Syracuse Metropolitan
Transportation Council

2050
METROPOLITAN TRANSPORTATION PLAN

SMTC

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

2050 Metropolitan Transportation Plan

September 2025

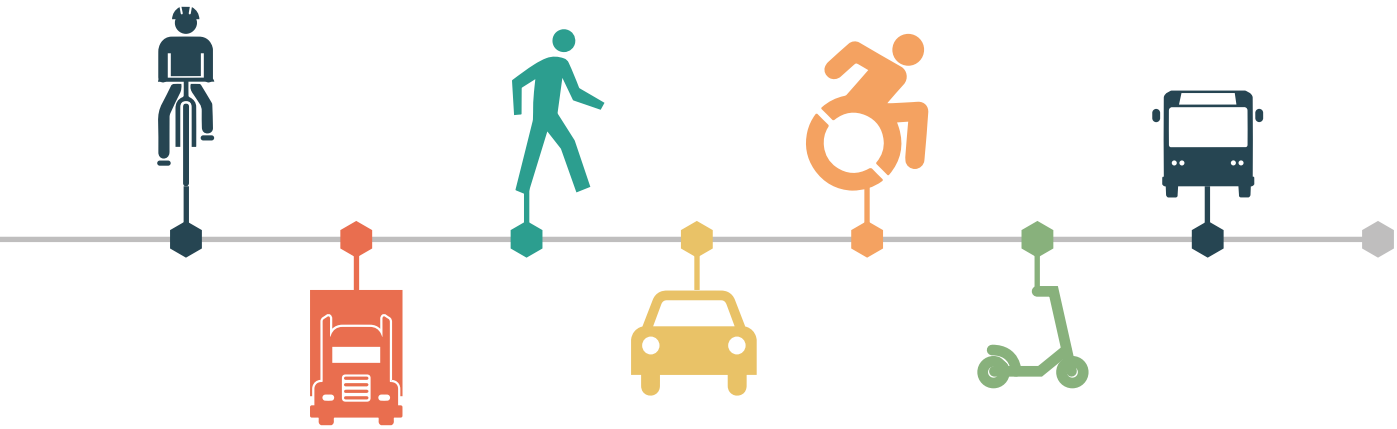

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Table of Contents

4

Future Needs

5

Financial Analysis

6

Conclusion

Figures and Tables

Figures

Tables

Appendices

RESOLUTION
SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL POLICY COMMITTEE

September 23, 2025

WHEREAS, The Syracuse Metropolitan Planning Area (MPA) contains a complex, multimodal transportation system, which must be maintained in a relative state of good repair to preserve existing infrastructure, increase safety, increase security, enhance integration and system connectivity, promote efficient system management and operations, increase accessibility and mobility, support economic vitality, protect/enhance the environment, improve resiliency and reliability, and enhance travel and tourism; and

WHEREAS, The Syracuse Metropolitan Transportation Council (SMTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the New York State Department of Transportation and the Central New York Regional Transportation Authority as the area's public transportation operator, for the comprehensive, continuous, and cooperative transportation planning process for the Syracuse MPA, including the preparation of the Long Range Transportation Plan; and

WHEREAS, Current Federal Metropolitan Planning Regulations (23 CFR Part 450) mandate that MPOs review and update their Metropolitan Transportation Plans at least every five years in attainment areas, such as Onondaga County, to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon; and

WHEREAS, The 2050 Metropolitan Transportation Plan contains goals, objectives, performance measures, and targets that are utilized to advance the concepts contained within the plan, guide transportation planning, and capital investments; and

WHEREAS, The 2050 Metropolitan Transportation Plan was developed collectively by the SMTC Central Staff and the SMTC Planning Committee, including coordination and consultation with Federal, State, and Tribal land management, natural resources, environmental protection, conservation and historic preservation agencies, and other interested parties as appropriate; and been made available for public comment; and

WHEREAS, All public comments received have been evaluated, addressed as appropriate and documented as an appendix to the report; and

WHEREAS, The SMTC Policy Committee is the policy making body of the MPO having the authority to adopt the 2050 Metropolitan Transportation Plan.

NOW THEREFORE BE IT RESOLVED, that the SMTC Policy Committee hereby adopts the 2050 Metropolitan Transportation Plan.

Done and ordered this 23rd day of September 2025 by consensus of the SMTC Policy Committee.

Corey Dunham
Chairperson
SMTC Policy Committee

Date: September 23, 2025

New York State Department of Transportation
Secretary
SMTC Policy Committee

Date: September 23, 2025

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Executive Summary

The 2050 Metropolitan Transportation Plan

The Syracuse Metropolitan Transportation Council (SMTC) is the state-designated Metropolitan Planning Organization (MPO) for the Syracuse area, responsible for administering comprehensive, continuous, and cooperative transportation planning.

Creation of the Metropolitan Transportation Plan (MTP) is one of the core functions of every MPO. The MTP must articulate a 20+ year vision for the future of the region's transportation system based on the latest projections of regional population and economic growth, travel demand, and available funding along with public and stakeholder input. The SMTC is required to update our region's MTP at least once every 5 years. This current MTP replaces the 2020 Update to the 2050 Long Range Transportation Plan.

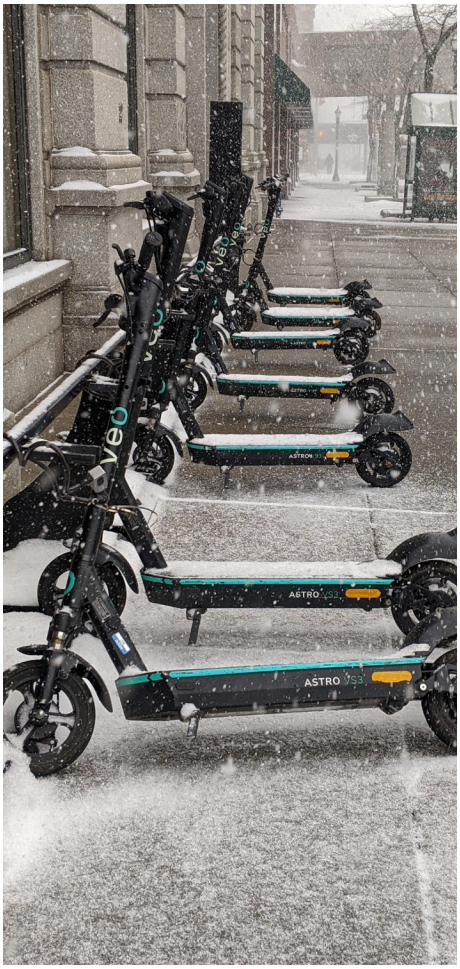
Since the 1970s, the growth pattern in our region has generally been a shifting of population from the City of Syracuse to towns outside of the city, while our overall regional population has remained essentially stable. Economically, the region has seen a decline in manufacturing accompanied by a rise in service industry employment, especially "eds and meds." Our region has a substantial – but aging – road network that affords the region relatively short commute times and minimal congestion, but requires increasing maintenance. Commuters in our region overwhelmingly drive alone to work. Outside of the City of Syracuse, only 1 percent of commuters use transit. Access to opportunities such as education, training, and employment are challenges for many residents of our region.

In 2022, Micron Technology, Inc., announced that they would build a semiconductor manufacturing facility in the Town of Clay in northern Onondaga County, with upwards of 9,000 on-site jobs when fully-operational, to be built-out over phases through 2041. This is expected to result in about 76,000 new residents in the Central New York region, with the majority expected to locate in Onondaga County. This represents a change in the region's economic and demographic trends that has not been seen for generations. A substantial investment in housing will be necessary to accommodate this growth, and the choices about the form of that growth will have a profound impact on our transportation system. Onondaga County's new comprehensive plan – Plan Onondaga – encourages growth in "strong centers" with a mix of housing types.

The MTP proposes that our future transportation planning should focus on mobility choices that reflect the trip purpose, length, and geographic context. Through our public engagement, we heard that many in the community want more choices in how they get around, including more opportunities to safely walk and bike, especially for short trips within their neighborhood, and more increased frequency in our bus system to make transit a viable option. More mobility options will also offer increased opportunity to the residents of our region without access to personal vehicles. Analysis conducted through this MTP process illustrated that encouraging growth within centers – as envisioned by Plan Onondaga – and focusing on key corridors can make higher-frequency, reliable, enhanced bus service viable in our region.

The MTP is required to be a "fiscally constrained" vision for transportation in the region, meaning that the plan needs to show that we have a reasonable expectation of revenue to fully fund the projects and initiatives identified over the next 25 years. This MTP includes a total of $5.896 billion in revenue over 25 years, to complete projects totaling $5.832 billion, demonstrating fiscal constraint. This includes substantial maintenance on the roads and bridges in our region, along with maintenance of our existing transit system as well as implementation of Bus Rapid Transit. The completion of Business Loop 81 is a substantial portion of our future project costs. Numerous highway, bicycle, and pedestrian safety projects are also included in this vision. Inclusion in the MTP does not guarantee that a project will be funded; each project must still compete for federal funding through future Transportation Improvement Program (TIP) updates, which will look to the goals and objectives stated in the MTP to select specific projects.

Our next MTP update will be due in 2030. With two significant environmental reviews currently underway in our region – one for the Micron Technology site and one initiated by the New York State Department of Transportation to assess impacts of multiple planned developments in northern Onondaga County – we recognize that an amendment to this MTP prior to 2030 may be necessary. We will continue to monitor progress and work closely with the SMTC member agencies to ensure that these reviews and associated projects proceed in a timely manner.




Our transportation system should provide mobility choice based on the length and purpose of trip, as well as safe accommodations in all weather.

Chapter 1

Introduction

ABOUT THE SMTC

The Syracuse Metropolitan Transportation Council is a state-designated Metropolitan Planning Organization (MPO), responsible for administering comprehensive, continuous, and cooperative transportation planning.

The SMTC's planning jurisdiction, called the Metropolitan Planning Area, includes all of Onondaga County (19 towns, 15 villages, and the City of Syracuse) plus the Town of Sullivan (including Village of Chittenango) in Madison County and the towns of Hastings (including Village of Central Square), Schroeppel (including village of Central Square), and West Monroe in Oswego County.

The SMTC provides a forum for cooperative decision making in the development of transportation plans and capital programs. A collection of member agencies, including federal, state, regional, county, and city representatives, comprise the SMTC, and a staff of planners and analysts carry out the day-to-day work to fulfill the requirements of the transportation planning process as described in federal transportation law. This process provides our region with access to millions of dollars in federal transportation funding for projects involving highways, bridges, public transportation, freight movement, and active transportation. The SMTC also provides opportunities for citizens to participate in the transportation planning process. The SMTC Policy Committee is the final decision-making body for the council.

There are currently 14 designated MPOs in New York State, and over 400 MPOs across the entire U.S.

