



Office of the President

MEMORANDUM

DATE May 28, 2026

FROM Patricia Franklin, *Patricia Franklin* (P.F.)
Chief Administrative Officer and Chief of Staff

TO Laura Bloomberg, PhD
President

RE Report and Recommendations of the CSU Public Transportation Working Group

At your request, I convened a Public Transportation Working Group (“the Working Group”) of stakeholders and advisors to discuss the role public transportation plays on our campus and its impact on the lives of CSU students, faculty and staff. A brief review of the relevant history of public transportation will help provide context for this report and the Working Group’s ultimate recommendation.

Beginning in 2004, CSU provided students access to the Greater Cleveland Regional Transit Authority’s (GCRTA) Student U-Pass Program. The program was funded through a general student fee of \$57.50 in recent semesters (Fall, Spring and Summer sessions), assessed to all enrolled and fee-paying students as defined in the annual contract with GCRTA. The U-Pass allowed students “to ride RTA anywhere, any time” (according to [the GCRTA U-Pass webpage](#)), no matter when or how often they needed it.

The Student U-Pass Program was paid for through a Transportation General Fee assessed to all CSU students who met the eligibility criteria set forth in the contract with GCRTA. The U-Pass stickers, placed on a student’s ID card to indicate their GCRTA access, were made available for easy pick up by students at convenient locations around campus. They were distributed by the Office of Parking and Transportation Services, which, along with the Admissions team and the Bursar’s Office, would true up payment for the cost of the U-Pass offering to GCRTA from the Transportation General Fee assessed to all enrolled students.

It is important to note that the cost of the Student U-Pass Program was 100% of the Transportation General Fee as collected from every student, regardless of how many students picked up a U-Pass sticker or utilized GCRTA transportation.

Attached to this report as *Exhibit A* is data that describes student headcount from the Fall 2022 through Spring 2026 semesters, which covers the period of CSU’s most recent contract with GCRTA. The following is a summary of the U-Pass program at CSU and the factors that the Working Group considered in reaching their recommendations.

- The headcount of eligible students for participation in the U-Pass program declined steadily from 13,554 in Fall 2021 to 7,780 in Spring 2026, with the sharpest decline beginning in Fall 2025. Fall 2025 numbers reflect the elimination of the \$57.50 General Transportation Fee charged to all enrolled students and a change in determining eligibility for the U-Pass to full-time students who opted in only.
- In the summer of 2025, due to a variety of factors — including the legitimate question as to whether a general fee should be assessed on the entire enrolled student body to provide a service accessed by less than half of that student body — CSU began negotiations with GCRTA to determine whether it could offer GCRTA's U-Pass under a new contract while staying with the \$57.50 fee. Following weeks of good-faith discussions, CSU and GCRTA reached a mutually satisfactory but short-term agreement.
- That short-term agreement was for the Fall 2025 and Spring 2026 semesters only. Under the contract, CSU was able to specify the definition of an eligible student and was obligated to hold GCRTA harmless for the difference between the number of students who bought a U-Pass each semester at \$57.50 and the remainder of the defined eligible population who did not buy one.
- The fees collected from students dropped dramatically from \$706,000 in Spring 2025 (as the Transportation General Fee) to just \$110,000 in revenue in Fall 2025 and \$90,000 in Spring 2026 from the direct sale of the U-Pass to those students who "opted in." As a result, CSU was obligated under the agreement to pay GCRTA an additional \$750,000, representing the difference between the amount collected in opt-in student fees over both semesters (less than \$200,000) and the total cost of the defined student population that needed to be guaranteed for both semesters under the agreement, as illustrated below:

	8,552	Fall 2025 total eligible students
+	7,780	Spring 2026 total eligible students
	16,332	Total U-Passes per 2025-26 GCRTA contract
x	\$57.50	Cost per U-Pass
	\$939,090	Total cost for U-Passes per 2025-26 GCRTA contract
-	\$181,787.50	Total amount paid by students for U-Pass in 2025-26
	\$757,302.50	Total amount paid by CSU for U-Pass in 2025-26

- Even before this most recent agreement with GCRTA, U-Pass collection had hovered between roughly 3,000 and 4,300 per term, indicating that only a fraction of eligible students picked up their passes. We have no way of knowing how many of these students who picked up their passes then made use of GCRTA transit.

- Pass pick-up rate peaked at 34.9% in Fall 2023 (when all students paid the \$57.50 Transportation General Fee), and it has fallen sharply to 18.8% in Spring 2026 (when students made an active choice to pay \$57.50 for a U-Pass). As of CSU's most recent academic semester, fewer than one in five eligible students have been paying for this service.
- Looking at the enrollment numbers for Fall 2023 (when U-Pass pick-up rate peaked at 34.9%), 4,271 students chose to pick up a U-Pass. In that same semester, the total headcount of eligible students was 12,226. All 12,226 were assessed the \$57.50 Transportation General Fee on their bill. The amount then paid to GCRTA from the fee that semester was \$680,988. However, 65.1% of that amount (\$442,536) came from the \$57.50 fee paid by students who did not access the U-Pass at all.
- Each year students were charged the Transportation General Fee for the program, there were questions from students as to what this fee was for and why they were required to pay it.

Discussion

The Working Group held its first meeting in late November 2025 to form, understand its scope, agree on guiding principles and share expertise that would help in developing recommendations concerning public transportation moving forward. The group also identified data necessary for its work. (See *Exhibit B* to this report for the breakdown of the Working Group's activities by meeting.)

Charged with taking a holistic review of students' use of public transportation and making recommendations on what that relationship might look like going forward, the Group began its work in earnest. First and foremost, an important step was to develop principles that would guide their work. Those principles are:

1. CSU values and supports the role of public transportation in an urban setting and considers GCRTA an important partner in this matter who will be informed on our deliberations as our work proceeds.
2. As we do our work on this issue and assess the needs of our students for this service, we will take that back to GCRTA to determine whether they may have additional options for us to consider that may better serve those needs.
3. Containing costs for all students is a priority.
4. CSU students who rely on transit for educational purposes should continue to benefit from an affordable student rate.

