

GCRTA Special Board of Trustees Meeting

Tuesday, June 23, 2026

Operational Planning Overview

Service Impacts of Financial Scenarios

June 23, 2026

Agenda

- Financial Scenarios Overview
- Scenario A: No New Revenue
- Features of Service Expansion Scenarios
- Scenario B: 0.25% Sales Tax Levy
- Scenario C: 0.50% Sales Tax Levy

Financial Scenarios Overview

| Option | Additional Annual Revenue | Service Impacts | Reserve Sustainability |
|----------------|---------------------------|--------------------|------------------------|
| No New Revenue | \$ -0- | Service Reductions | Budget Cliff 2029 |
| 0.25% Levy | Est. \$ 70M | Est. \$15M by 2032 | Budget Cliff 2039 |
| 0.50% Levy | Est. \$140M | Est. \$25M by 2032 | Through 2064+ |

Financial Scenarios Overview

- **Scenario A: No New Revenue**
 - Three years of additional expense and service reductions
- **Scenario B: 0.25% Sales Tax Levy**
 - \$15M of service improvements
- **Scenario C: 0.50% Sales Tax Levy**
 - \$25M of service improvements

Scenario A: No New Revenue

A: No New Revenue

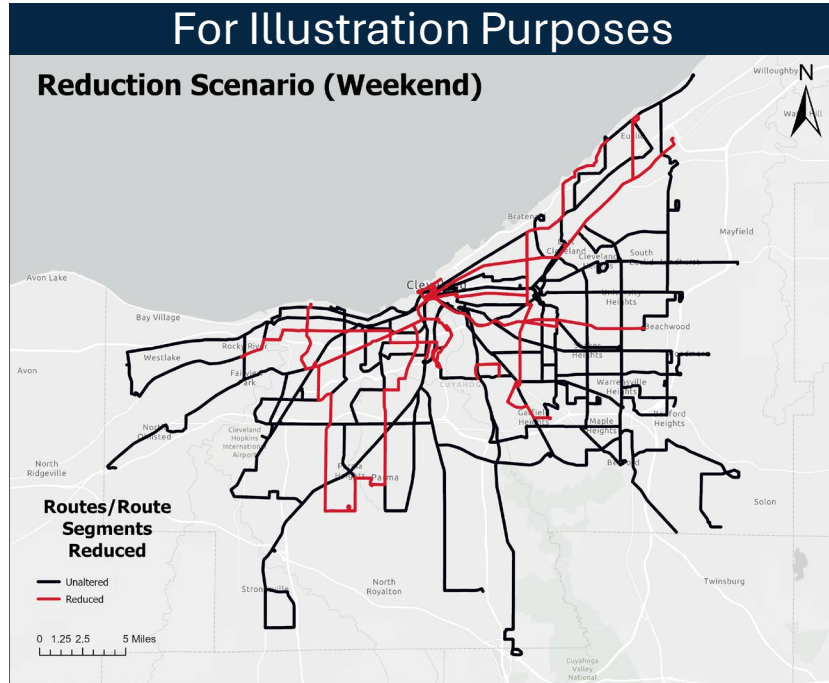
\$30 million expense reduction is needed in 2027-2029

Expense reductions continue until new revenue is assured

A \$17 million service reduction over three years could include:

