Transit Board Chair

ATTEST:



Bruce Anderson, Board Secretary