5. CSU students who do not rely on transit for educational purposes should no longer be required to subsidize GCRTA U-Pass through a mandatory student general fee.
6. Some increase in cost for transit use may still be reasonable, particularly if aligned with level of use of transit and assessed as one standard fee.

Hearing From Students About Transit Needs

Important to the Working Group was to gather input from students, particularly around their transit needs. For that reason, a subgroup of the Working Group created a Student Transit Survey (See *Exhibit C* to this report) that was distributed by email and text message. A total of 12,267 CSU students received the survey via email on March 2, 4, and 19, 2026. In addition, 11,446 students received a text message with the survey link on March 2, 4, and 17, 2026. Every participating students received questions 1,2, 3, 8 and 9 of the survey. Only those who indicated they had opted in to the GCRTA U-Pass in the 2025-26 academic year were invited to answer questions 4, 5 and 6. The Working Group received 706 student responses to the survey.

Analyzing the Responses

The survey responses are attached to this report as *Exhibit C*. The following data points highlight the need for public transportation among students.

- When asked “How do you typically travel to Cleveland State University”, **of the 706 students who responded, 448 respondents chose “personal vehicle”, while 396 respondents chose one of the five public transit options available to select.** (Note: Respondents were able to select more than one answer.)

That breakdown is as follows:

- 220 — RTA Bus
 - 102 — RTA Healthline
 - 36 — RTA Rail Red Lines
 - 20 — RTA Blue Lines
 - 18 — RTA Green Lines
- When asked if they “opted in” to purchase a U-Pass for \$57.50 during the 2025-26 academic year, **35% (247 respondents) said “Yes,” while 65% of respondents said “No.”**
 - For additional context, **the 706 students who responded to the survey represent 8.5% of CSU’s Fall 2025 enrollment and 9% of Spring 2026 enrollment.**

In addition to the survey responses, the Working Group also convened two student listening sessions, inviting students to discuss their transit needs, questions and concerns. These sessions were led by student members of the Working Group and convened with the assistance of the Division of Student Belonging and Success. While not as well attended as the Working Group had hoped, student facilitators were able to hear concerns and suggestions from those present. One comment that was echoed in both the in-person sessions and the survey was that, while many students were happy that the Transportation General Fee was eliminated, they also remained hopeful that solutions could be considered that allowed those who needed public transit to be able to access it affordably.

Interactions with GCRTA Partners

Another subgroup of the Working Group began discussions with partners at GCRTA to determine whether CSU and GCRTA could agree on terms for an affordable U-Pass option for CSU students who needed it. The subgroup aimed to find terms at a price and guarantee point that more closely matched CSU student participation in the U-Pass and the revenue point that held GCRTA harmless, as occurred in the 2025-26 academic year. GCRTA explained their fee schedule to the subgroup (a copy of which is attached here as *Exhibit D* and comes from [the GCRTA website](#)), and from that, the subgroup studied the recent experience with the student opt-in option. CSU proposed to GCRTA a semesterly rate along with a hold-harmless guarantee that would yield sufficient revenue to return to GCRTA the nearly \$1M they have received from CSU students for the U-Pass. After several discussions, the subgroup was simply unable to agree with the GCRTA on a workable solution that would keep a U-Pass option viable for CSU students.

CSU remains grateful to the GCRTA for the important transit mission it has in Greater Cleveland and the surrounding communities in Northeast Ohio, and the University will continue to support and help students who need it to utilize public transportation wisely to meet their needs.

Recommendations and Conclusions

In keeping with their guiding principles, the Working Group strongly believes in the University's ability as a campus community to develop a program of support to help students who rely on public transportation to become wise and savvy transit consumers. However, the Working Group did not see a clear path to continuing access to the GCRTA Student U-Pass Program, especially given the rates of student participation in the U-Pass program over the last several years and the rising cost to the University budget for its participation now that the Transportation General Fee has been retired.

However, that does not mean CSU has no options to help students moving forward. **The following is a list of recommended actions that the Working Group believes — when taken**

together — can help better tailor transportation options to and from campus for CSU's students.

1. With the realignment of the Division of Student Belonging and Success, and the professionals who work with students in Admissions, Campus411 All-in-1 Enrollment Services and individual colleges, CSU is uniquely positioned to provide advice and counseling on how a student can find public transportation that fits their specific situation. Attached here as *Exhibit E* is a Public Transportation "Hot Card," which will be provided to all campus professionals who work directly with students including Academic Coaches, Campus411, and Parking and Transportation. This resource will also be available at New Student Orientation sessions and campus visits. to assist students with the information they need to tailor their purchase to their own needs. It is also in keeping with the Working Group's Guiding Principles.
2. Students across campus are also being made aware also of the availability of a supply of GCRTA 5-Trip passes through the Office of Student Belonging and Success, which can be accessed when needed. Students can receive these passes by contacting their academic coach or visiting the Student Belonging and Success office suite in the Student Center.
3. From the Working Group's survey of students, data shows that some U-Pass participants use public transportation to and from campus to internships and off-campus work. Following discussions with the CSU Police Department and Campus Safety Division, the University will conduct further outreach to expand access and increase opportunity to utilize the Viking Safety Escort Program for needed transportation to and from off-campus internships and employment.
4. For those students who determine that the purchase of a GCRTA pass is necessary, students can make their purchase directly from GCRTA either through their website or at any of the convenient locations where passes are sold. Students who may need financial help with the purchase of a pass can contact their academic coach or the Division of Student Belonging and Success to learn about available assistance to meet this need. (It should be noted that this is not new, transportation-specific assistance for GCRTA passes. This financial assistance will be managed through the variety of financial support options available to CSU students thanks to the generosity of the donor community.)
5. CSU also participates in the nationwide Zipcar program. A Zipcar membership can be an affordable option, particularly for students who live on or near campus who have a driver's license. A membership provides access to one of the Zipcars parked around

CSU's campus for several hours. A Zipcar membership comes with insurance coverage and roadside assistance should the car develop an issue. Information about the Zipcar program can be found [on CSU's website](#).