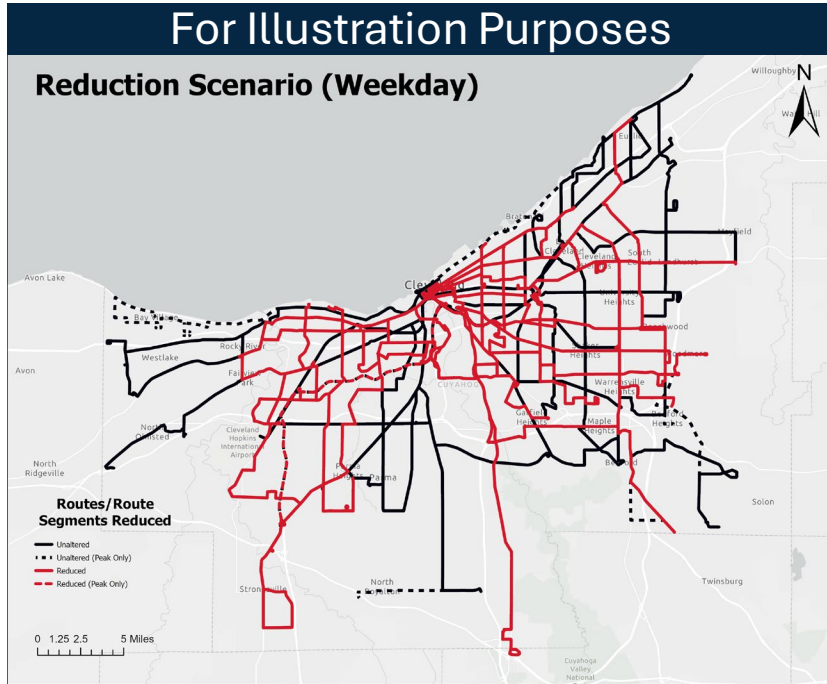
- Discontinuation of about 10 of 41 bus routes
- Less frequent service, longer wait times, 7 days
- A less useful network with worse connections
- Paratransit service coverage reduction due to discontinued routes

A: Weekend Reductions



- 7 of the 37 bus routes in the RTA weekend network will have less service than today
- Discontinuation of route #8
- Span reduction on the Green Line

A: Weekday Reductions



- 25 of the 41 bus routes in the RTA network will have less service than today
- Discontinuation of routes #2, #8, #16, #34, #35, #39, #55B/C branches, and #251
- Span reduction on Green Line

A: Access Impacts of Reductions

- Approximately **524,000 jobs** and **800,000 people** will be within 0.5 miles of service reductions, leading to less convenient service
- About **68,500 jobs** and **175,000 people** will **lose** access to 15-min or better service on weekdays
- RTA network would become less useful due to lower frequencies, discontinued routes, and reduced span of service 7 days/week

December 2026 Service Reductions

For cost savings to impact all of 2027, service reductions must happen with the December 2026 Service Change

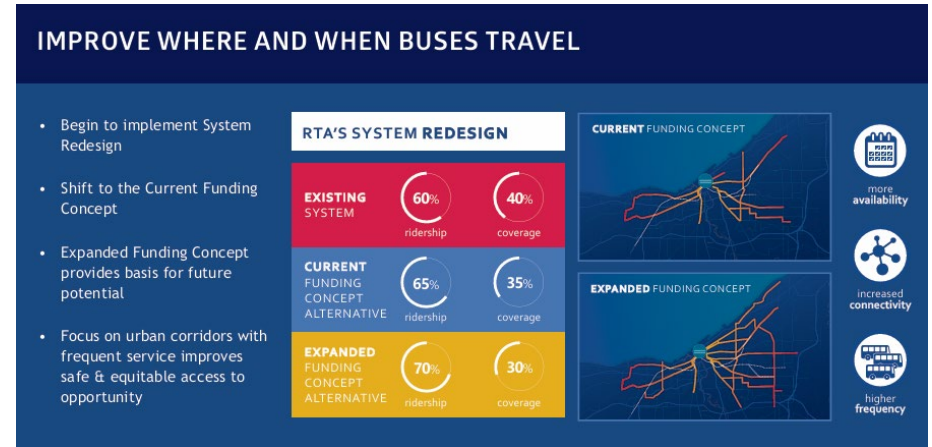
Potential service reductions may include:

- Weekday frequency reductions from 15- to 30-min
- Weekend frequency reductions from 15- to 30-min and 30- to 60-min
- Discontinuation of 1-2 routes
- Some route segments will not be served

Features of Service Expansion Scenarios

System Redesign Principles (2021)

- Pillar Study recommended implementing NEXT GEN
- Significant community input during development:
 - Maintain service coverage
 - Improve frequency all-day and on weekends
 - Add service on non-downtown routes
 - When able, increase frequency