The SMTC Policy Committee

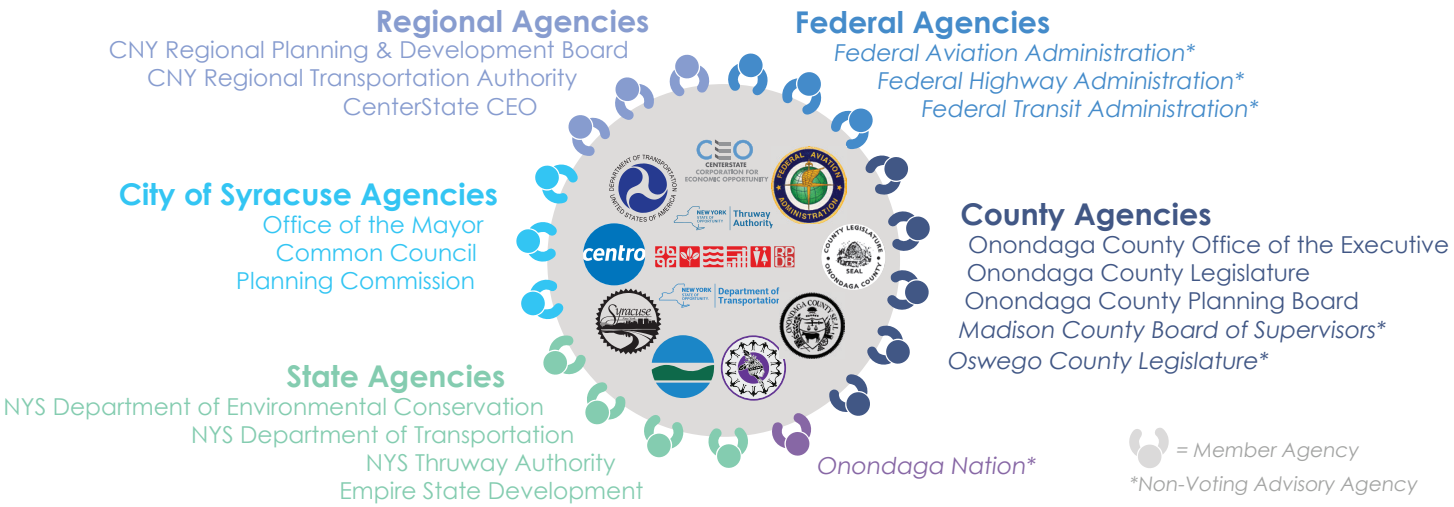
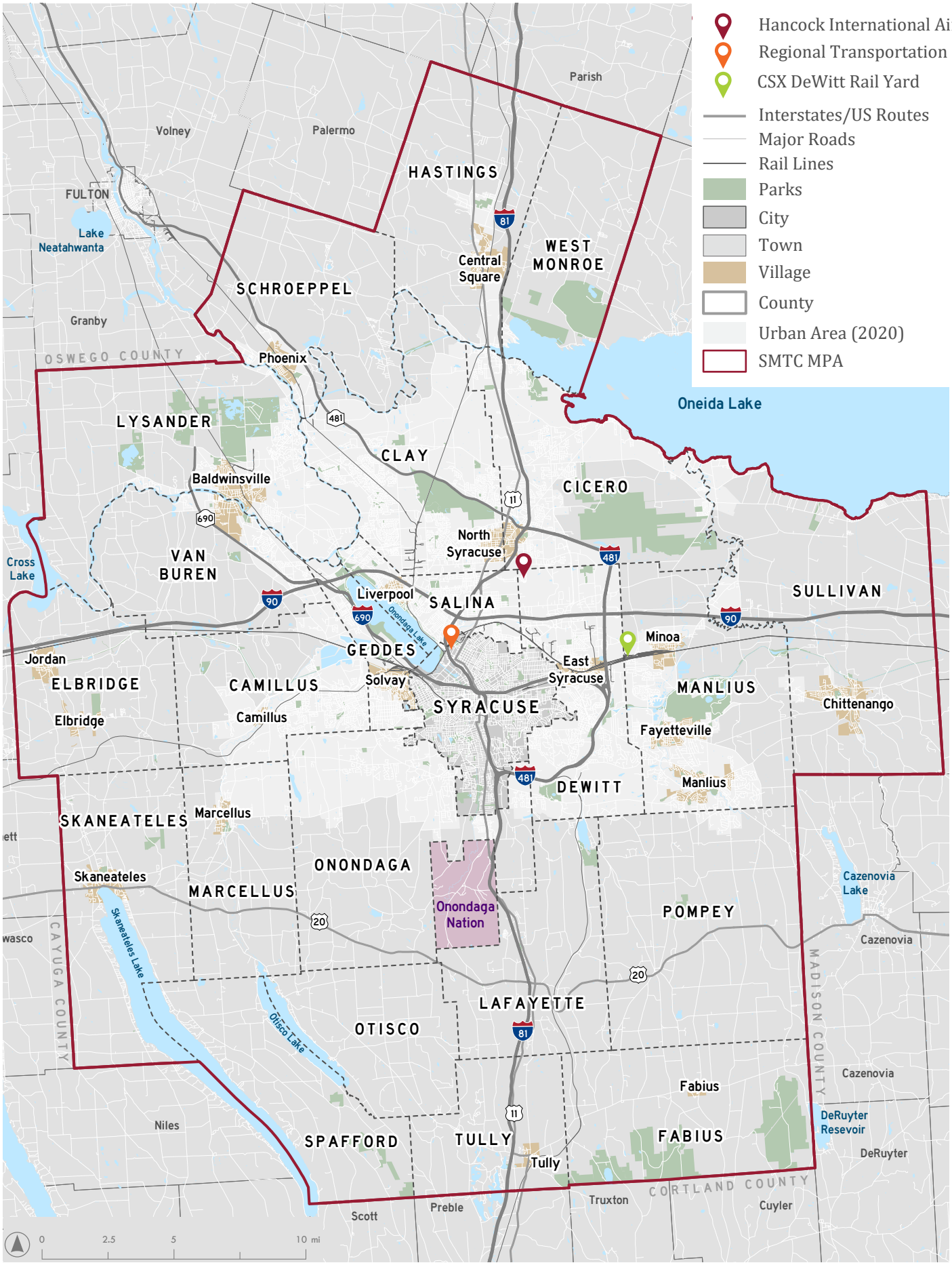


FIGURE 1.1: THE SMTC METROPOLITAN PLANNING AREA (MPA)



ABOUT THE MTP

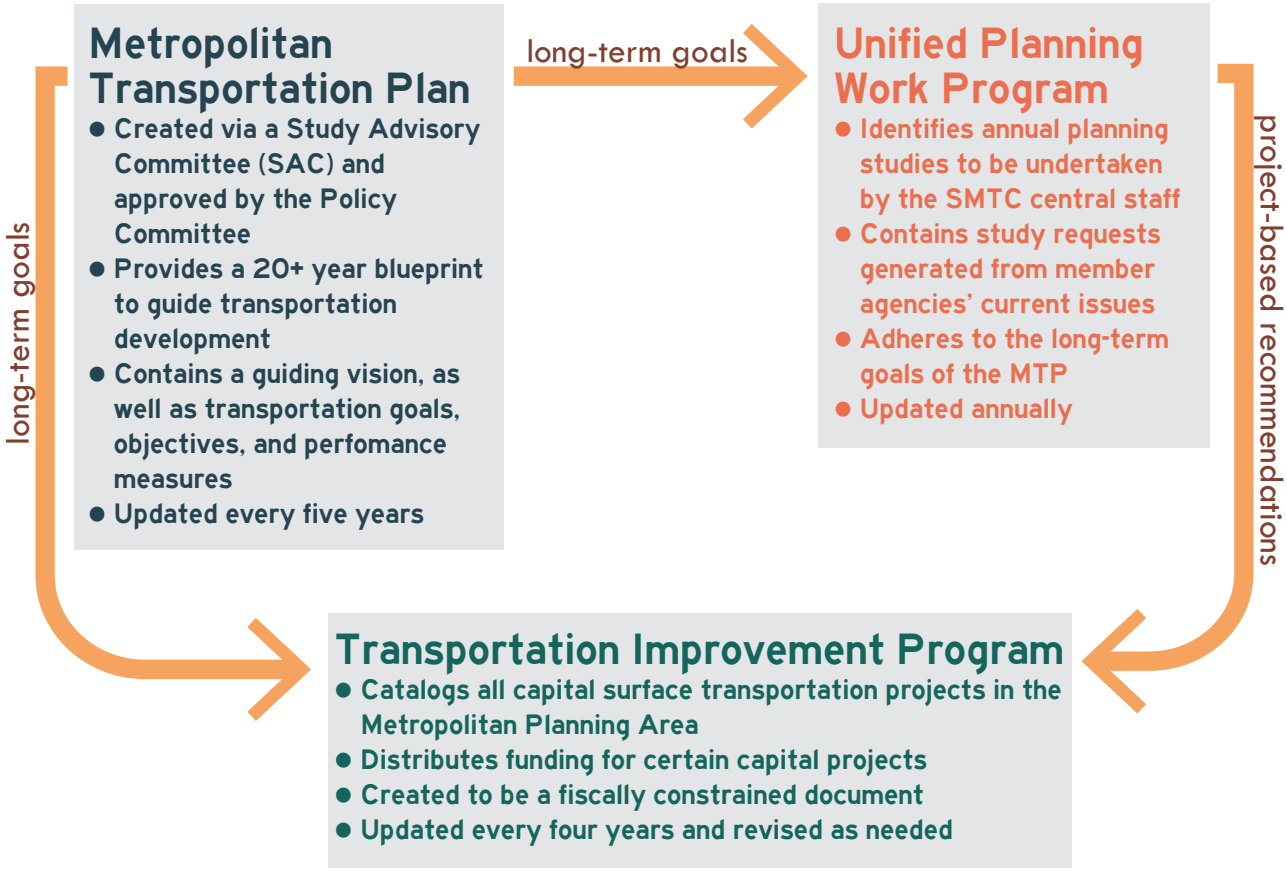
One of the core functions of every MPO is to maintain the region's Metropolitan Transportation Plan (MTP).

Federal legislation stipulates that the MTP (also referred to as a Long-Range Transportation Plan) must articulate a 20+ year vision for the future of the region's transportation system based on the latest projections of regional population and economic growth, travel demand, and available funding along with public and stakeholder input. The SMTC is required to update our region's MTP at least once every 5 years. Recent federal legislation requires MPOs to utilize a performance-based planning and programming process with measureable objectives, associated performance measures and targets, and monitoring of progress over time. The MTP includes a System Performance Report for the federally-required performance measures.

For more detail about the structure and function of the SMTC and the evolution of the SMTC's MTP/LRTP, see Appendix A.

SMTC Guiding Documents

The SMTC has three core functions, embodied in three guiding documents: long-range planning through the MTP, an annual program of transportation planning activities through the UPWP, and administration of federal surface transportation money through the TIP.



