



# Citizens Advisory Committee

**CAC Summary**  
**June 12, 2026**  
**3:30pm – 5:30pm**

## **1. Introductions**

The June Citizens Advisory Committee (CAC) meeting began with introductions from all the attendees.

## **2. September 2026 Service Changes**

RTD staff members Brandon Figliolino and Jessie Carter provided an overview of RTD's September 2026 Service Changes program, including the purpose of service changes, categories of modifications, proposed route adjustments, dedicated lane operations, and opportunities for public participation. RTD encouraged CAC members to share information about upcoming outreach events and directed attendees to RTD's public events calendar for additional opportunities to engage.

Several service updates were highlighted during the presentation. Route 83L is not expected to experience increased travel times under the proposed changes and will continue to provide service to downtown Denver. RTD noted that route schedules and operational data are tracked over time and, together with customer feedback, are used to identify opportunities for future engineering and infrastructure improvements.

RTD discussed changes affecting transit access at Nine Mile Station, noting that riders will be able to utilize the increased frequency of the R Line and transfer at Peoria Station to reach downtown destinations. Route 83L will also provide an additional alternative connection to downtown Denver. The group discussed these changes' potential impacts to riders with accessibility issues and noted the importance of considering accessibility issues throughout the service changes process.

Additional proposed changes include expanded service on Route 72 through the addition of new trips and an extended alignment, although service will not be extended into Golden. RTD also discussed service planning efforts in the RidgeGate and Meridian areas, explaining that no fixed-route service expansion is planned at this time; however, the Comprehensive Operations Analysis (COA) is evaluating opportunities for future service refinements and expansions as part of RTD's long-range planning efforts and may include expansions in these areas.

The project team also provided an update on the Bus Rapid Transit (BRT) Center Running project and described planned outreach efforts to support implementation, including press releases, demonstration rides, and staff presence in the field to assist riders during the infrastructure transition.

RTD reviewed operational considerations that influence service planning decisions, including terminal availability, route efficiency, and service delivery models. Staff explained that contracted service may be utilized when it provides operational efficiencies and noted that RTD remains subject to the state's 58 percent cap on subcontracted transit services to private operators.

### **3. Service Cuts Strategy Discussion**

Joe Meyer led a discussion regarding RTD's ongoing budget challenges and potential service reduction strategies. He referenced recent Finance and Planning Committee and Operations Safety and Security Committee discussions where preliminary budget scenarios and service modification proposals were reviewed.

RTD staff explained that proposed reductions extend beyond service cuts and may also include modifications to contracts and adjustments to planned capital investments. The Board reviewed three proposed reductions in revenue service hours. The Board reviewed 2024 revenue service data as part of its evaluation process.

Discussion focused on how RTD would prioritize potential reductions. Staff noted that service standards and route performance metrics serve as objective criteria for evaluating service and Joe Meyer recommended that CAC members review the lowest-performing routes in these criteria. Factors considered include cost per boarding, total ridership, the availability of alternative transportation services in the area, and compliance with Title VI requirements. Operational considerations, including the availability of operator terminals, also influence service planning decisions.

Additional questions addressed organizational efficiencies and executive compensation. Staff indicated that RTD executive compensation is generally targeted around the 50th percentile of comparable agencies and noted that RTD is pursuing organizational assessments and cross-functional efficiencies to improve operations.

Due to time constraints, members agreed to continue the discussion at a future meeting or through follow-up email correspondence.

### **4. Bus Stop Infrastructure Accessibility Assessment Report**

Kiernan Maletsky, Director of Long Range Planning, presented an update on RTD's Bus Stop Infrastructure Accessibility Assessment (BSIAA). The presentation included an overview of the 2025 bus stop inventory, stakeholder and governmental engagement efforts, accessibility requirements, and next steps for implementation of infrastructure improvements.

Staff reviewed the elements required for an accessible bus stop and showed data on which different entities (cities, town, advertising agencies) own the portfolio of bus-stop infrastructure and the land they sit on. Many members were surprised to hear that RTD does not own the majority of bus stop infrastructure within the district, which contains over 7,000 bus stops. Staff also gave a brief overview of the different design and ADA requirements that govern bus stop infrastructure improvements. RTD remains focused on improving the overall transit experience for riders, and Kiernan urged CAC members to retain this knowledge so that they can inform and work with community partners within their networks to move forward with improving bus stop infrastructure. Kiernan noted that the assessment findings will be presented to the RTD Board of Directors on June 23, 2026.

Members asked several questions regarding bus stop improvements and shelter placement. Staff explained that while there is interest in expanding shelters, particularly for older adults and children, space constraints often limit installation opportunities. RTD uses its Bus Stop Program to help prioritize shelter placement, and many shelters are provided through advertising agreements with third-party vendors.

Additional discussion addressed ADA enforcement mechanisms, the relationship between the Adopt-a-Stop Program and bus stop improvements, and the future public availability of the bus stop inventory. Staff confirmed that inventory information is expected to be made publicly available in the future. Members also asked whether shelters could be relocated between stops; RTD explained that shelters are generally owned by third parties, which can complicate relocation efforts.

RTD agreed to provide additional information regarding the Adopt-a-Stop Program at a future meeting.