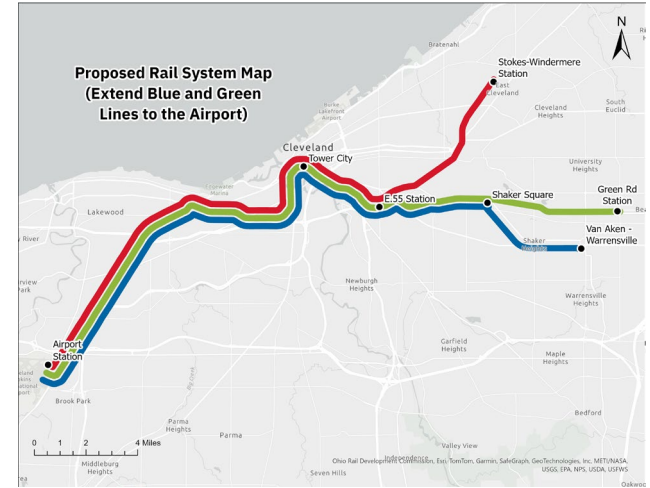


System Redesign Principles (2021)

- System Redesign included a 25% service expansion scenario
- Scenarios B (0.25% Sales Tax) and C (0.50% Sales Tax) follow community input from NEXT GEN:
 - Prioritize frequency over additional coverage
 - Improve frequency all-day and on weekends
 - Add service on non-downtown routes

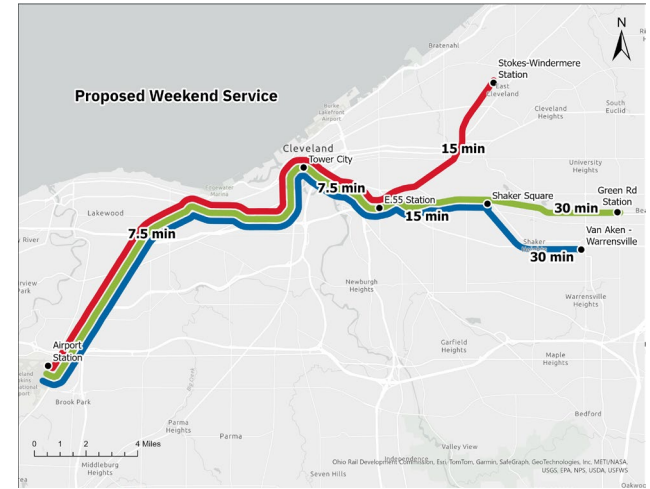
Rail Service Improvements

- Unified rail fleet allows for better East-West connections
- Single-seat rides connecting major East-West Side economic hubs:
 - Van Aken District
 - Brook Park Mixed-Use Development
 - Ohio City and MetroHealth
 - University Circle
 - Airport



Rail Service Improvements

- Improve weekday frequency on all segments to every 5-, 10-, or 20-min
- Elevate weekday frequency on the highest ridership segment to 5-min, on par with other global cities
- Weekend: West side frequency doubles to 7.5 min due to the Blue/Green Line extensions to the Airport



HealthLine – Serving Two Major Job Hubs

- HealthLine serves two major business centers of Cleveland: Downtown and University Circle
- Frequency increase to 10-min; increases to 7.5 min in Scenario C (0.50% Sales Tax)
- HealthLine and Red Line will provide 10-min service or better on weekdays



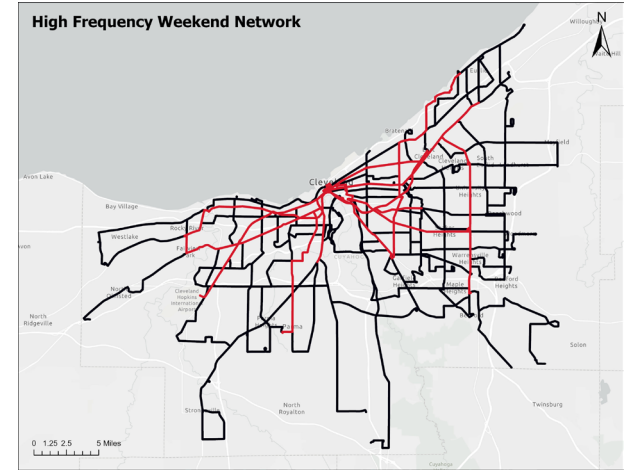
Priority Corridors Investments

- **HealthLine Improvements – Frequency**
 - Better service to the 2 largest business hubs
 - Building on the success of the HealthLine, invest in additional BRT corridors
- **West 25th Street BRT – Reliability and Frequency**
 - Leveraging MetroHealth, Ohio City, and Irishtown Bend investments
- **Broadway TOD Corridor – Implementation**
 - Connecting Southeast suburbs to Slavic Village and Downtown
- **Lorain TOD – Study**