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Chapter 2

Context setting

OUR COMMUNITY

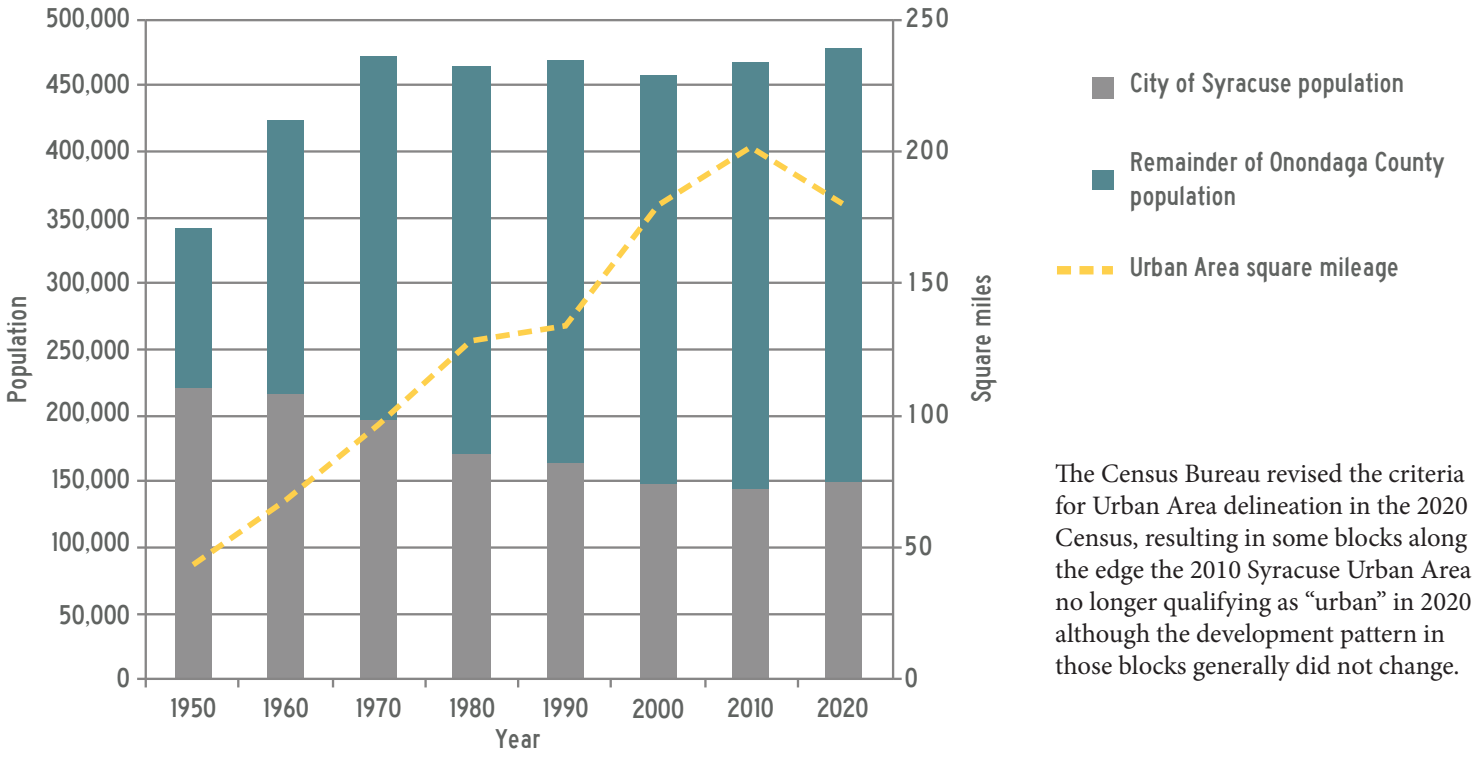
The SMTC MPA has a total population of 511,878 people.

(2020 Decennial Census)

As the only city in the SMTC MPA, Syracuse anchors the region economically and culturally. Suburban and rural areas throughout our region provide additional jobs, retail options, and recreational opportunities that contribute to the overall quality of life in Central New York.

From its peak of about 220,000 residents around 1950, the City of Syracuse's population declined steadily until 2010. The 2020 Decennial Census showed a slight uptick in the city's population, to 148,620 people, accounting for 29 percent of the total MPA population. Growth in the city has been unevenly distributed, though. Much of this recent growth has been attributed to a resurgence in downtown living as well as an increase in the city's New American population, especially in the Northside neighborhoods. Onondaga County as a whole grew steadily between 1950 and 1970, then remained essentially stable as the city's population declined over the next few decades, resulting in a pattern of 'sprawl without growth.' The City of Syracuse and the four most populous towns (Clay, Salina, Manlius, Cicero) together account for about 60 percent of the MPA population. Some inner-ring suburbs and villages have population densities comparable to neighborhoods in the City of Syracuse, but large swaths of our MPA remain rural, and this character is an important part of the identity of Central New York.

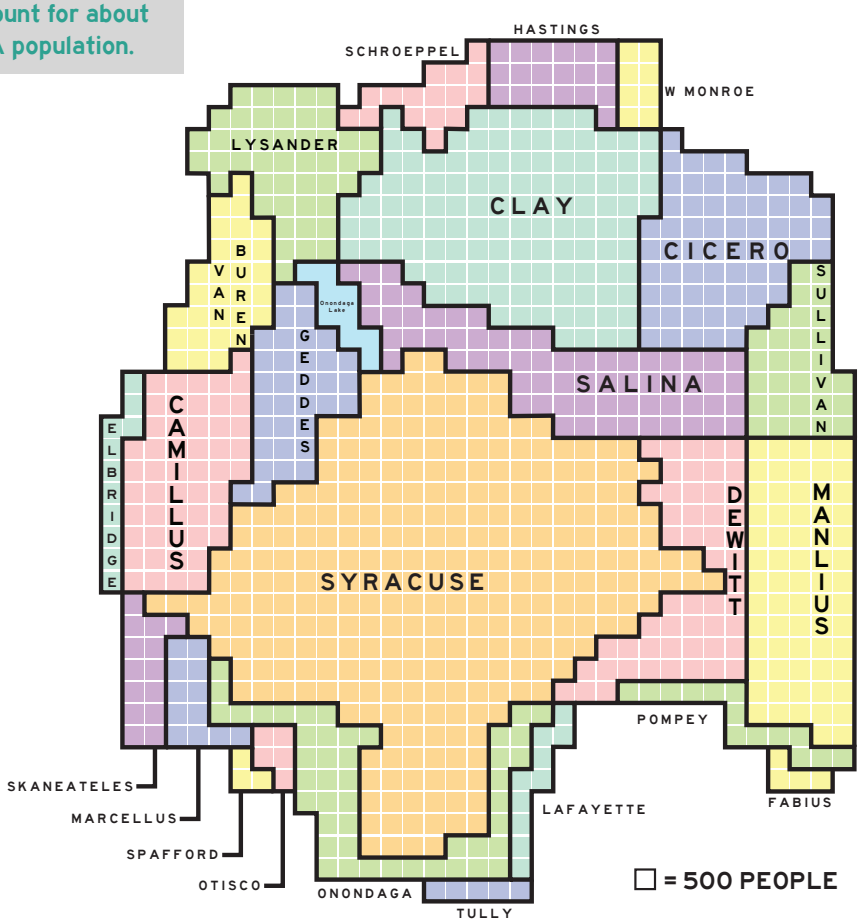
FIGURE 2.1: POPULATION OF CITY OF SYRACUSE AND ONONDAGA COUNTY, WITH SQUARE MILEAGE OF URBAN AREA, 1950 TO 2020



The Census Bureau revised the criteria for Urban Area delineation in the 2020 Census, resulting in some blocks along the edge the 2010 Syracuse Urban Area no longer qualifying as "urban" in 2020 although the development pattern in those blocks generally did not change.

FIGURE 2.2: CITY AND TOWNS IN THE SMTC MPA BY AREA AND POPULATION

The City of Syracuse accounts for about one-third of the MPA population. The towns of Clay, Manlius, Salina, and Cicero together account for about another third of the MPA population.



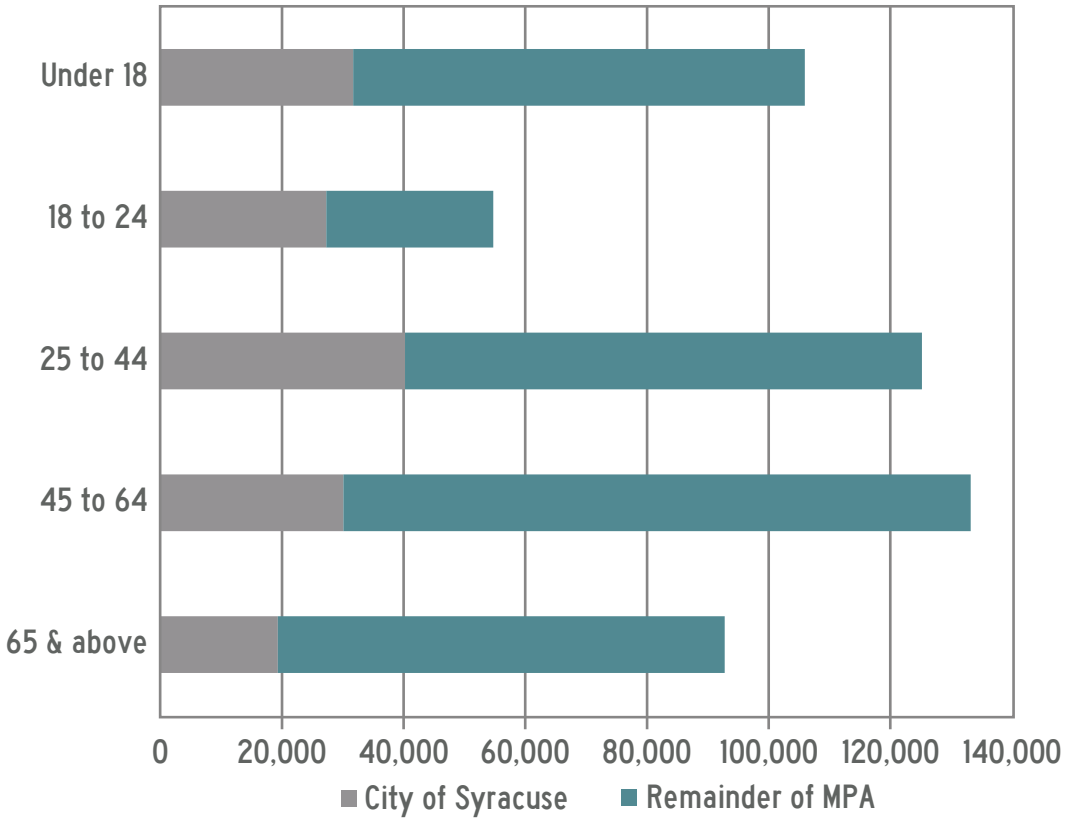
Data source: U.S. Census Bureau, 2020. Village population is included in town population.
Note: The Onondaga Nation does not participate in the U.S. Census.

