

September 2026 Monthly Meeting Agenda
Ben Franklin Transit Citizens Advisory Network
Monday September 14, 2026. At the BFT Administration building.

A. Attendance

CAN Members Present:

Excused Absences:

Guests:

BFT Staff Attendance:

B. Minutes of our August Meeting: See Attachment A.

C. Report of the September BFT Board Meeting – Dennis Kreutz
CAN Meeting Report – See Attachment B
CAN New DAR Vehicle Report – See Attachment C:

D. BFT Presentation regarding Fixed Route Bus Stop Announcements and Signage:
BFT - Chris Lilyblade

E. RideCo DAR Scheduling and Reservation APP rollout and CAN Testing Results:
Report by Dennis Kreutz
Update on RideCo Rollout status by BFT:

F. Fare Free

Discuss forming a subcommittee to provide input to BFT Staff.

G. New DAR Vehicle issues, CAN involvement with Vehicle selection criteria
Discuss forming a subcommittee to provide input to BFT Staff.

H. Suggestions for October CAN Meeting Agenda

I. CAN member Comments:

J. BFT Staff Comments:

K. CAN Representative at next BFT Board meeting –

L. Next meeting is scheduled for October 19 at BFT Admin Building.

Meeting Adjourned At:

Attachment A:

August 2026 Monthly Meeting Minutes

Ben Franklin Transit Citizens Advisory Network

Called to order by Chair Dennis Kreutz at 6:00 P.M. on Monday August 17, 2026.

Location: BFT Administration building.

A. Attendance

Dennis Kreutz, Barndon Harbo, Frank Cuta, Bill Barlow, David Cortinas, Jocelyn Flores, Brooklyn Hufstader, Laurie Price, Eric Watkins.

Excused Absences: Laurie Price, Eric Watkins

Guests: Gerado Morena - RideCo Representative

BFT Staff:

Pauline Escalera – BFT Representative

Kevin Sliger – BFT Chief Planning and Development

Mike Lohmann – BFT Director of Transit Operations

Gabe Martin – BFT Manager of Transit Planning

Tyler Owen – BFT Bus Stop Prio

B. Minutes of our July meeting:

David Cortinas moved to adopt the July Meeting Minutes and they were approved.

C. BFT Presentation of Fixed Route Shelter Amenities: Tyler Owen

The amenities at bus stop shelters are based primarily on ridership numbers.

There are about 850 stops.

BFT is making a concerted effort to develop a complete inventory of all stops and compliance levels, and this should be completed by October.

It is believed that 100% compliance is not possible but they will be done by priority.

CAN Comments: Suggested that the stops be evaluated using the riders that use the ride rather than just quantity of riders. There might be a higher use of stops by ADA riders during specific times.

D. RideCo presentation by RideCo Rep Gerado Morena

Rideco is a passenger facing, on-demand smart phone app and web portal for scheduling rides.

It is destination oriented rather than pick up oriented.

The smart phone app is called BookBFT.

BFT will go online with it starting September 13 and CAN members are being asked to test it for five days August 19-23.

When questioned by Frank Cuta RideCo stated that it should work with the Voice Over accessibility tool.

During the testing the service will be available on weekdays from 9 until 5 and Saturday and Sunday 8 until 4:00 P.M.

CAN Comment: These reduced hours are going to be an issue because the weekday hours are in conflict with work hours.

E. Report of the August BFT Board Meeting – Dennis Kreutz

F. BFT Comments:

G. CAN Member Comments:

Frank Cuta asked about gas mileage on paratransit vehicles and BFT said they would get that information for him.

CAN discussed using the term Fare Free instead of Free Fare due to the riders have paid the tax that funds BFT and being penalized to pay an additional fee in order to use the service.

Brooklyn Hufstader is still concerned about the lack of bus stop announcements.
BFT Gabe Martin committed to having a status update in the September CAN Meeting

H. Proposed Topics for next CAN Meeting:

RideCo evaluation

Bus Stop Announcement status

I. Representation at next BFT Board meeting – Dennis Kreutz

J. Next meeting is scheduled for September 14 at BFT Admin Building.

Meeting adjourned at 7:30 P.M.