With 0.50% levy, priority corridors and other major arterials could see 10-min frequencies on weekdays, 15-min on weekends

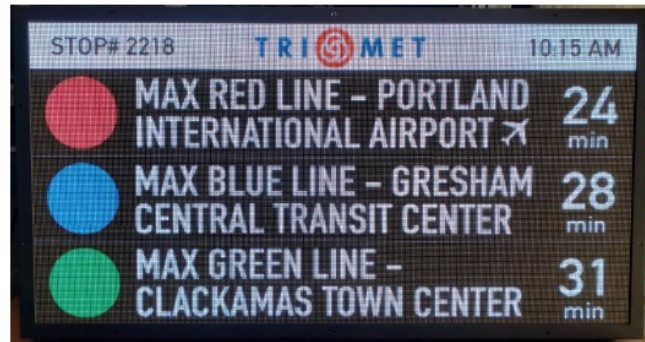
7-Day Service for a 7-Day Economy

- System Redesign study found that weekend service needed improvements
- Weekend network will closely mirror current weekday network
- Routes #16, #34, #7A will become 7-day services, which extends Paratransit coverage
- *Note:* Weekend ridership on the bus network already exceeds pre-COVID levels



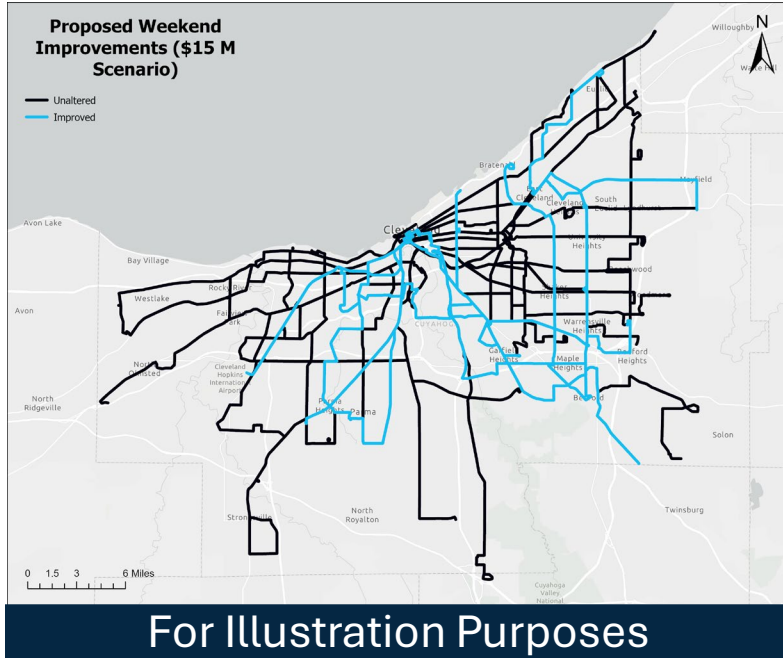
Customer Experience Improvements

- Improved shelters
- Enhanced waiting environments
- Real-time passenger information