The City of Syracuse has a younger population than the region as a whole.

This is largely due to the presence of Syracuse University and SUNY College of Environmental Science and Forestry (ESF) within the City, but also attributable to a slightly higher percentage of younger adults in the City compared to the MPA as a whole. Downtown living has proven especially attractive to young professionals in the region. While some older adults have also been attracted to downtown living, many suburbs face challenges associated with older residents 'aging in place,' such as availability of right-sized and accessible housing, proximity of services, and opportunities to get around the community without driving. Nearly half of the population outside of the city is age 45 or older, compared to about 30 percent of the city's total population in this age bracket.

Median age
City of Syracuse: 32.2 yrs Onondaga County: 39.8 yrs
New York State: 40.0 yrs United States: 39.0 yrs
(2022 ACS 1-yr estimates)

FIGURE 2.3: POPULATION OF THE CITY AND REMAINDER OF MPA BY AGE



The investment by Micron Technology, Inc. in a semiconductor manufacturing facility in the Town of Clay in northern Onondaga County is expected to result in unprecedented growth in jobs and population.

Upwards of 44,000 new jobs are projected over 30 years for the Central New York region (including Onondaga, Oswego, Madison, Cortland, and Cayuga counties) as a result of the project: 9,000 on-site jobs when fully-operational, plus an additional 35,000 indirect and induced jobs. This is expected to result in about 76,000 new residents in CNY, or about 33,000 new households,[1] the majority of which are expected to locate in Onondaga County.[2]

A substantial investment in housing will be necessary, and the community will have to make choices about the form that growth will take.

Both rehabilitation of existing housing and new construction will be necessary to meet the community's needs. In 2023, Onondaga County adopted Plan Onondaga, a new county-wide comprehensive plan. This plan "provides a framework for understanding how and where the County can focus its resources in order to support and foster competitiveness in the global economic system." Recognizing the unprecedented level of growth anticipated in the near future, Plan Onondaga presents a Future Land Use Vision that "expresses the big picture for how Onondaga County envisions growth and development over the next several years." Plan Onondaga is organized around five themes: **Strong Centers**, Housing and Neighborhoods, **Community Mobility,** Greenways and Blueways, and Agriculture.

White Pine Commerce Park and Micron Technology, Inc.

In 1999, the Onondaga County Industrial Development Agency (OCIDA) began purchasing land in the Town of Clay to create the Clay Business Park, with hopes of attracting a high-tech manufacturing tenant to the site, then at a little over 300 acres. Since that time, OCIDA continued to purchase adjoining properties to expand the park, eventually renaming it White Pine Commerce Park and ultimately amassing over 1,300 acres by 2022.[3] In October 2022, Micron Technology, Inc., announced that it had selected the site in Clay to build up to four semiconductor fabrication plants ("fabs") in what will be the "largest single private investment in New York history."[4] The project site is located along NYS Route 31 in the Town of Clay, in northern Onondaga County, west of I-81. The fabs are expected to be built in phases over approximately 20 years, with the first two operational by 2032 and the last two operational by 2041. Expected to operate as a 24-hour manufacturing facility with three shifts, the Micron site will become a significant commuting draw in northern Onondaga County. Transportation impacts – and anticipated mitigation measures – are being assessed in the Environmental Impact Statement for the project.

Strong centers are walkable, people oriented places *with a mix of jobs, housing, shopping, dining, culture, public spaces, entertainment, transportation, and services.*

> *Vision: Onondaga County will strengthen the quality of life and economic stability of local communities through the development of amenity-rich, vibrant, and walkable centers.*

Community Mobility is the ability of people to travel from place to place *within Onondaga County. Community mobility strategies aim to provide for more choice in the transportation system and to improve safety for all users.*

> *Vision: Onondaga County will enhance mobility by improving the safety, accessibility, and diversity of options for moving people within and between communities.*

From: Plan Onondaga.

[1] REMI, Inc. (September 29, 2022.) Economic and Fiscal Impact of Establishing a Semiconductor Manufacturing Facility in Onondaga County, New York.

[2] Based on analysis from AKRF, 19,284 new households are expected in the SMTC MPA by 2045 as a result of the Micron project. The total 2050 household growth in the SMTC's travel demand model is 42,804 new households, including Micron-associated growth and additional "background" growth that had already been projected for the MPA.

[3] Weaver, Teri. (October 4, 2022.) The decades-long chase to land a semiconductor giant new Syracuse. Syracuse.com

[4] Weiner, Mark. (October 4, 2022.) Micron picks Syracuse suburb for huge computer chip plant that would bring up to 9,000 jobs. Syracuse.com

The Central New York Region

The SMTC MPA sits within the Central New York Region, generally defined as Onondaga County and the four adjacent counties: Cayuga, Cortland, Madison, and Oswego. The five-county region is home to over 785,000 people across approximately 4,000 square miles. While Syracuse is the urban center of Central New York, five smaller cities and numerous villages populate the region, with large swaths of rural land covering much of the five counties.

Cayuga County
Population (2020) – 76,248
City: Auburn (26,866)

Although a primarily rural county, Cayuga County is home to the region's second largest city, Auburn, which is also the County's primary employment center. Similar to the SMTC MPA, education and healthcare services are two of the largest employment sectors for the County, with the Auburn Enlarged School District and Auburn Community Health as two of the area's largest employers. Additionally, the Auburn and Cayuga Correctional Facilities employ over 1,300 people, combined.

US 20 and NY 5 are the primary connections between Auburn and Syracuse. Northern Cayuga County's primary east-west corridors are I-90 and NY 104. Running from NY 104 south, NY 34 functions as the main north-south corridor for the County, connecting Auburn to Ithaca.

Centro operates four fixed bus routes throughout the City of Auburn, along with daily commuter buses to Syracuse and Call-A-Bus services. To supplement transit services within Cayuga County, SCAT vans provide door-to-door transportation for individuals 60 years of age and over or that have a disability.

No passenger rail facilities currently operate within Cayuga County, but CSXT and Finger Lakes Railway operate freight rail lines running east-west through the region.

Cortland County
Population (2020) – 46,809
City: Cortland (17,556)

The smallest of the five counties, Cortland County is centered around the City of Cortland. Home to many of the county's largest employers, including the State University of New York (SUNY) at Cortland and the Cortland Regional Nursing Center, the City of Cortland is defined by its educational and healthcare services. The nearby Village of Homer, home to the Homer Performing Arts Center, is located just north of the City of Cortland, creating a cultural anchor within the small urbanized area.

The primary north-south routes through Cortland County are I-81 and US 11, which run parallel to one another. Cortland County is further connected by NY 41 and NY 13, running northwest to southeast and northeast to southwest, respectively. NY 13 is a highly traveled connection to the City of Ithaca, in Tompkins County.

Transit service in Cortland County is focused around the City of Cortland. In 2025, Centro took over operations of seven fixed bus routes, operating within the City of Cortland and reaching out into the more rural areas of the county, along with Call-A-Bus services. Cortland became the fifth county within Centro's operating area.

Rail freight in Cortland County is primarily handled by NYS&W along its Syracuse Main Line.

Madison County
Population (2020) – 68,016
City: Oneida (10,329)

Madison County is home to Central New York's smallest city, the City of Oneida, along with several prominent villages, including Chittenango, Cazenovia, and Hamilton. Higher education and healthcare services are the dominant employment fields within Madison County. Colgate University, in the Village of Hamilton, and Oneida Healthcare each employ an estimated 1,000 people.

Northern Madison County's primary east-west connections, I-90, and NY 5, run through or past the villages of Chittenango, Canastota, and Wampsville, as well as the City of Oneida. To the south, US 20 connects the villages of Cazenovia, Morrisville, and Madison, with the village of Hamilton just south of the route.

Transit service within Madison County is provided by the Madison Transit System (MTS), which is operated by Birnie Bus. MTS offers service in the City of Oneida and the villages of Chittenango, Cazenovia, and Hamilton.

Freight rail service through Madison County is operated by CSX Transportation along the Mohawk line, which runs parallel to I-90.

Oswego County
Population (2020) – 117,525
Cities: Oswego (16,921), Fulton (11,389)

Oswego County is the only county in the region that includes two cities: Oswego and Fulton. Both cities, along with the Village of Phoenix and Hamlet of Minetto, are connected to the Syracuse urbanized area via NY Rt 481. The Fulton urbanized area ends roughly one mile from the Syracuse urbanized area. Other population centers, including the villages of Central Square, Pulaski, and Sandy Creek, connect to the wider region via I-81, US 11, and Rt 104 and 49.

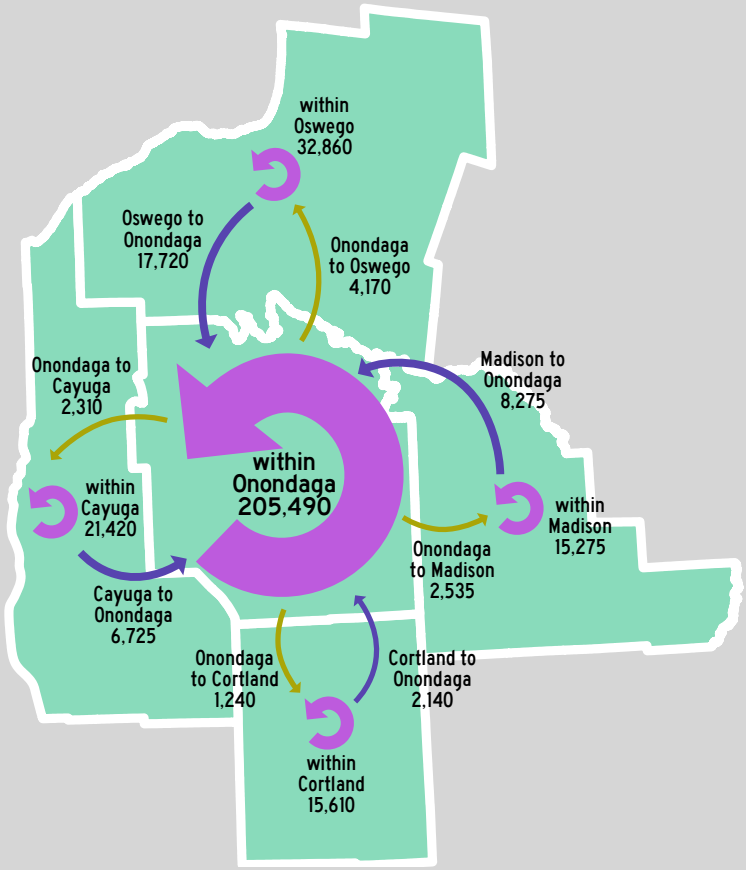
Similar to other counties in the region, education and healthcare

services are the major employment sectors within Oswego County, with SUNY Oswego alone employing roughly 3,000 people. Novelis, an industrial aluminum company, also maintains a large presence within the County's economy.

The Oswego Canal, which intersected with the Erie Canal in Downtown Syracuse, is an important piece of the region's industrial heritage. Today, what remains of the Oswego Canal connects to the New York State Barge Canal and the Port of Oswego.