Conclusion

Thank you for the opportunity to study this issue and present the Working Group's recommendations. We are happy to discuss this further and answer any questions or concerns you may have. We continue to believe that public transportation is a viable option for many students, and we hope that the programmatic and other recommendations we have provided in this report will support that principle.

Members of the Public Transportation Working Group

Patricia L. Franklin, Chief Administrative Officer and Chief of Staff; Convenor of the Working Group

Nicole M. Addington, Chief Financial Officer

Dr. Tachelle Banks, VP, Student Belonging and Success

Abby Blackburn, Student Trustee, CSU Board of Trustees

Kristin Broka, AVP, Marketing and Communications

Scott Cambell, Associate General Counsel

Caryn Candisky, Executive Director, Government Relations; Special Assistant to the President

Skye Carlson, Student Trustee, CSU Board of Trustees

Katherine Corcoran, Chief Data Officer

Phil Eaves, Director of Communications, Office of the President

Dr. Roy Gifford, VP, Chief Marketing and Communications Officer

Dr. Linda Quinn, Professor of Practice, Mathematics and Statistics; Faculty Representative, CSU Board of Trustees

Sean Ries, Executive Director, Capital Planning, Access and Campus Experience

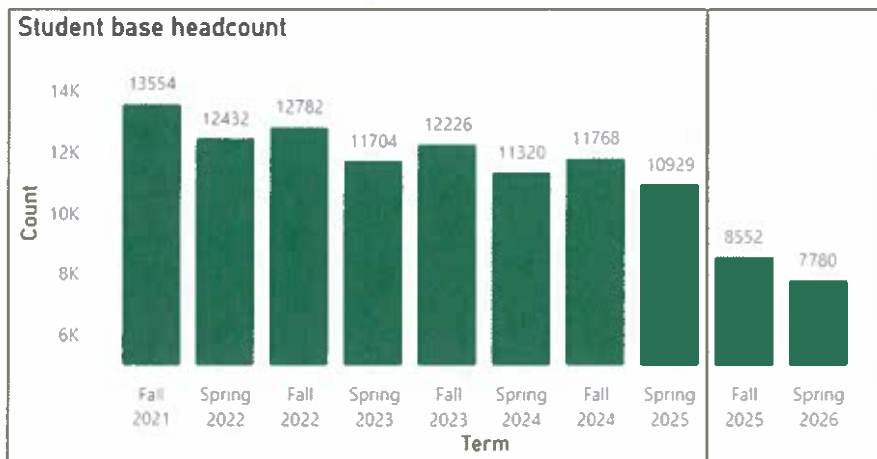
*Cael A. Shaw, Student Representative, CSU College of Law

Alysha Syed, President, Student Government Association

Nicholas VandeVelde, AVP, Hospitality and Facility Services

Cristina Wayton, AVP, Undergraduate Admissions

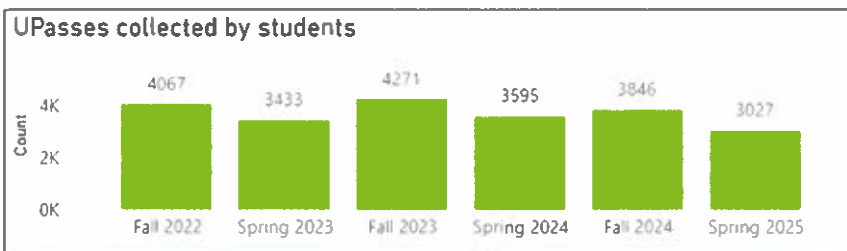
*Due to their academic schedule, this member attended the first Working Group meeting.



- Student base headcount has declined steadily from 13,554 in Fall 2021 to 7,780 in Spring 2026, with a sharp drop starting Fall 2025 reflecting the methodology change to full-time-only counting.

TERM	Headcount	Fees collected
Fall 2022	13683	\$833,635
Spring 2023	12668	\$793,912
Fall 2023	12820	\$784,568
Spring 2024	11921	\$745,420
Fall 2024	11621	\$740,355
Spring 2025	10784	\$706,213
Fall 2025	1904	\$110,475
Spring 2026	1529	\$89,657
Total	25754	\$4,804,234

- Fees collected dropped dramatically once the policy changed — from \$706K in Spring 2025 (universal fee) to just \$110K in Fall 2025 and \$90K in Spring 2026 (student choice to participate only)



- UPass collection has hovered between roughly 3,000–4,300 per term, showing that only a fraction of eligible students actually pick up their passes.
- Pass pick-up rate peaked at 34.9% in Fall 2023 and has fallen sharply to 18.8% in Spring 2026, meaning fewer than 1 in 5 eligible students are using the benefit.
- Because the UPASS was for on demand use, it did not include a required swipe each time a student utilized public transportation using their UPASS. As such, we do not have any system data that would shed light on the utilization question at all.

Public Transportation Workgroup (PTW) Timeline of activities**November 2025-April 2026**

The PTW met in **November 2025** to form, understand its scope, and to agree on Guiding principles and share expertise that would help in developing recommendations for moving forward. The group also identified data necessary to its work.

January 2026 Meeting: the PTW reviewed UPASS data from Fall semester 2025, formed a subcommittee to help develop a data dashboard, and agreed to consider surveying for a deeper understanding of student transit needs.