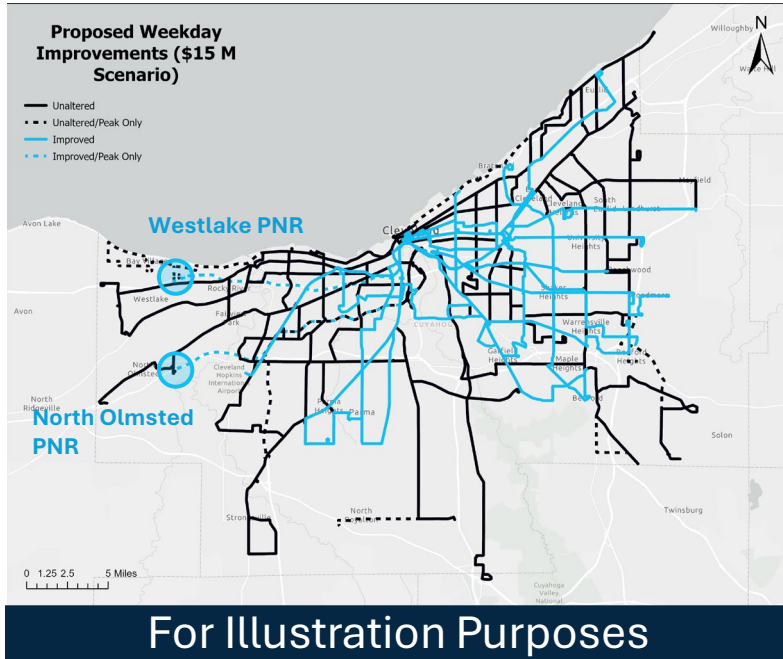
Scenario B:
0.25% Sales Tax Levy

B: Weekend Improvements



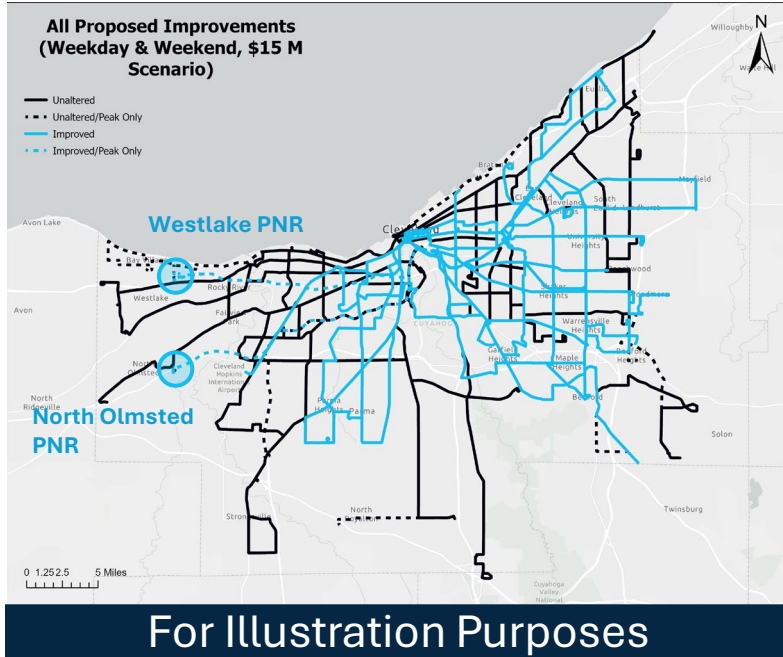
- 13 of the 37 routes in the RTA weekend network will have better service than today
- Also, #16, #34, #7A will become 7-day services, which extends Paratransit coverage
- Routes that will be improved represent 32% of weekend fixed-route ridership (2025)