Freight rail within Oswego County is operated by CSX Transportation, along the Baldwinsville line, parallel to Rt 481, and the St. Lawrence line, parallel to I-81.

Centro operates fixed bus service around the City of Oswego, including an on-campus shuttle for SUNY Oswego. Commuter service, between the City of Oswego, City of Fulton, and the City of Syracuse operates daily. Additionally, Oswego County Public Transit (OPT) provides fixed route service between the City of Fulton and the surrounding villages, including Pulaski, Sandy Creek, and Mexico.



REGIONAL COMMUTER FLOWS

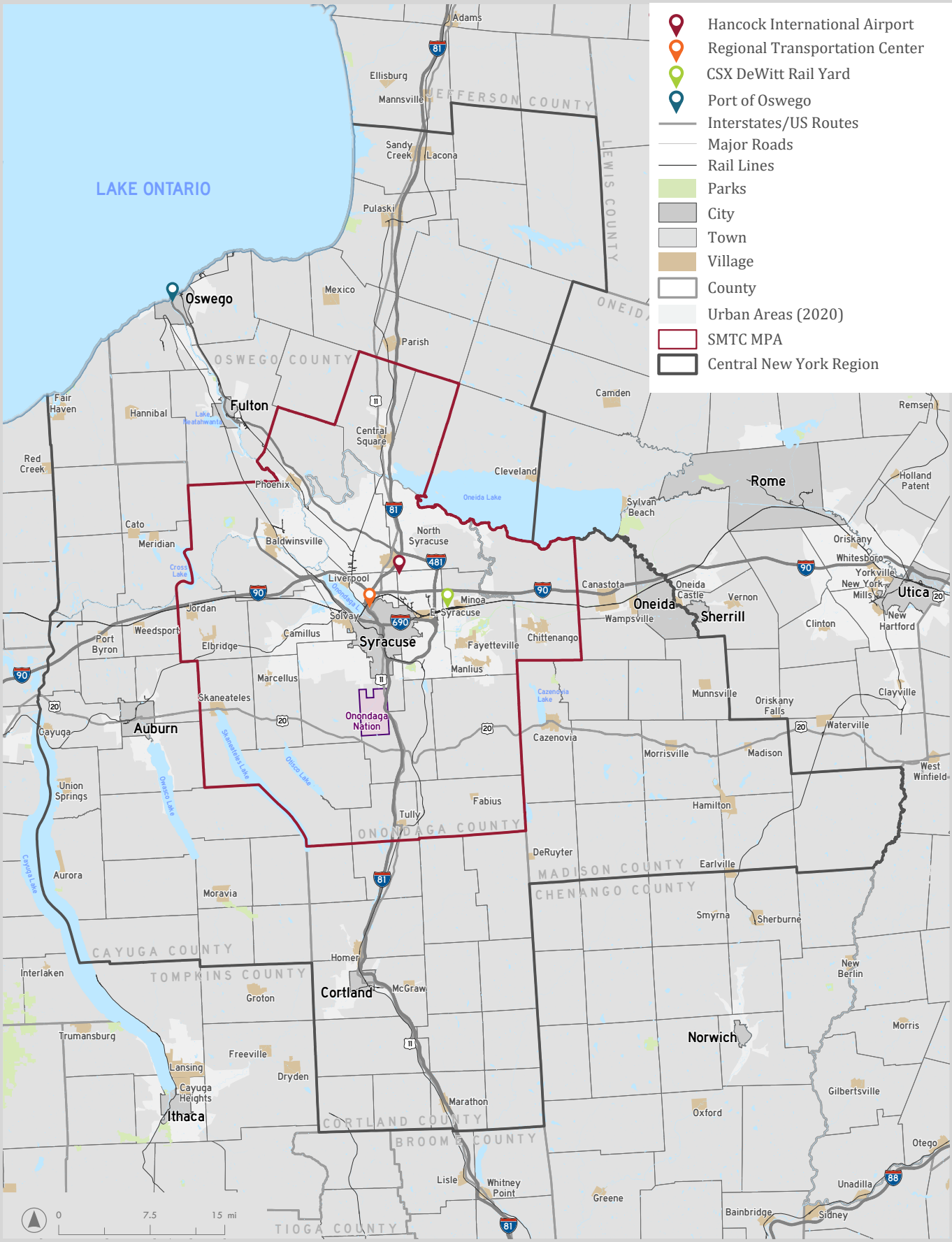
Onondaga County is the region's job center, and the vast majority of workers also live in Onondaga County. In each of the surrounding counties, most of the people who live in that county also work within that county. The largest county-to-county flow is from Oswego to Onondaga county, at about 18,000 workers, and that figure is only about one-twelfth of the number of workers who both live and work in Onondaga County. Most of the workers from outside of Onondaga County are commuting to locations outside the City of Syracuse. Of the workers that live in Onondaga County and work in another county, only the City of Auburn draws a majority of those commuters in the respective county; in Oswego, Cortland, and Madison counties, commuters from Onondaga County are mostly going to locations outside of the cities.

TOP EMPLOYERS IN ONONDAGA COUNTY'S CONTIGUOUS COUNTIES

Rank	Cayuga County		Cortland County		Madison County		Oswego County	
	Employer	# of Employees	Employer	# of Employees	Employer	# of Employees	Employer	# of Employees
1	Auburn Community Hospital	1,400	SUNY Cortland	1,400	Colgate University	900	SUNY Oswego	3,500
2	Auburn Correctional Facility	800	Cortland County Regional Nursing Center	1,000	SUNY Morrisville	800	Oswego Hospital	1,300
3	Auburn Enlarged School District	700	Cortland County Medical Society	900	Oneida Healthcare	700	Constellation Energy Corporation	1,300

Source: Auburn Community Hospital; Auburn Correctional Facility; Auburn Enlarged School District; Colgate University; Oneida Healthcare, Oswego County Business; Oswego Health; SUNY Cortland; SUNY Morrisville; SUNY Oswego; QWI 2021 Annual Averages; Esri 2023 Estimates; 2023 CNY Business Journal Book of Lists

The Central New York Region



Poverty and the uneven access to opportunity pose challenges to our regional prosperity.

State and federal policies for Urban Renewal and mortgage loan guarantees (redlining), restrictive local zoning, discriminatory housing practices, and historical patterns of underinvestment over many decades created the racial and economic segregation in our region today. With a child poverty rate of over 45 percent based on 2018 through 2022 data, the City of Syracuse earned the dubious distinction of having the second-highest rate of child poverty among U.S. cities with at least 100,000 people.[5] The City's overall poverty rate – nearly 30 percent – is also among the highest in the nation, and, unfortunately, Syracuse has consistently ranked high on these lists for many years. Meanwhile, the poverty rate in our MPA outside of the City of Syracuse is eight percent, underlining the issue of concentration of poverty within the City. A 2015 report found that concentration of poverty had increased most rapidly, since 2000, in mid-size metropolitan areas across the U.S., and Syracuse topped that list as well with "the highest level of poverty concentration among blacks and Hispanics of the one hundred largest metropolitan areas."[6]

FIGURE 2.4: MPA POPULATION LIVING IN POVERTY

[5] Tampone, Kevin. (December 7, 2023.) Syracuse ranks No. 2 among big US cities for worst child poverty even as rate falls. https://www.syracuse.com/news/2023/12/syracuse-ranks-no-2-among-big-us-cities-for-child-poverty-even-as-rate-falls.html

[6] Jargowsky, Paul A. (August 9, 2015.) Architecture of Segregation: Civil Unrest, the Concentration of Poverty, and Public Policy.

Most of our MPA is experiencing some level of economic distress, as defined by New York State Empire State Development (ESD). ESD has developed an index of economically distressed communities, which includes households that receive public assistance income and have experienced some combination of population loss, high rates of unemployment, high rates of poverty, and low private sector job growth. Within the SMTC MPA, "severely distressed" communities are concentrated within the City of Syracuse, along with neighborhoods in the villages of Solvay and Phoenix, and neighborhoods within the towns of Salina, Clay, and Sullivan. Within these communities, access and mobility are key to improving residents' ability to reach opportunities and services.

Figures 2.5 and 2.6 illustrate how elements of "transportation insecurity" – traffic safety, vehicle access, and household income – overlap with economic distress. Areas with the highest rates of traffic fatalities and serious injuries are concentrated within the City of Syracuse, but also include many of the more rural communities to the north and south of the City. The areas with the highest proportion of households without a vehicle are almost entirely within the City of Syracuse, along with portions of the villages of Solvay and North Syracuse, as well as a portion of the Town of Salina. Census tracts with median incomes below 50 percent of Onondaga County's median income are also concentrated within the City of Syracuse, plus several more rural communities.

Onondaga County also faces challenges with housing affordability, especially rental affordability, created in part by a lack of diverse housing types resulting from zoning regulations that require large minimum lot sizes and allow only single-family detached housing throughout much of the County.[7]

As we move into a new era of growth in Central New York, we need to ensure that the benefits – and the burdens – of that growth are shared across every community and that all residents of our region can access quality transportation, housing, jobs, and educational opportunities.

Low private sector job growth, which may result in vacant commercial properties, is a key factor in ESD's distressed communities index.

[7] CNY Fair Housing. (February 2023.) Exclusionary Zoning in Onondaga County.

