



Citizens Advisory Committee

CAC Meeting Summary

September 10, 2026

3:30 PM – 5:30 PM

Board Office Conference Room

1660 Blake Street, Denver, CO

1. Introductions

The September Citizens Advisory Committee (CAC) meeting began with introductions.

2. Budget Deficit and Service Reductions Discussion Continued

The committee continued discussing RTD's budget deficit and potential service reductions. Joe Meyer updated members on recent conversations about how the CAC can contribute to the budget process. Members agreed that the CAC would identify questions and criteria that the RTD Board members should ask and consider for each upcoming potential service reduction prior to finalizing those reductions.

The committee emphasized preserving a core transit network, particularly routes that provide significant mobility benefits. Members stressed that potential reductions should be evaluated through an equity lens, considering impacts on low-income communities, people with disabilities, and riders who depend on transit. They also discussed whether service reductions could increase driving and how changes may be perceived by the public. Transparency in the service-reduction planning process was a central concern. Members said the Board should clearly explain its decision-making criteria, the alternatives considered, and the tradeoffs among reductions to capital spending, operations, and maintenance. They requested greater clarity on the capital budget and how priorities identified in RTD's 2026 Asset Management Plan are informing Board discussions.

Members discussed next month's meeting workshop with Jarrett Walker as they prepare the Comprehensive Operations Analysis (COA), particularly noting that the COA will cover a short-term, fiscally constrained budget scenario and recommendations for the agency, as well as

analysis and planning recommendations for the longer-term, fiscally unrestrained scenario. Members also expressed interest in future public polling to assess support for a ballot measure and preferences regarding taxes, transit services, and infrastructure investments.

Members discussed how RTD's vehicle inventory and associated maintenance requirements are impacting its budget. Members strongly cautioned against delaying maintenance, citing increasingly frequent bus breakdowns that leave riders stranded and disproportionately affect people with disabilities. The committee emphasized maintaining enough spare buses to ensure reliable service and agreed that deferred maintenance should not be considered as a cost-saving measure at this time.

The committee agreed to develop a list of questions and considerations that members would want answered if their bus route were proposed for reduction or elimination. Questions may include what factors would be considered in making the decision, whether an entire route or only portions of the schedule would be affected, what alternatives were evaluated, and how impacts on different communities would be considered. CAC members will submit their questions by September 21 for compilation and future discussion. Caitlynn will send an email to the CAC distribution list requesting members' questions and considerations regarding potential service cuts, with responses requested by September 21.

3. CAC Applications Update and Call for Nominating Committee Participant

Jack Kroll provided an update on the CAC new member application process. Applications are due September 14 and are available on the RTD website. Approximately 32 applications had been received at the time of the meeting, with a goal of approximately 60 applicants.

The committee emphasized the importance of maintaining geographic and demographic diversity while recognizing that geographic representation does not need to be evenly balanced. Members agreed that a range of perspectives will strengthen the committee. CAC member Marci Lundy and one co-chair will participate in the applicant selection process. Members were encouraged to continue sharing the application opportunity through their networks to help attract a diverse applicant pool.

4. GM, CEO, and Board Office Search Update

Jack provided an update on the search for RTD's next General Manager and CEO, noting that the agency has a strong applicant pool and is nearing the next stage of the process.

Jack is advocating for a stakeholder engagement process that would allow stakeholders, potentially including the CAC, to meet with finalists during a panel anticipated in December. Current and newly elected Board members will participate in the interview process, with the Board selecting a preferred candidate and the incoming Board involved in final approval. A 14-day public feedback period is also anticipated.

The committee also discussed the Board Office's effort to hire a constituent liaison to support constituent engagement and work with the CAC to track questions and issues raised by the committee.

5. Welton Street Corridor Update

Joe Meyer provided an update on the Welton Street corridor in Five Points, where potential future configurations and alternatives are being evaluated ahead of planned track and asset renewal work.

The discussion focused on community and business concerns about whether and how the existing rail should be rebuilt and what type of transit investment would best serve the corridor. The consultant team is evaluating options that include transit operating in mixed traffic and dedicated, side-running transit in a different location. Low ridership and safety improvements were identified as key considerations for future improvements.

A second public survey is open through September 13 to gather feedback on transit options for Welton and Downing. CAC members were encouraged to participate, even if they do not live in Five Points, by considering what transit options would make it easier to travel to or visit the area.

6. Colfax BRT Completed in Denver

Co-chair Eric Smith and RTD Manager of Corridor Planning Doug Monroe provided an update on the Colfax BRT project and associated streetscape improvements in Denver.

The overall project is approximately 65 percent complete, with Phase 1 scheduled to open September 27. Routes 15 and 15L will begin service on the completed portion of the corridor, with approximately 200 operators being trained. The full BRT project is expected to be completed in 2028. The project is expected to provide travel time savings.

In Denver, the BRT operates in dedicated center-running lanes, while the Aurora portion uses side-running transit without dedicated bus lanes. The committee discussed service design and frequency, noting that ridership and utilization will be factors in maintaining consistent service frequency between Denver and Aurora.

Additional BRT features are still being completed, including all-door fare collection. A dedicated fleet of 47 buses is planned for next year, along with new three-door buses. Bike storage will also be modified, with bike racks moved inside the buses to support reliability and safety.

The committee discussed potential operating cost savings from the project, including the possibility of requiring fewer buses to operate the service. Members suggested highlighting these savings in project communications.

Planned streetscape improvements along Colfax include sidewalk and intersection improvements and artistic elements. Celebrations are planned as portions of the project are completed, including a Denver Streets Partnership Colfax BRT celebration on October 3.

7. Conclusion

The next CAC meeting will be held Thursday, October 1, 2026. The meeting will include a Comprehensive Operational Analysis workshop with Jarrett Walker and Associates.