B: Weekday Improvements



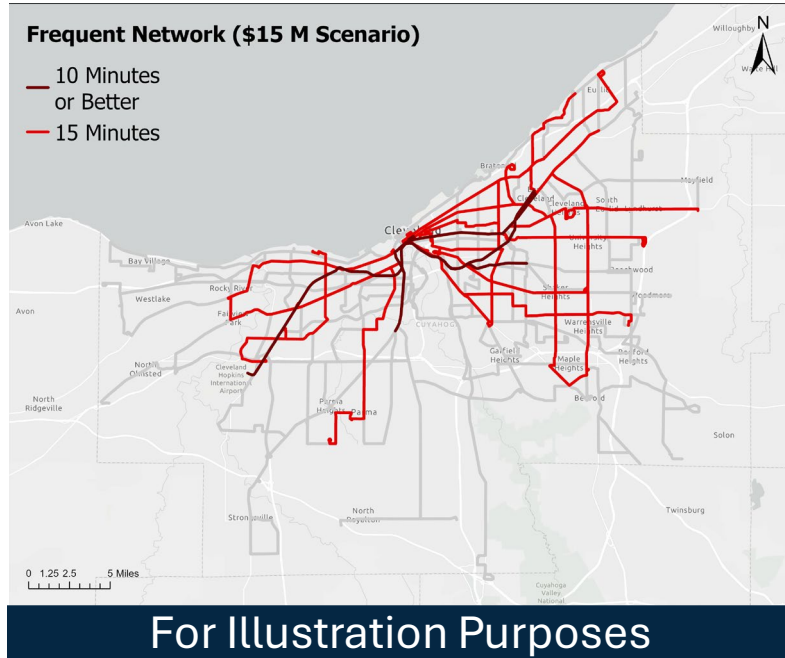
- 15 of the 41 routes in the RTA weekday network will see service improvements
- Restore #263 North Olmsted and #246 Westlake Park-N-Ride routes
- Routes that will be improved represent 50% of weekday fixed-route ridership (2025)

B: System-Wide Improvements



- 22 of the 41 bus routes in the network will receive service improvements
- Restore #263 North Olmsted and #246 Westlake Park-N-Ride routes
- Routes that will be improved represent 69% of all fixed-route ridership (2025)

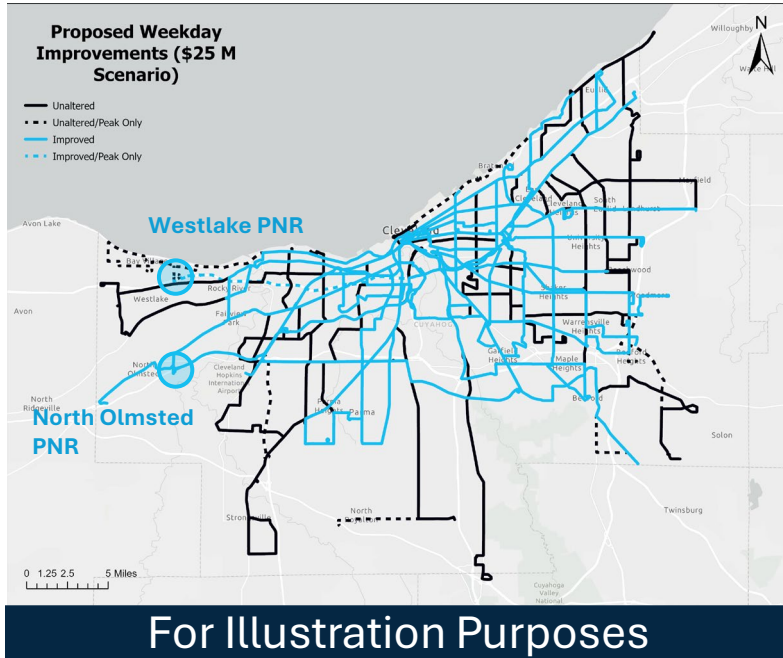
B: Connecting People & Jobs



- 59% of jobs in Cuyahoga County will be within 0.5 miles of improved service
- An additional **52,000 jobs** will get access to 15-min or better service
- An additional **132,500 people** will live within 0.5-mile from a 15-min or better service