FIGURE 2.5: DISTRESSED CENSUS TRACTS AND AREAS OF TRANSPORTATION INSECURITY IN THE MPA

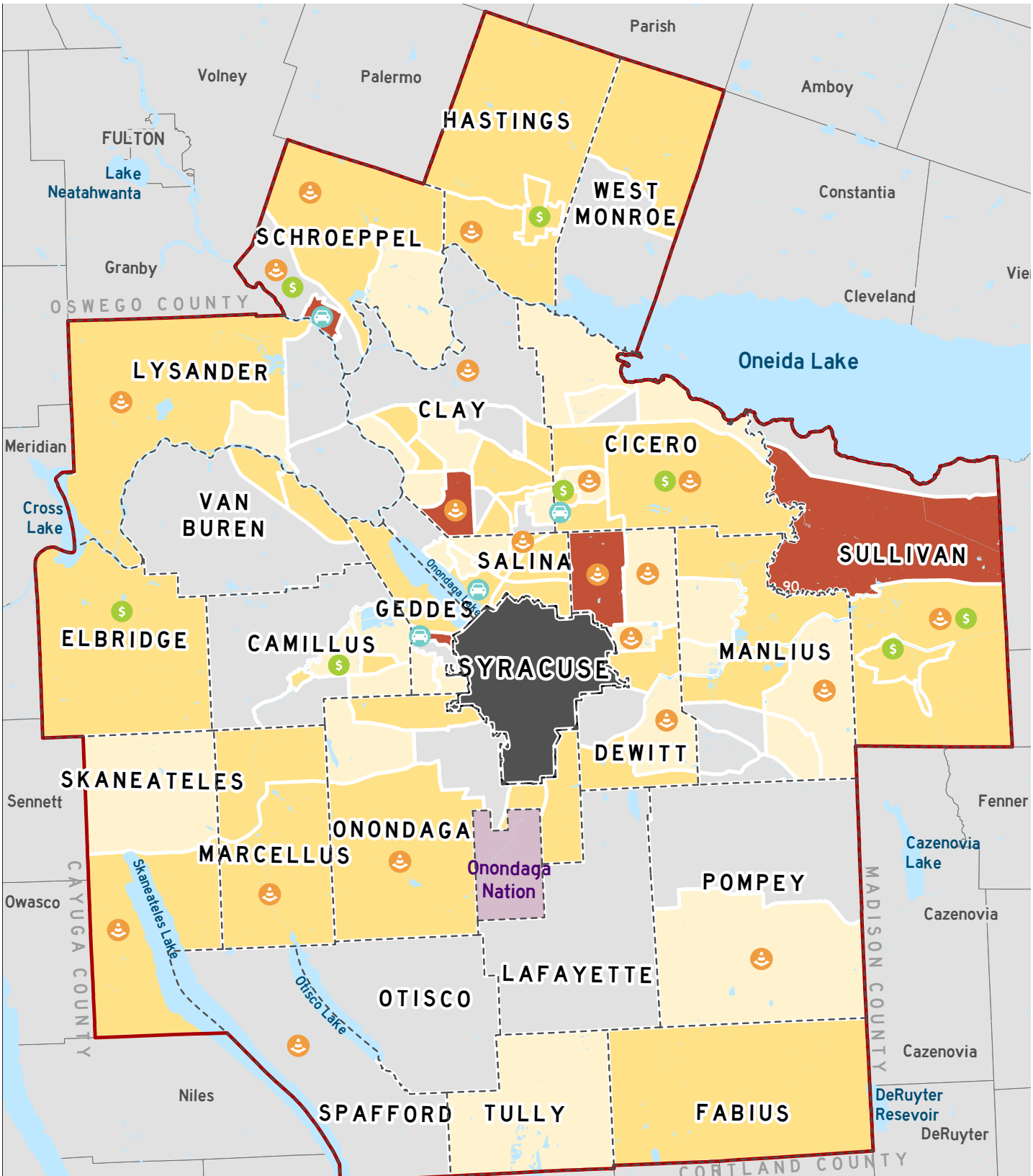
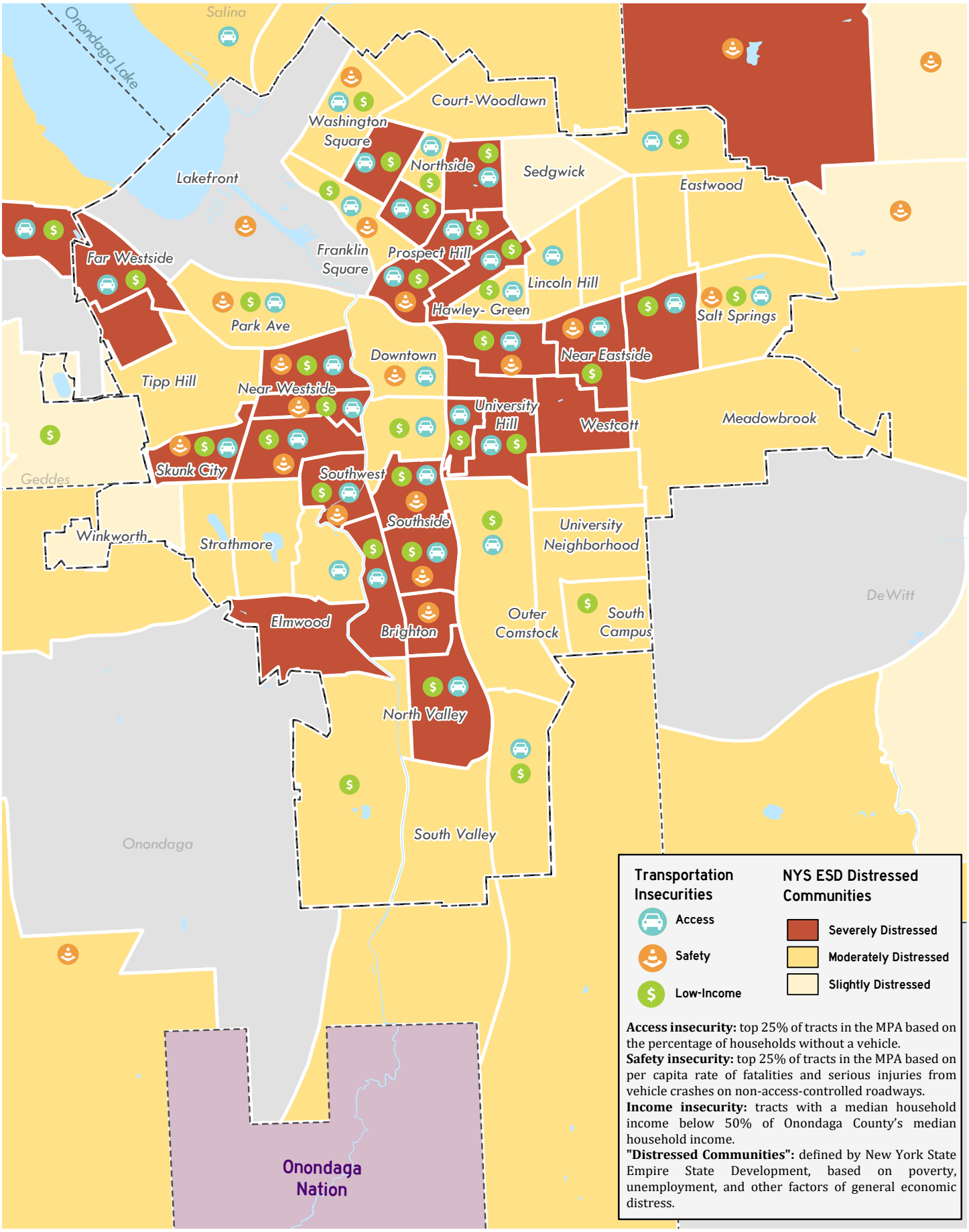
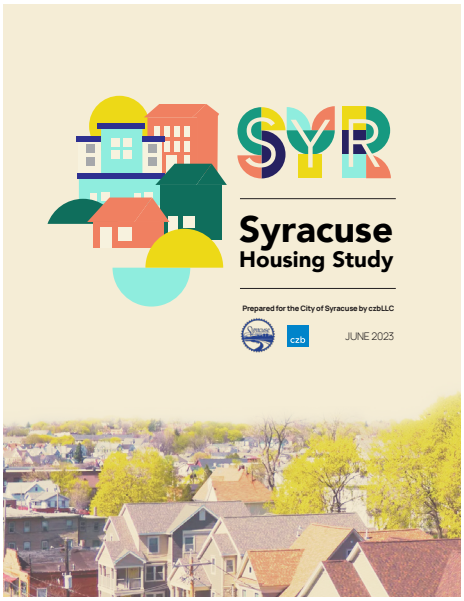
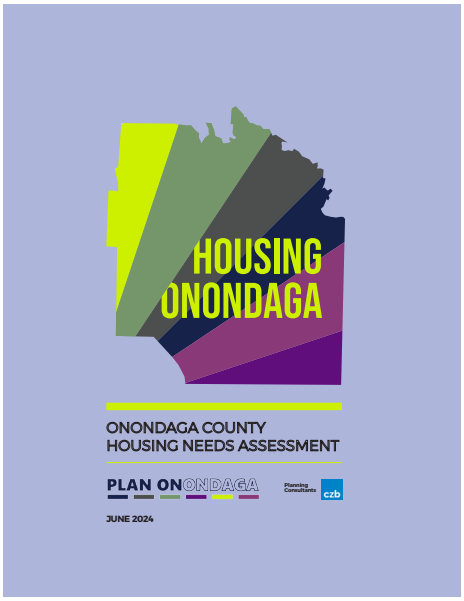


FIGURE 2.6: DISTRESSED CENSUS TRACTS AND AREAS OF TRANSPORTATION INSECURITY IN THE CITY OF SYRACUSE







Housing for a growing population

The City of Syracuse adopted a citywide zoning ordinance and map update called "ReZone Syracuse" in March 2023 to implement the Land Use & Development Plan component of the City's adopted Comprehensive Plan 2040. Along with streamlining the development process and making the documents more user-friendly, ReZone set out to encourage more sustainable development and incorporate modern best-practices such form-based code and transit-oriented development. This will allow the City to continue to grow while encouraging more mixed-use development and higher densities in some areas of the city, especially along key transportation corridors. ReZone also includes requirements for affordable units within larger multifamily and mixed-use developments.

In May 2023, the City's consultant team completed the Syracuse Housing Study, which found "that nearly every housing issue or challenge that exists in Syracuse can be tied to one of two root conditions: a market gap and an affordability gap." With an older housing stock and decades of disinvestment and deferred maintenance in a city within a historically soft regional housing market, there is a gap between the cost to create and maintain housing and both the willingness (market gap) and ability (affordability gap) of the public to bear that cost. In September 2024, Common Council approved the housing strategy final document and creation of the Syracuse Housing Strategies Corporation to implement the plan.

Downtown has consistently been a bright spot in Syracuse's housing market over the past decade. The Downtown Committee of Syracuse reported a total 4,520 Downtown residents and average annual population growth of 6 percent in their 2023 Downtown Syracuse Economic Profile (far outpacing the City as a whole, which grew by just over 2 percent in total from 2010 to 2020). Since 2010, new housing units completed in Downtown Syracuse have averaged just over 100 units per year, for a total of over 1,500 new housing units between 2010 and 2023.

Just south of downtown, the Syracuse Housing Authority's East Adams Street Neighborhood Transformation Plan envisions a revitalized, mixed-use, and mixed-income neighborhood. SHA is working with the non-profit Blueprint 15, in partnership with the City of Syracuse through efforts such as their Reconnecting Communities planning study, and engagement of local residents and community leaders, to plan for the future of this neighborhood.

The former Syracuse Developmental Center (SDC) on the City's Westside is expected to be redeveloped with 500 new housing units (mostly apartments, some townhomes) plus retail space. Significant residential growth (and other uses) is also anticipated for Syracuse's Inner Harbor.

A substantial amount of new housing will also be needed in the suburbs around Syracuse to accommodate all the anticipated population growth. To prepare for this growth, Onondaga County completed *Housing Onondaga*, a housing needs assessment, in June 2024. This assessment is focused

on housing outside of the City of Syracuse. Key findings include the need for more rental units outside of the city, especially affordable units and units targeted to seniors, and the need for a more diverse market of new ownership units beyond the single-family detached housing that has historically been the norm outside of the city. New units should be concentrated in new and existing centers (city and villages) and built at higher densities than the county has seen in the past to accommodate the level of growth and the changing demographics of the county (aging population and decline in 3+ person households). To achieve these outcomes *Housing Onondaga* recommends that municipalities update their comprehensive plans and zoning codes, and that the county expand investment efforts such as the Onondaga County Housing Initiative Program (O-CHIP) to incentivize the needed development.