February 2026 Meeting: the PTW reviewed the data dashboard (access available on request) and concluded its review and comment on a draft student transit survey. The group also discussed the items to be addressed in its final report of recommendations to the President, and the communications team (Phil and Kristin) have begun work on a full communications timing and action plan once the recommendations are complete.

March-April: the PTW meets every other Thursday through April 2026-next meeting is March 12, 2026 with a status report to the President post meeting.

March 2, 2026: Student Transit needs survey launched. The survey was developed by the workgroup with significant input from the Student Success and Belonging team and will be open for 2 weeks (March 16, 2026). The survey is designed to capture greater understanding of student transit needs, and to educate on the options available beyond the UPASS program.

March 12, 2026, Meeting: review survey responses to date, continue discussion of holding student forums to be led by our student leader members (Skye, Abby, Alysha, and Cael) supported by the SBSS staff, and an update on conversations with GCRTA CFO and team.

March: conversations between CFO Addington accompanied by Caryn Candisky, and GCRTA CFO and team TBD.

March 26, April 9, and April 23, 2026, Meetings: Finalize recommendations and report and present report and conclusions and communications timing and action plan to the President.

Note: additional recommended steps from the committee will be included in this timeline in real time.

Student Transportation Survey Results

Current Transit Survey

- **Distribution:**

- **Email:** Monday, March 2nd | Wednesday, March 4th | Thursday, March 19th - Sent to approx. 12,267 Students each time.
- **Text:** Monday, March 2nd | Wednesday, March 4th | Tuesday March 17th - Sent to approx. 11,446 Students each time.

- **# Survey Respondents : 703**

- **Survey:**

- Every student had an opportunity to answer questions 1-3.
- Only those opting into CSU RTA provided options answered questions 4-6
- Every student had an opportunity to answer questions 8 & 9.
- https://csufull.qualtrics.com/jfe/form/SV_3vCEgj6r4rohclU



Q1 - How do you typically travel to Cleveland State University (CSU)?

Type of Transportation	%	Count
Personal Vehicle	64%	448
Walk and/or Live on Campus	13%	92
RTA Bus	31%	220
RTA Healthline	15%	102
RTA Rail Red Lines	5%	36
RTA Rail Blue Lines	3%	20
RTA Rail Green Lines	3%	18
Personal Bike/Scooter	1%	8
Bike/Scooter Rental	1%	7
Rideshare (Uber/Lyft)	6%	44
Other (please specify)	5%	38

Note: Students were able to select multiple answers.

Q2 - How many days per week do you travel to CSU's campus?

# of Days	%	Count
1 day	7%	51
2 days	18%	120
3 days	15%	100
4 days	15%	100
5 or more days	46%	314

Q3 - Did you opt-in to the RTA U-Pass options provided by CSU?

Answer	%	Count
Yes	35%	247
No	65%	451

Q4 - How often do you use the RTA U-Pass?

# of Days	%	Count
Daily	125	125
2-3 times a week	48	48
4-5 times a month	17	17
Rarely	17	17
Never (but I still pick up a U-Pass)	17	17

Q5 - What is your typical one-way travel time to CSU by RTA?

Minutes	Count
Less than 15 Minutes	43
16 - 30 Minutes	61
31 - 45 Minutes	75
46+ Minutes	41

Q6 - Why did you choose to opt-in to using the RTA U-Pass from CSU? (Select all that apply)

Choice	%	Count
To travel to and from campus	79%	176
I do not have a vehicle	55%	123
I do not have a driver's license	38%	85
To reduce my transportation costs (ex. fuel, parking)	50%	112
Social activities, entertainment and exploring Cleveland	39%	87
To avoid having to drive in downtown Cleveland	37%	82
For travel to an internship/co-op/practicum or clinical placement	13%	28
Traveling to off campus employment	14%	32
Traveling between CSU buildings	9%	20
Grocery shopping and/or errands	28%	62
Just in case I need it	34%	75
Other	4%	9

Other:

Doctors appointments

For practicum in Parma

Helps a lot during the winter

I was informed by the financial assistance office that it was not optional.

It was added to tuition and I am good with that if it benefits other students.

my car broke down earlier this semester and I needed another method to get to school

To get to the hospital

Q7 - Which areas do you typically travel to and from when coming to CSU or going to internships, co-op, practicum or clinical placement?

Choice	%	Count
Downtown Cleveland	75%	165
West Side	46%	101
East Side	32%	70
Eastern suburbs	15%	34
Southern suburbs	12%	26
Outside Cuyahoga County	8%	18
Other	6%	13

- Other:
- Tremont/Ohio City
 - Old Brooklyn
 - Lakewood
 - Lakewood
 - Iwork on campus
 - Flats
 - Cleveland Clinic

Q8 - What challenges have you faced using public transportation as a CSU student? (Select all that apply)

Choice	%	Count
The public transportation route does not serve destinations I need to travel to for school, work, or daily life.	11%	23
Service hours do not match my schedule	13%	27
Unreliable connections	17%	35
Infrequent buses	25%	52
Long wait times	44%	91
Lack of routes to campus	5%	11
Lack of accessible RTA maps and schedules	10%	21
Safety concerns	33%	69
Weather relates issues	37%	77
Not applicable	19%	40
Other	3%	7

Other:

Some bus stops don't have any shade and it is difficult to stand there during winter

No pedestrian access to the bus line near my house

Late blue and green line.

Busses at the stop on campus under Rhodes tower often drive past without stopping for students.

bus route takes twice as long as driving

Q8 — Any Additional Comments about your Public Transportation Needs?

You should keep the RTA, our school has enough money and many students benefit from it. Yes, please bring back u-pass for part-time students

Would use if passes were free and I did not have to go directly to work (requires a drive) after class.

Would be open to using rta bus system with student discount as it existed in the past

While I understand why it is/was done, the change from 15 to 30-minute intervals for the Route 83 bus to Tri-C West, as well as the same change to the Red Line (during the winters only) is quite frustrating.

