

MetroHealth Line BRT Project
Cleveland, Ohio
Small Starts Project Development
(Rating Assigned November 2025)

Summary Description	
Proposed Project:	Bus Rapid Transit 3.8 Miles, 20 Stations
Total Capital Cost (\$YOE):	\$52.00 Million
Section 5309 CIG Share (\$YOE):	\$20.50 Million (39.4%)
Annual Operating Cost (opening year 2028):	\$7.98 Million
Existing Corridor Ridership (Warranted):	3,100 Daily Linked Trips
Overall Project Rating:	High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	High

Project Description: The Greater Cleveland Regional Transit Authority (GCRTA) proposes to implement a BRT line connecting Downtown Cleveland with four neighborhoods along the West 25th Street corridor. The majority of the BRT line is anticipated to operate in dedicated transit lanes. The Project features offboard fare collection, Americans with Disabilities Act-compliant station access, and the installation of transit signal priority equipment at key intersections. GCRTA plans to use the existing fleet inventory to operate the Project. On weekdays, service is planned from 3:00 a.m. to 12:00 a.m., with service every 15 minutes between 6:00 a.m. and 8:00 p.m., and every 30 minutes for the remainder of the service period. On weekends, service is planned from 3:00 a.m. to 12:00 a.m., with service every 30 minutes during the 17 hours between 6:00 a.m. and 11:00 p.m. and every 60 minutes for the remainder of the service period.

Project Purpose: The MetroHealth Line BRT Project is located on W. 25th from the Detroit-Superior Bridge south to Downtown Old Brooklyn and intends to serve as the primary north-south commercial core for the Ohio City, Clark-Metro, Brooklyn Centre, and Old Brooklyn neighborhoods in the City of Cleveland’s west side. The proposed corridor is home to major destinations like the MetroHealth Medical Center main campus, the Cleveland Clinic’s Lutheran Hospital, and the West Side Market. GCRTA believes that the Project is needed to increase access to jobs, provide frequent and reliable transit services, improve pedestrian safety, reduce congestion, and promote economic development within the West 25th Street corridor.

Project Development History, Status and Next Steps: GCRTA originally selected a locally preferred alternative (LPA) in July 2015 and subsequently adopted it into the fiscally constrained long-range transportation plan in February 2022. The Project entered Small Starts Project Development in March 2022. GCRTA completed the environmental review process with a Documented Categorical Exclusion in November 2025 and anticipates receiving a Small Starts Grant Agreement in early 2027, with service initiation expected in late 2028.