Opportunities exist for infill development in the County, especially at the various vacant or underutilized shopping malls and older retail plazas. A proposal for mixed-use, "lifestyle center"-type redevelopment of the vacant ShoppingTown Mall property in the Town of DeWitt includes over 900 housing units and nearly 2 million square feet of leasable space. A local developer has a similar "town center" vision for the former Great Northern Mall property on Route 31 in the Town of Clay, just a few miles from the White Pine Commerce Park, including as many as 1,700 apartments and condos plus hotels, retail, and office space. Both infill and new housing will be essential to creating the 'Strong Centers' as envisioned in Plan Onondga.

Higher density residential developments are occurring both within the City of Syracuse (left) and in suburban towns, such as Camillus (right).

Single family detached homes make up the vast majority of residential units within the Syracuse MPA.

Anticipated job growth over the timeframe of this plan will change the economy of our region.

The Syracuse area has followed the trajectory of many other 'Rust Belt' cities that grew as manufacturing centers throughout the early to mid-20th Century, experienced industrial job losses in the 1990s and early 2000s due to many global economic trends, and transitioned to a much more service-oriented economy today, largely built on growth in the educational and healthcare sectors ('eds and meds'). A review of the list of top employers in Onondaga County bears this out, with Upstate University Health System the area's largest employer and other healthcare providers, educational institutions, governments, and the local city school district ranking high on the list. Beyond eds and meds, the area's largest private employer is currently Wegmans grocery stores (though their employees are distributed across many locations), followed by Lockheed Martin, Amazon, and National Grid.

Total employment in the region is about 279,000 jobs. The major individiual employers and the significant employment clusters are located in the northern half of the MPA. About 25,700 people work in Downtown Syracuse, and another 25,000 people work in the University Hill area, home to Syracuse University, SUNY ESF, and multiple regional healthcare facilities; together, Downtown and University Hill account for about 18 percent of the region's total employment in a relatively small geographic area. Outside of the City, the Town of DeWitt currently has the greatest number of jobs, at about 43,000, largely attributable to a few significant employment clusters in the northern part of DeWitt around the Route 298, Carrier Circle, and Molloy Road corridors plus the significant number of jobs along Erie Boulevard East.

We are now preparing for significant economic change and growth with the build-out of the White Pine Commerce Park, which will be occupied by multiple semiconductor fabrication plants built by Micron Technology, Inc., as well as associated suppliers on and adjacent to this site and throughout the Central New York region.

Downtown Syracuse is currently the most concentrated area of jobs in the region.

Downtown Syracuse is home to the largest concentration of jobs within the Syracuse MPA.

Growth continues at the Syracuse airport

Syracuse Hancock International Airport (SYR), operated by the Syracuse Regional Airport Authority (SRAA) has seen passenger levels rebound since the COVID-19 pandemic, with 2023 setting an all-time record with 2.86 million passengers. This figure is 11 percent higher than the previous record set in 2019. SYR now provides direct flights to 30 different airports in 26 cities and has added five new airlines, for a total of nine, since 2018.

Over the last 10 years, significant upgrades have been made to SYR. Completed in 2018, a $62 million "Terminal Improvement Project" updated the façade, including a canopy to shelter pick-ups and drop-offs, a new Grand Hall, and reconfigured traffic lanes. In 2022, SRAA received $20 million to upgrade the Customs and Border Protection Federal Inspection Station as well as expand the airport's north concourse. To better accommodate the increased passenger demand, an expansion of the airport's parking facilities began in 2022 and will include nearly 2,000 additional spaces.

As SYR has expanded its service, employment at the airport has increased to over 2,500. To improve access for employees, as well as passengers, Centro has begun operation of a modified bus route, SY84 through Mattydale, to include the airport. Service along the line runs from 5:00 am to 7:30 pm.

In 2021, SRAA began the process of updating the Airport Master Plan for SYR, which is a 20-year vision for the development of the facility. This planning effort includes an update to the Airport Layout Plan (ALP), which allows the airport to access federal funding for future projects. Preliminary ALP designs shared at an open house in summer 2023 include alterations to the passenger terminals aimed at improving efficiency and maneuverability for aircraft taxiing, as well as potential changes to the locations of air cargo and general aviation facilities.

In addition to the expanding general aviation service and air cargo, SYR acts as one of the anchors to New York State's 50 Mile Drone Corridor, an FAA Designated Uncrewed Aircraft Systems (UAS) testing facility, alongside Griffis International Airport (RME) in Rome, NY. In 2023, the FAA expanded the Beyond Visual Line of Sight (BVLOS) corridor to 240 square miles, allowing commercial drones up to 300 pounds to operate and test their technologies in a real-world setting.
Source: syrairport.org

Access to workforce development will be crucial to the region's success over the next few years and beyond.

In addition to the infrastructure needs of the Micron build-out (transportation, but also sewer, water, and others), there are also significant workforce development needs and opportunities associated with this massive project. Central New York has a history of educating and employing a notable number of engineers, technicians, and skilled manufacturing workers – from legacy manufacturers such as General Electric and Carrier to today's cluster of high-tech defense contractors and the expanding Unmanned Aerial Systems industry – and a new generation of these workers will be needed to fill positions at Micron and associated suppliers. Additionally, a substantial increase in skilled building tradespeople will be necessary to fulfill the concurrent needs of the Micron build-out, the I-81 Community Grid project, and home construction/rehabilitation. Taken together, the need for workers will be on a scale that this region has never seen. The region is building-up established workforce development programs and adding more, such as CenterState CEO's Work Train program, the Syracuse Surge initiative, Syracuse Build, OCC's partnership with Micron on a new degree program, and the regional STEAM High School. Governor Hochul also recently announced the establishment of four workforce training centers focused on advanced manufacturing in New York State, with the flagship center in Syracuse. Equitable transportation is one of the key factors in people's ability to tap into these workforce development resources.

FIGURE 2.7: EXISTING/ANTICIPATED EMPLOYMENT CLUSTERS AND TOP 25 EMPLOYERS

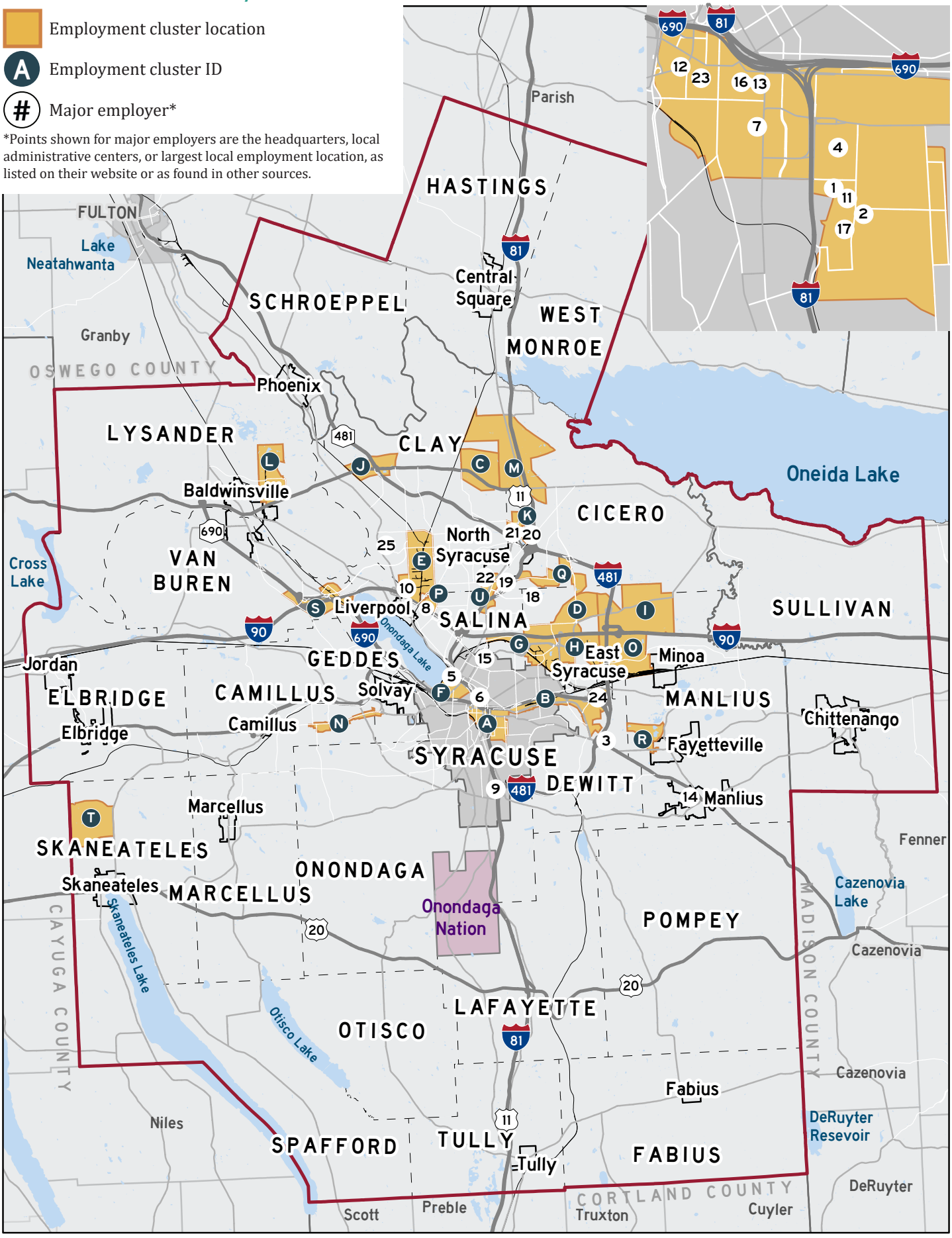
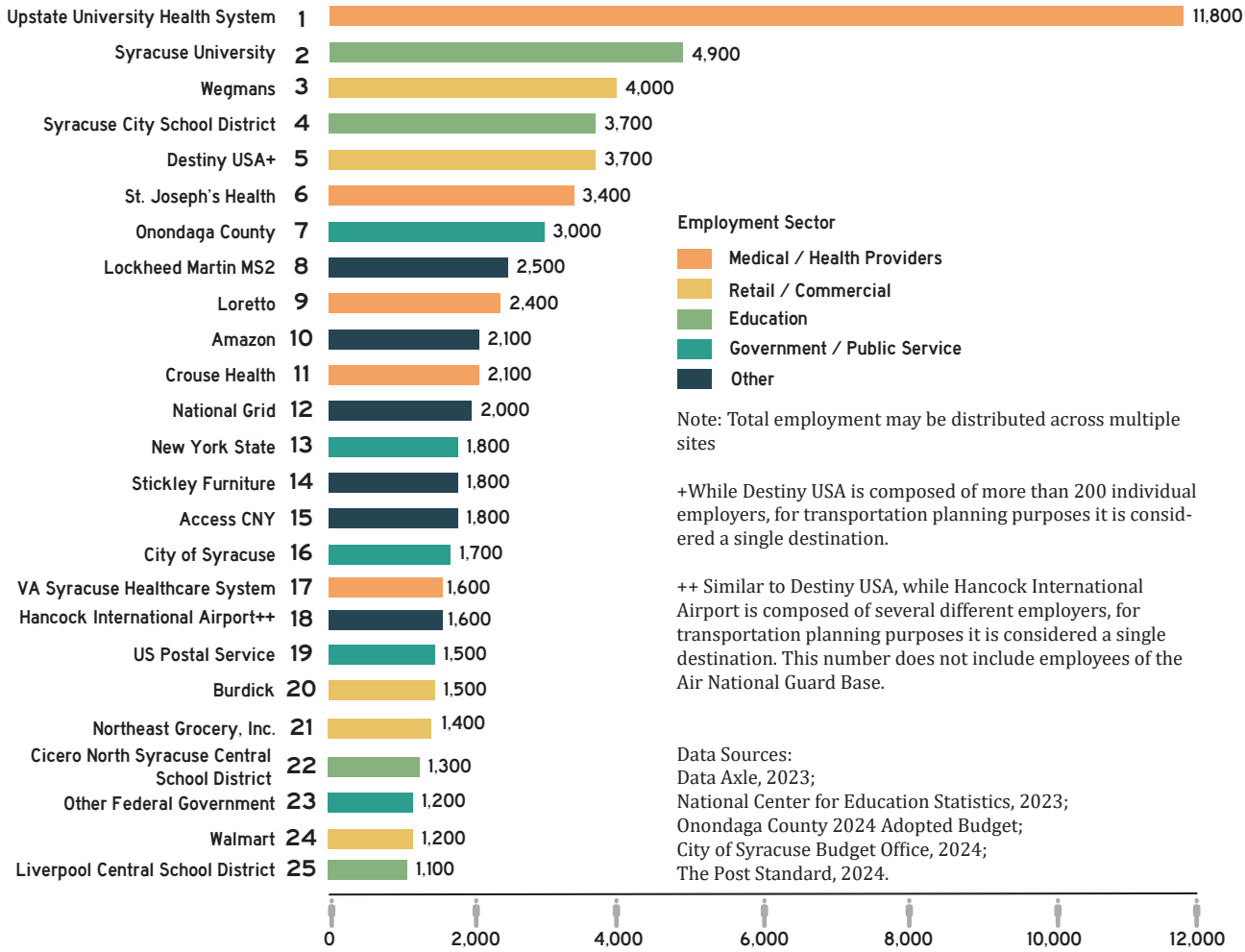