While I understand that some students really need the RTA bus pass, I am glad that I am no longer charged for it as part of my tuition/fees costs each semester. Despite spending \$50-60 dollars for this bus pass each semester, I only used it one time during the entire time that we were required as students to purchase it. It just is not realistic for those of us who live outside of metro Cleveland to use public transportation like RTA to travel to or from the CSU campus since we basically have no other choice but to drive.

While I currently drive to csu once a week I used to greatly benefit from the RTA-U pass. It helped me save a ton of money early on in college in order to be able to afford a car a better prepare myself. I believe the RTA-U pass is an excellent option that should remain in place with the opt out available for those who do not need it. The RTA-U pass helped me out greatly as a young commuter trying to build my future.

WE NEED MORE PARKING GARAGES AND SPACES YOU GUYS OVERSELL PASSES EVERY YEAR

U pass availability is a major contributor to my attendance at CSU.

There needs to be safety improvements on, off, and around these transportation services. Additionally they need to improve on the blue and green line into and out of downtown.

The U-Pass is the only thing allowing me and a lot of other students to even go to campus for commuters. Without it, I wouldn't have a way to go.

The U-Pass is a fantastic program that perfectly fits my transportation needs for CSU.

The safety concerns are more evident in the evening than the morning.

The RTA U-Pass should be made available to part time students instead of just full time students.

The RTA Pass helps me travel to and from school and work and it is able to help be better access campus to be a better student.

The bus routes always don't pass nearby the house I live in, and buses tend to reach to destinations much slower compared to personal vehicles because they need to make several stops along the way. I will use the RTA bus only if I have to; otherwise, my personal vehicle it is.

Thanks for asking about this!

Stop forcing people to pay for a bus pass they won't use

shame on CSU for not renewing their partnership with RTA. having to use the single 55 busses during rush hour is horrible, and the "caterpillar" busses with CSU branding now can no longer be used. CSU has really shown this past year they do not care about commuter students who use public transit. then again CSU doesn't care about their students generally so it is to be expected lmao

RTA IS THE BEST TRANSPORTATION I HAVE EVER SEEN

Q8 – Any Additional Comments about your Public Transportation Needs? (CONT.)

Reinstate Semester pass for part time students, faculty and staff.

Public transportation will need beef up security, boots on the ground and more security cameras

Public transportation should be available to all students. Part time or full time. Student time status should not affect public transportation access

Public transportation needs more funding

Public transpo is great!! Might as well give students benefits like discounts for using it

Provide parking free for students who commute

Please lower the pricing of the parking pass

Please do not cancel the pass or increase the price... A lot of my friends including myself do not own a car and rely on RTA pass for our daily commute.

please continue give us RTA U pass, we really need it.

Please bring back the pass for full and part time students, it's incredibly useful and much safer than other alternatives

Peking needs to be half off for students

Partner with Lyft it would be so much better!

Partial week passes

Parking should be covered by tuition. As long as students have a CSU ID card and a valid active schedule, they should be able to park in the garage that's closest to their scheduled classes without the extra costs of a "parking pass" or out of pocket fees to use spaces or meters. University parking at CSU is currently operating like a scam, and it's disenfranchising University students.

parking passes are so expensive and having to buy them every semester makes them so incredibly expensive, thats the main reason i went fully online this semester, so i wouldn't have to buy another one

parking passes are really expensive

parking pass is pricey

parking needs to be cheaper

Parking near campus is crazy expensive ever since the new parking statute.

Parking lines in garages need to be cleaned/repainted

Q8 – Any Additional Comments about your Public Transportation Needs? (CONT.)

Parking is very expensive

Parking is awful

Only needed in case of emergency

No wifi, this impacts

Ability to be productive during long rides

More parking spaces - a green pass garage preferably

More parking options, its an commuter school and we are in Cleveland not New York or Chicago

More parking

MORE CHARGERS PLEASE!!!! Kent state is about to partner with City of Kent to install an additional 32 chargers.....we have 3 and they are ALWAYS full

More bus routes from outside the city

More affordable or subsidized parking options would really help me.

maybe doing discounts on parking passes

lpc

Lower-priced parking permits or notices when special parking is happening in the garages

Lower the parking pass prices !!! 😞

Lower prices for parking and parking passes. Why is it not park of our tuition?

Love me some gas money

KEEP the RTA passes, many people including me rely on them.

KEEP RTA UPASS. That is all :)

Q8 – Any Additional Comments about your Public Transportation Needs? (CONT.)

It would be so beneficial to have a shuttle to and from the airport for the jdo students. I fly in on Thursday and fly out Sunday and I would be willing to pay for a shuttle ride to avoid paying for the rental car I usually pay for

It would be nice to not need my CSU ID to get in parking garages, and we have the bus pass, thank you.

It would be neat to have the RTA pass for PT students too paying for the parking garage and getting tickets sucks.

It takes me about 1.5 hours to reach Parma. Though you get used to it, it would be better to have a shorter and more direct bus ride to Parma.

It should be available to everyone

It really helps to have a passport for part time students

It feels less safe with lower ridership but ridership won't increase until it's more convenient than driving, but that will never happen with busses that get stuck in the same traffic with cars.

Im not in 12 credits so I do not qualify for the RTA U Pass. I am typically in 6 credits per semester. Sometimes 5. I depend on the buses because I do not drive. I commute.

If there is a way laketrans could add a way back to mentor at 12:30?

If I didn't have to work before class I would prefer to take the bus

If csu can run a bus from east to downtown like healthline. Would be so good and better in terms of safety, or a csu escort like service like case has 'safe ride' which students can request if they need one prior end. It'd be help

I'm worried about gas prices with the new war. I am planning on signing up for the bus pass to decrease my travel expenses, as I have used that in the past.