Locally Proposed Financial Plan

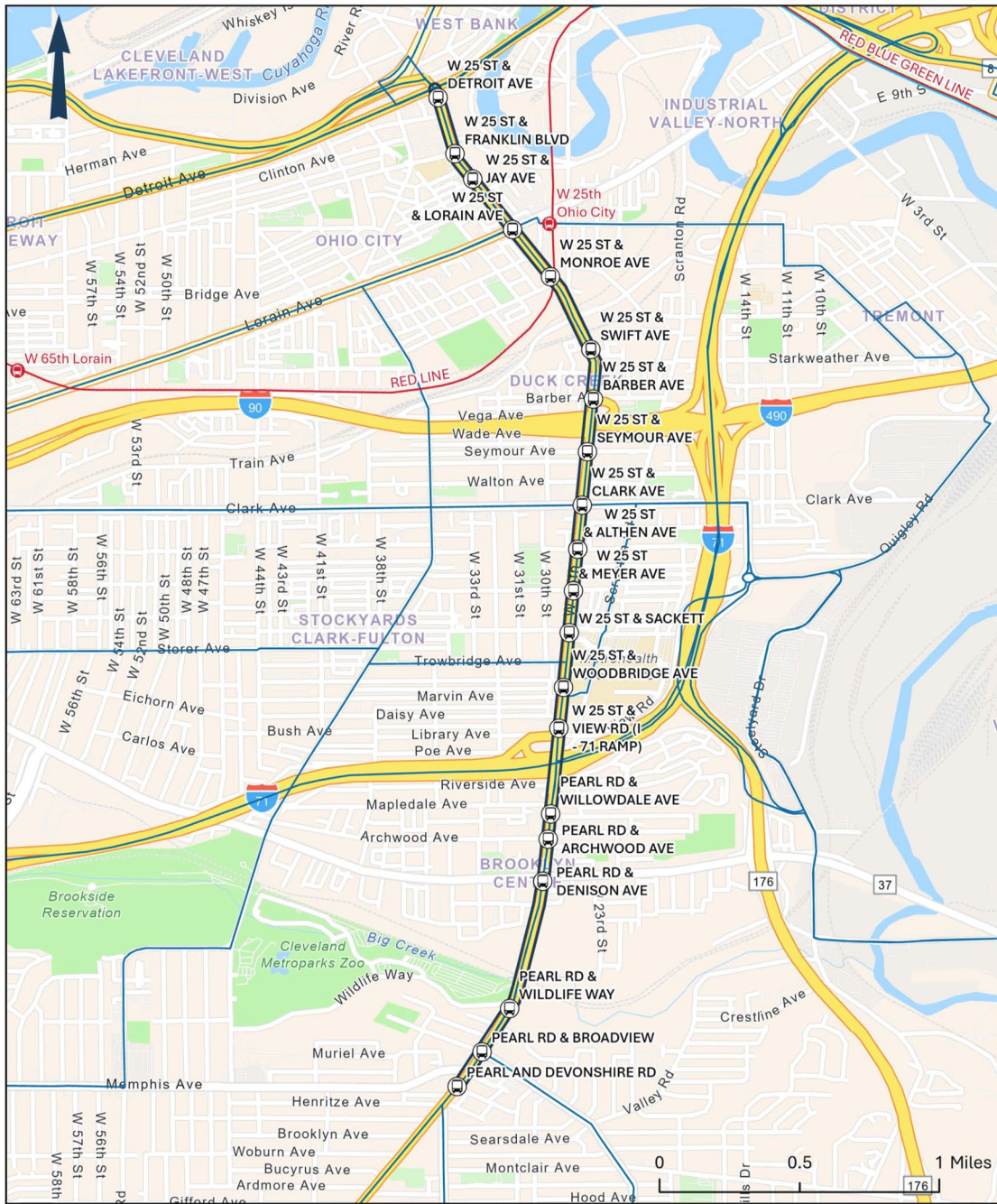
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 CIG	\$20.50	39.4%
FHWA Flexible Funds (Surface Transportation Block Grant)	\$12.00	23.1%
Section 5307 Urbanized Area Formula Funds	\$9.10	17.5%
Local:		
GCRTA Development Fund	\$10.40	20.0%
Total:	\$52.00	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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<i>ECONOMIC DEVELOPMENT EFFECTS RATING: Medium-High</i>
Supportive Zoning: Medium-High
<ul style="list-style-type: none"> • Predominant zoning districts in the station areas allow densities ranging from “medium-low” to “high.” Zoning along the alignment is mainly retail (allowing mixed-use development) with residential zoning found in surrounding neighborhoods, one large institutional-research district, and some industrial areas. Various overlay districts regulate form in the business districts to support pedestrian design and transit access. Minimum parking requirements are waived within ¼ mile of the transit alignment.
Performance and Impacts of Policies: Medium-High
<ul style="list-style-type: none"> • <i>Transit-Supportive Corridor Policies:</i> Citywide and neighborhood plans are generally not specific about transit-supportive densities or design standards. However, a corridor-specific transit-oriented development (TOD) planning effort has been conducted, resulting in transit-supportive land use and design recommendations for the proposed station areas, and this planning has led to some zoning changes. • <i>Tools to Implement Policies:</i> The corridor-focused TOD planning included extensive outreach to the community and developers. A variety of financing tools and incentives are available to support increased development and redevelopment in the corridor, some focused specifically on TOD. These include loan and investment programs, land banking, brownfields remediation, tax increment financing, and prioritized funding. • <i>Performance of Land Use Policies:</i> Two examples of completed projects were provided, with many more examples of proposed transit-supportive projects in the station areas. The majority of them are in the northern part of the corridor (Ohio City). These projects consistently incorporate transit-supportive densities and design features, with new buildings multi-story and built to the street, and many including reduced parking. • <i>Potential Impact of Transit Investment on Regional Land Use:</i> While there is no “greenfields” land for development in the corridor, it does appear that there are many underutilized properties (vacant lots, surface parking, single-story buildings) that could potentially be redeveloped at higher intensities, within existing zoning, should market conditions permit. While some corridor neighborhoods are seeing increased demand for housing, there is little demand for new retail or office space.
Tools to Maintain or Increase Share of Affordable Housing: Medium
<ul style="list-style-type: none"> • The City of Cleveland, Cuyahoga County, and State of Ohio have several programs that serve to increase affordable housing and allow people who are currently living in affordable housing, naturally occurring or otherwise, to stay in their homes. These include housing investment funds, tax abatement programs for affordable housing, and tax increment financing. Five examples of recently completed or proposed affordable housing developments were identified in the project corridor, some taking advantage of tax credits, loans, parking reductions, or other assistance or incentives.

MetroHealth BRT | Cleveland, Ohio



	Proposed BRT Stations		Rail Stations
	Project Corridor		Bus
	RED BLUE GREEN LINE		
	RED LINE		