Minutes submitted by:

Frank Cuta, Secretary

Attachment B:

August 2026 Monthly CAN Meeting - Report To Board

Ben Franklin Transit Citizens Advisory Network

Meeting called to order at 6:00 P.M. on Monday August 17, 2026.

BFT Administration Building.

A. Attendance

Dennis Kreutz, Barndon Harbo, Frank Cuta, Bill Barlow, David Cortinas, Jocelyn Flores, Brooklyn Hufsader, Ariel Houck

Excused Absences: Eric Watkins, Laurie Price, Bernie Vinther

BFT Staff members in attendance included

Pauline Escalera – BFT Representative

Kevin Sliger – BFT Planning and De

Tyler – BFT Planning / Bust Stops

Mike Lohman – BFT RideCo Lead

Gabe Martin – BFT Planning

B. Minutes of our July CAN Meeting Approved:

C. Report of the August BFT Board Meeting – Dennis Kreutz

D. RideCo DAR Scheduling and Reservation APP rollout and CAN Testing

RideCo Rep Guardo made presentation on using the App.

E. Discussion of the Fare Free July

CAN Members expressed positive opinions of the success of the Fare Free period and hoped that it will be instituted permanently.

Agreed with that a positive step would be another test in the winter months.

Dennis Kreutz pointed out that whereas the term Free Fare is used, the riders have already paid for the service via taxes and are actually being charged extra for riding since BFT collects enough money to eliminate fares if the money was not spent on other projects. Also that it appears that it costs more to collect fares than is generated.

F. Request from BFT Board for the CAN to report on our impression of the new DAR vehicles at the September BFT meeting. Report will be done by Dennis Kreutz.

G. Laurie Price will be making a presentation in the September Board Meeting.

H. Suggestions for September CAN Agenda:

Audible announcement of fixed routes stops presentation by Gabe Martin.

I. CAN member comments

Frank Cuta requested feedback from BFT regarding gas mileage info on older DAR vehicles and the new DAR vehicles.

David Cortinas requested feedback from BFT regarding Flea Market boardings.

J. BFT Comments

Kevin Sliger stated that he will make a presentation to CAN in the October CAN Meeting regarding the Annual Service Plan.

K. Representation at next BFT Board meeting – Laurie Price

L. Next meeting is scheduled for September 21 at BFT Admin Building.

Meeting Adjourned at 7:30 PM

Attachment C:
CAN Report to BFT Board regarding the DAR Vehicles
By Dennis Kreutz
September 10, 2026

Comfort and Appearance:

1. Since the vehicles are about one foot longer and six inches wider and coupled with a more open window area and lighter colored interior they feel more spacious to the rider.
2. There are fold-up jump seats along the right side to accommodate one more wheelchair, which is an option only some of the older style vehicles had. This could be an important feature since the RideCo System does not allow drivers to see more than the trip they are currently on, thus not able to plan loading based on subsequent pickups.
3. The new vehicles have additional sound proofing compared to the older vehicles.
4. The Passenger seats in these new vehicles are about the same comfort level as those in the old fleet and this is a problem for riders that are on for longer periods or have hip and back issues. This issue can hopefully be addressed by BFT Staff during any future selection process.
5. The new vehicles has a larger capacity Air Conditioner for the rider area, and a dedicated supply for the driver area. It is understood that there is also a larger capacity heater.

Passenger Amenities:

1. Although it has been discussed in the past the new vehicles do not have passenger Wi-Fi capabilities as do the Fixed Route Buses. There was discussion of implementing this during the RideCo upgrade.

Safety Features:

1. The wheelchair securements, floor entrapment devices, are now located on a mounting track located on the side wall of the vehicle, thus are located close to the location where they will be used on each wheelchair. This in theory is more efficient, but some of the devices are difficult to release and it may take longer for the rider to be secured.
2. Initially the fare box was obstructing the loading of passengers, but this was resolved by moving the box around to the inside of the vertical support.

3. The shoulder restraints used to tie down wheelchairs on some of the older vehicles were stationary and could not be relocated by the driver. This meant that when there were three wheelchairs loaded the resulting shoulder belt configuration did not adequately protect all the passengers.

This has been resolved with the new vehicles with a design that allows the shoulder restraints to be relocated by the driver.