I'm a working professional going to CSU graduate school. Therefore, I don't use public transportation.

I would like to see the RTA Bus Pass Ride sticker reinstated as I am a student typically taking 5 or 6 credits per semester. I can not handle 12 credits and feel like the University stopped supporting me,

I wish that the school would consider commuters who travel from rural areas more, especially for snow days

I used to take the RTA, but the bus routes changed. So, I can't get a bus close to where I live.

I think the RTA is an incredible program, I'm from outside of Cleveland but in Elyria Lorain County Community College sponsors a similar program called the Lorain county transit. I've only ever heard good things about the RTA, and it has made college way more accessible for some of my peers.

I take RTA to 1375 Euclid and have to walk a mile due to the bus schedules not lining up with the Healthline. My bus pulls in at the same time that the HealthLine leaves. I am a senior citizen who returned to college to finally finish my degree and a discounted rideshare would be AWESOME!

Q8 – Any Additional Comments about your Public Transportation Needs? (CONT.)

- I scheduled more virtual classes this semester because Cleveland raised their prices for the parking meters. I now avoid coming to campus unless I absolutely need to.
- I need the bus drivers to pay more attention on the road. They come close to hitting me all the time because they don't check their surroundings before moving, or come across like they own the road. They are driving huge vehicles that require more awareness and patience than what I have witnessed them to possess.
- I need Laketran bus passes. The Laketran buses are faster, more convenient, and comfortable than RTA.
- I need a direct transportation from flats to csu
- I miss the old card
- I LOVE THE RTA, DO NOT GET RID OF U-PASS
- I love RTA and its our lifeline
- I love public transportation, and having the ability to use it is very nice.
- I live very close to the bus stop but I am nervous about public transportation and the ride would take 30 minutes vs. a 15 minute car ride
- I literally will be unable to attend CSU if you cut RTA passes :)
- I like the opt-in program for the U Pass
- I like RTA. In addition to above, when it's snowy or icy I take RTA to and from campus.
- I have to cross the over pass bridges and you plow a wall of snow. I have to go in the street in the street and risk my life at 8am everyday during rush hour. I almost get hit by a vehicle at least once a week
- I have no comment because I enjoy riding the RTA
- I have multiple Life altering disabilities. As a result of them, I can't drive and my transportation abilities are limited because I live purely off of disability benefits so I have an income issue. Also, any help to be enrolled with the U pass would be terrific because I'll fail if I'm unable to get to the university for classes
- I have a young child and need to use a car for those purposes but would love to use public transportation options more and partnerships between schools like CSU and the RTA are vital to keeping it alive. More frequent and wider availability would incentivize me to ride more.
- I have a hard time affording parking. There's an opt in for a bus pass, could a similar idea be available for a parking pass?

Q8 – Any Additional Comments about your Public Transportation Need? (CONT.)

I enjoy taking the bus (especially at a discounted student rate!) but I don't use it frequently enough to justify opting into the U-Pass. I definitely used the bus much more when I was forced to buy the U-Pass with my tuition. My biggest dream is to be able to feel reasonably safe using public transportation late at night. I would LOVE to use the bus or another public transportation option instead of Ubering, but it's hard to feel safe traveling as a lone woman late at night.

I drive 40 miles one way to CSU and don't really do anything outside of go to school here in Cleveland, so I most likely won't use anything like a bus pass.

I don't use it, but that's because I am privileged to have personal transportation. However, I know MANY of the students of East Cleveland and around the city NEED it to get here, and a lack thereof is a direct hindrance to their access to education. Please get their perspectives before making any drastic decisions :) We do appreciate you all and thank you for all you do!!!

I don't like paying for a parking pass

I don't have them as Cleveland's public transit is subpar but I do think it important for others to have access

I do not use public transportation as I commute to campus. However, I did make a conscious decision this semester to take fewer in-person classes and more online classes since the parking meter rates have been increased.

I do not need bus ticket option. I don't ride the bus.

I do not feel safe in the parking garages. I understand that it is not the university's responsibility if our cars get damaged or broken into, but there needs to be more safety measures. I park in the central garage. There are no security cameras on the bottom and main levels of the garage. I believe that there should be working surveillance cameras covering the entire garage not just the top floor. Also, there are multiple places in the garage where the structure of the building is crumbling. The steps on E 21st are deteriorating as well as two beams nearby those steps. They are blocked off by hazard tape but I have not seen anyone fixing that area over the past 6 months. For bus stops, I constantly see personal vehicles blocking bus stops. I think more can be done to keep the bus stops clear.

Overall, I think more security cameras and security can improve transportation needs on campus.

I do have access to the Shaker rapid but I don't use it.

I can't afford the bus pass. Most times I walk over 30mins to get to class

I can't afford gas a lot of the time so I ride my bike cause I just don't have money for bus fare neither. I wish I could get a bus ticket for times when I'm in need.

I am spending an excessive amount of money to get back and forth from school and to work.

I am a part-time student who relied on the RTA u-pass!

Q8 — Any Additional Comments about your Public Transportation Needs? (CONT.)

How about making the parking some what affordable for students, especially since it isn't for the entire year but per semester and additionally if I am paying that much for a pass I should be able to use it anytime instead of having to find a random parking lot because there's time restrictions on passes that are outside of my class hours that way students can actually afford to drive to class and make it on time. Also, in terms of the RTA pass, make it available for all students not just full time students because part time students probably rely on it more and have actually decent hours for the bus so students can get to class on time and not have to wake up hours earlier than their class to catch the bus and sit around on campus for hours till their class actually starts since anything that a student could do on campus is no longer offered.

Honestly more parking spots near engineering buildings if possible

Handicap accessible

Gas money, and better care for those who travel when winter is bad.