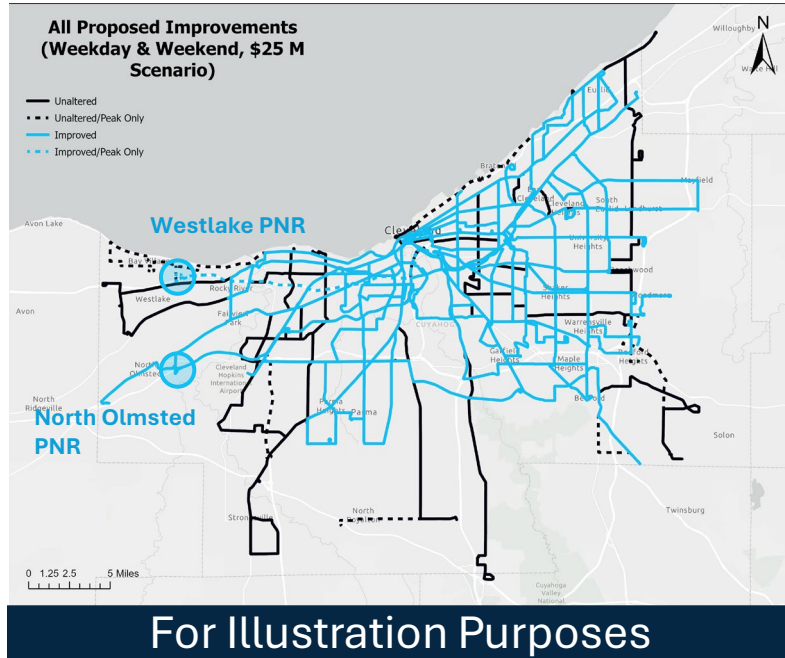
Scenario C:
0.50% Sales Tax Levy

C: Weekday Improvements



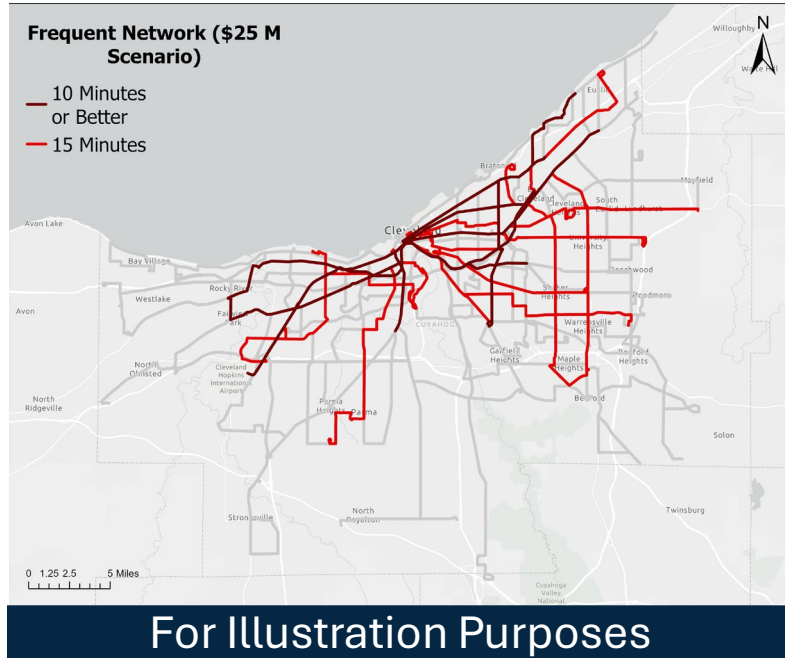
- 25 of the 43 routes in the RTA weekday network will see service improvements
- Restore #263 North Olmsted and #246 Westlake Park-N-Ride routes
- Routes that will be improved represent 80% of weekday fixed-route ridership (2025)

C: System-Wide Improvements



- 31 of the 41 bus routes in the network will receive service improvements
- Restore #263 North Olmsted and #246 Westlake Park-N-Ride routes
- Routes that will be improved represent 89% of all fixed-route ridership (2025)

C: Connecting People & Jobs



- 70% of jobs in Cuyahoga County will be within 0.5 miles of improved service
- **273,000 jobs** and **301,000 people** will get access to **10-min** or better service
- An additional **62,000 jobs** and **341,500 people** will get access to a **15-min** or better service

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Timeline to Implement Service Reductions

July 21, 2026: Discuss with Committee of the Whole

July 24, 2026: Send Legal Notice to Call & Post and The Plain Dealer

July 29, 2026: Legal Notice published

August 10-12, 2026: Public Hearings

August 24, 2026: Comment Period Closes

August 26, 2026: Finish Analyzing Comments

Sept. 8, 2026: Share Proposed Service Reductions to Committee of the Whole

September 10, 2026: Finalize Decisions

December 6, 2026: Winter Service Changes take Effect

Next Steps

June 30th Presentation to the Board

- Strategy and Vision of the Future of the GCRTA

Questions