Gas cards more than 10,20 dollars

Free parking

For walkers please pay more attention to clear and safe sidewalks and crosswalks

Fear of being unable to commute to CSU if my car breaks down and I'm unable to pay for the repairs. Also fear of not being able to pay for gas because I can't afford it. Even though I work as many hours as I can on top of being at school all day Monday - Friday.

Expensive parking

Escalade

don't make us come to school if the weather is bad

Do not get rid of the RTA Bus pass. Not only is it many students' sole form of transportation to and from school, but it will also make parking and traffic even worse. It will be bad for all students.

CSUs current RTA pass only makes financial sense if you're traveling to campus like 5 days a week, which isn't the case for grad students like myself. As a result, I've had to pay full fare or find other methods of transportation. Also, oftentimes RTA buses take forever when classes end late at night, so it's faster to use a lime bike. I'd like to see a student discount for those types of transportation.

Commute to campus 5 days a week from Youngstown but hopefully that will be changing after Spring Break!

Cleveland State should ensure that every student was allowed a u pass if their enrolled as a CSU student. Keeping up with everyday life and successfully complete school transportation should not be a barrier.

Can we get bus passes to those who only have 2 to 3 classes it's a struggle to commute when we don't have a way.

Q8 – Any Additional Comments about your Public Transportation Needs? (CONT.)

Build a garage for students in the theater and film buildings. We pay \$272 a semester for a garage pass that we can only use for 6 hours of our time there. The rest of the time we're paying that amount to walk two blocks in the snow and rain, and it is unfair, just because we aren't on the inner link...

As a remote student, I'm rarely on campus, but I'm glad you have these services for other students who need them!

As a part time student there isn't really anything available for me from CSU right now beyond having to pay for parking passes. RTA benefits for part time students or more parking pass selection would be helpful (ex. morning or afternoon-only passes, like the evening passes, cheaper for reduced parking time)

As a nursing student, I have to be at class and clinical on time 4 times a week. Uber and Lyft are really expensive, and public transportation where I live isn't reliable enough to count on. It can be stressful and costly trying to make sure I get to school and clinicals on time.

An RTA option for part time students would be helpful

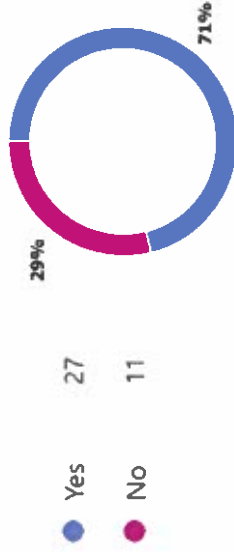
Allow students with valid permits to park any like of vehicles in any spots in their respective lots. ie allow motorcycles to park within the parking garages. If I have a green permit and decide to drive my motorcycle I should be able to park it in the garage because if I drove my car I'd be taking up the same number of spots.

An exploration on how to find RTA routes and plan properly...

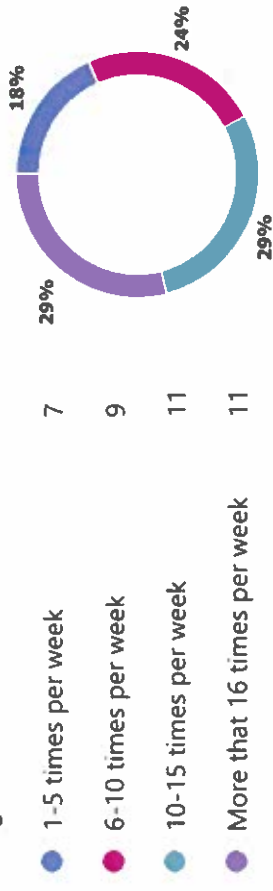
FA25/SP26 Survey Results:

38 - 5 Ride Pass Collectors

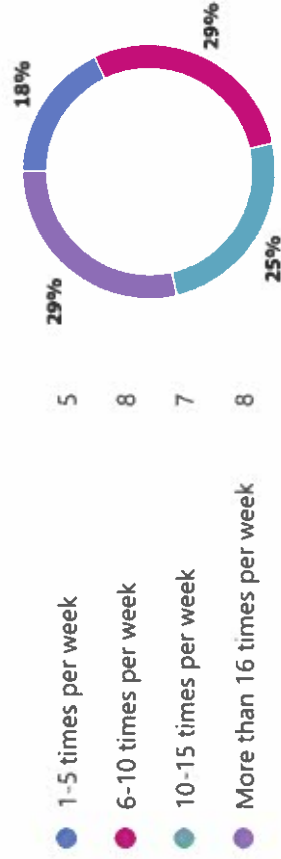
Have you taken advantage of CSU's RTA U-Pass in the past?



If the RTA U-Pass program was still available, how often would you anticipate using the RTA U-Pass this semester?



If Yes, how often did you use the RTA U-Pass?



If a student transit pass was offered in the future. What price would you consider paying for that student transit pass?

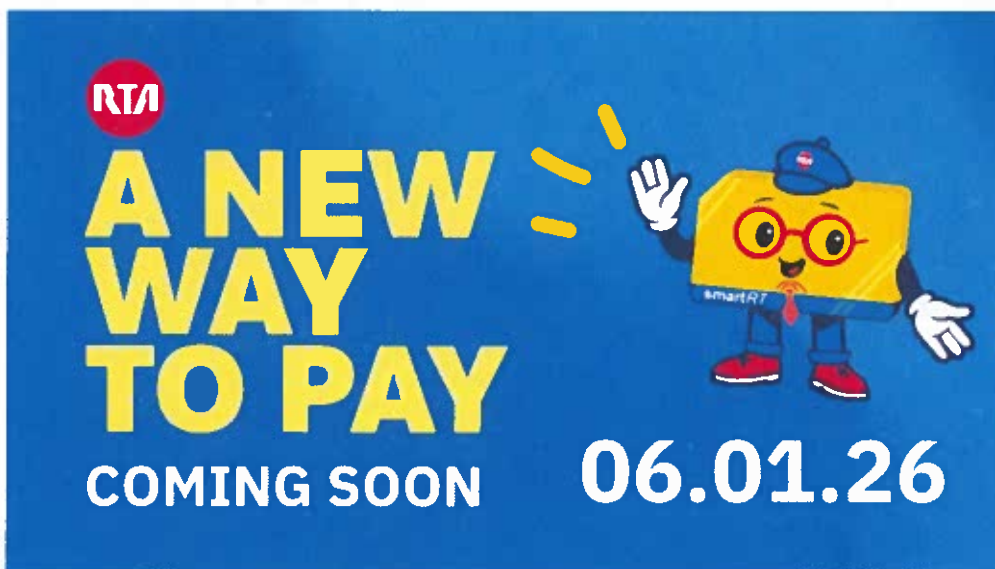
# of Students	Price Willing to Pay
6	\$0.00-\$29.00
2	\$30.00-\$39.00
0	\$40.00-\$49.00
11	\$50.00-\$59.00
4	\$60.00-\$69.00
2	\$70.00-\$79.00
2	\$80.00+



All Rail Riders: Tower City Trackwork Service Adjustments

[Home](#)

Fares



Scanning the Fare Validator is Now Required for Mobile Ticketing Customers

Starting on Thursday, May 7, 2026, scanning the fare validator will be required for all mobile ticketing customers when boarding a Greater Cleveland Regional Transit Authority (GCRTA) revenue vehicle.

Visual inspection of a phone display is no longer acceptable because fares are not acknowledged until the scanner has been successfully used.

This requirement is one step towards initiating GCRTA's promise of bringing an account-based ticketing, fare capping, and smart card revenue program to our customers this summer.

We will continue to accept cash and traditional fare media (paper passes).

Fares

Daily Passes

Individual (Bus/Rapid/BRT)	\$5.00
Senior/Disabled/Child	\$2.50
Student K-12	\$4.25
Paratransit	\$7.00
Cleveland	\$5.00
Cleveland 2-Day	\$10.00

Cleveland 4-Day

\$20.00

* Unlimited rides until 3 a.m. the next day. (A 4-Day Pass used for the first time on Monday expires at 3 a.m. on Friday.) Cleveland Passes were designed for tourists, but anyone can buy them on-line.

Cash Fares

Individual (Bus/Rapid/BRT)

\$2.50

Senior/Disabled/Child

\$1.25

Student K-12

\$1.75

Paratransit

\$2.75

If you are paying cash, you will have to pay full fare on each bus or train you ride, and you must have exact change. Operators do not make change.

5-Trip

Individual (Bus/Rapid/BRT)

\$12.50

Paratransit

\$13.75

Senior/Disabled

\$6.25

Student K-12

\$8.75

A pre-printed 5-trip card is valid until the expiration date on the card, regardless of when the trips are used. A CSK-issued 5-trip card is good for six months from the date of purchase.

7-Day

Individual (Bus/Rapid/BRT) **\$25.00**

Senior/Disabled/Child **\$12.50**

Paratransit **\$30.00**

1-Trip

Individual (Bus/Rapid/BRT) **\$2.50**

Senior/Disabled **\$1.25**

Paratransit **\$2.75**

2-Trip

Individual (Bus/Rapid/BRT) **\$5.00**

Senior/Disabled

\$2.50

Monthly

Individual (Bus/Rapid/BRT)

\$95.00

Senior/Disabled

\$48.00

Paratransit

\$110.00

Other Important Information

- **CREDIT/DEBIT CARDS** can be used in ticket vending machines and kiosks at Red Line stations, HealthLine stations and the Customer Service Center at Tower City. On the bus, there are cash purchases only.
- All Senior/Disabled cash fares, farecards and passes require passenger to show valid RTA Senior or Disabled ID (both of which include a photo), or a Medicare card, as well as a driver's license or other official photo ID.
- All-Day Passes are available for purchase on all RTA vehicles at the farebox, ticket vending machines, and at retail agents.
- Child fares apply to children age 6-12, when accompanied by a fare-paying adult. Children under age 6 ride free. In either case, a limit of three children per fare-paying adult applies.
- Effective Aug. 14, 2016, ADA-certified Paratransit passengers must pay senior/disabled fare on fixed-route service.

- Student farecards are for grades K-12.



EXHIBIT E

CITY OF CLEVELAND

Cleveland's Public Transportation Resources



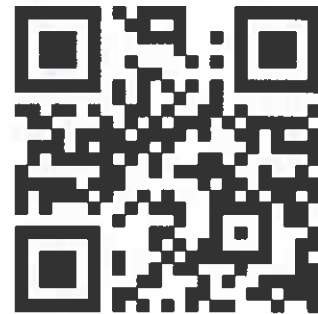
Greater Cleveland
Regional Transit Authority

**You Can Ride with
Cleveland's RTA!**

How to Ride Information:



Pricing Information:



CSU Offers Emergency 5-Ride Passes while supplies last!

Don't Delay! Pick your 5-Ride Pass up in Parking BH 115, today!



Division of Student
Belonging and Success



CITY OF CLEVELAND

Cleveland's Public Transportation Resources



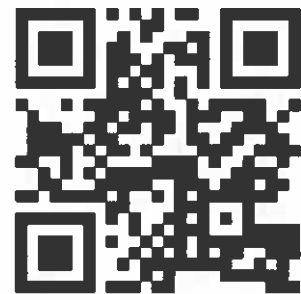
DIVISION OF STUDENT BELONGING AND SUCCESS

Your CSU Academic Coach can Direct
You to Emergency Funding

Go see your Coach TODAY! Sign up in Starfish!



UNITED WAY
Greater Cleveland



United Way 2-1-1 First Call for Help:

**Dial 2-1-1 or scan the QR Code to get referrals for local
transportation services**