FIGURE 2.8: TOP 25 EMPLOYERS IN THE SMTC MPA



Note: Total employment may be distributed across multiple sites

+While Destiny USA is composed of more than 200 individual employers, for transportation planning purposes it is considered a single destination.

++ Similar to Destiny USA, while Hancock International Airport is composed of several different employers, for transportation planning purposes it is considered a single destination. This number does not include employees of the Air National Guard Base.

Data Sources:
Data Axle, 2023;
National Center for Education Statistics, 2023;
Onondaga County 2024 Adopted Budget;
City of Syracuse Budget Office, 2024;
The Post Standard, 2024.

TABLE 2.1: EMPLOYMENT CLUSTERS CURRENT AND FUTURE EMPLOYEES

	Employment Clusters	Estimated Number of Employees	
		2020 Estimate	2050 Estimate
A	Downtown Syracuse / University Hill	51,800	64,000
B	Erie Blvd E	12,300	15,300
C	White Pine Commerce Park	100	13,000
D	E Molloy Rd	7,600	9,800
E	Woodard Industrial Park	8,400	9,400
F	Destiny USA / Inner Harbor	5,000	6,800
G	Rt 298 West	5,100	5,800
H	Thompson Rd East	4,800	5,600
I	I-481 / Rt 298	2,800	5,200
J	Rt 31 at Rt 481	3,900	5,100
K	Rt 11 - Cicero South	4,200	4,400

	Employment Clusters	Estimated Number of Employees	
		2020 Estimate	2050 Estimate
L	Radisson Corporate Park	2,800	4,300
M	Rt 11 - Cicero North	2,000	4,200
N	W Genesee St	3,800	4,100
O	Kirkville Rd / Railyard	2,800	3,800
P	Electronics Parkway	2,800	3,300
Q	E Taft Rd	2,500	2,900
R	Fayetteville Towne Center	2,600	2,900
S	NYS Thruway / Rt 690	2,200	2,600
T	Skaneateles Falls	1,900	2,300
U	Rt 11 - Mattydale	1,800	2,200

Data Source: SMTC Travel Demand Model

OUR ENVIRONMENT

Future development will likely be concentrated in the northern half of Onondaga County, in part due to constraints imposed on water and wastewater infrastructure.

Plan Onondaga (p.16) states "areas served with public water and sewer are best positioned to accommodate growth and increases in residential density. The County continues to encourage development in areas already served by water and sewer." The current Onondaga County Consolidated Sanitary District includes most of the northern half of Onondaga County, although there are large areas that are excluded due to floodplains and wetlands such as the Cicero Swamp and Three Rivers Wildlife Management Areas. In contrast, "in the southern portion of the County, steep topography has precluded significant development and limits agricultural activity, leading to large expanses of forestland." According to Plan Onondaga (p. 18), "the County does not anticipate any significant expansion of the sanitary district."

The impermeable surfaces of our transportation system – including roads, sidewalks, and paved trails – create stormwater runoff that collects and transports pollutants, which can ultimately end up in local water bodies. The New York State Department of Environmental Conservation (NYSDEC) administers the permit program for municipal separate stormwater sewer systems (MS4s), in compliance with federal law developed by the US Environmental Protection Agency (US EPA). The goal of the MS4 permit program is to reduce discharge of pollutants and improve water quality. Many of the municipalities within the SMTC's MPA are regulated MS4s and, therefore, must have a stormwater management plan and comply with the general permit requirements for stormwater discharges. Most of these municipalities are also members of the CNY Stormwater Coalition, which is led by the Central New York Regional Planning and Development Board (CNYRPDB), and provides a forum for the municipalities to exchange information and work together to improve water quality.

Limiting the expansion of impermeable surfaces and incorporating green infrastructure techniques that slow the flow of stormwater runoff in future transportation projects can contribute to a reduction in overall stormwater quantity and improvement in water quality in our region.

Farmland accounts for about 30 percent of Onondaga County's land area and is critical to community identity and scenic resources with over 12,000 acres of agricultural land protected as forever farmland by conservation easements held by local land trusts. (Plan Onondaga)

Greenways and blueways serve multiple purposes in our communities.

One of the themes of Plan Onondaga is "greenways and blueways" which "work together to provide a connected system of recreation and conservation lands." (p.152) The Plan defines two types of greenways: conservation greenways and recreation greenways. In some cases, active transportation corridors (such as the Empire State Trail and the Onondaga Creek Walk) overlap with recreation greenways – and are often adjacent to the blueways (navigable lakes and streams).

Active transportation corridors provide walking and biking connections between destinations, though they may overlap with some of the recreational trails in our community.

Many communities in our MPA are actively involved in statewide programs to address climate change and transition to renewable energy.

Climate Smart Communities (CSC) is a New York State program that helps local governments take action to reduce greenhouse gas emissions and adapt to a changing climate. The program offers grants, rebates for electric vehicles, and free technical assistance. Registered communities have made a commitment to act by passing the CSC pledge. Certified communities are the foremost leaders in the state; they have gone beyond the CSC pledge by completing and documenting a suite of actions that mitigate and adapt to climate change at the local level.[8]

Transportation-related themes from Climate Action Plans (CAPs) and Sustainability Plans in our MPA include:

- Reducing VMT, especially by improving bicycle and pedestrian infrastructure;
- Installing publicly available electric vehicle charging stations;
- Electrifying municipal (and school district) fleets.

Note that Onondaga County last updated its CAP in 2017, but currently has a CSC grant through NYSDEC to update their GHG inventory and CAP.

Fleet electrification is also one of the "high impact actions" in NYSERDA's Clean Energy Communities program, which provides access to tools, resources, and potential funding for communities to move towards clean energy solutions.[9] As of May 2023, there were 83 EV charging locations with a total of 274 ports in the MPA, representing an uptick from 2020 when there were 54 locations with a total of 154 ports. Fourteen of the current locations – totaling over 70 ports – are within Downtown Syracuse or the University Hill area, with the remainder mostly scattered throughout the northern half of Onondaga County in village centers and along major transportation corridors such as Erie Boulevard, NY Route 31, I-90, and I-81.

TABLE 2.2: PARTICIPATION IN CLIMATE SMART COMMUNITIES, CLEAN ENERGY COMMUNITIES, AND MUNICIPAL SEPARATE STORMWATER SEWER SYSTEMS

Towns/City	Camillus	Cicero	Clay	DeWitt	Elbridge	Fabius	Geddes	Hastings	LaFayette	Lysander	Manlius	Marcellus	Onondaga	Otisco	Pompey	Salina	Schroeppel	Skaneateles	Spafford	Sullivan	Syracuse	Tully	Van Buren	West Monroe
CSC				✓	✓	✓	✓				✳							✓			✓			
CEC	✓		✓	✓	✓	✓	✳		✳		✳	✓			✓	✓		✳			✓	✓		
MS4	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓		✓	✓				✓	✓		✓	✓

Villages	Baldwinsville	Camillus	Central Square	Chittenango	East Syracuse	Elbridge	Fabius	Fayetteville	Jordan	Liverpool	Manlius	Marcellus	Minoa	North Syracuse	Phoenix	Skaneateles	Solvay	Tully
CSC	✓							✳	✓				✓			✓		✳
CEC	✓	✳		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✳	✓
MS4	✓	✓	✓		✓			✓		✓	✓	✓	✓	✓	✓		✓	

Notes:

- For CSC: ✓ = Registered; ✳ = Certified Bronze (highest level achieved in our MPA). Madison County is Certified Bronze, and both Onondaga and Oswego counties are Registered.
- CEC: ✓ = Designated; ✳ = Advanced Designation. Madison County is also Designated.
- MS4: ✓ = Designated. Onondaga County is also a designated MS4.

[8] https://climatesmart.ny.gov/

[9] https://www.nyserda.ny.gov/All-Programs/Clean-Energy-Communities

Transitioning to electric and zero emissions vehicles

The transition to electric vehicles (EVs) and zero emissions vehicles (ZEVs) is a key component of the national and state level plans aimed at addressing climate change. As a result, several laws and programs have been developed to help guide this transition.

The 2021 Infrastructure Investment and Jobs Act (IIJA) established the National Electric Vehicle Infrastructure (NEVI) Program, which provided funding to states to deploy EV fast charging stations. In 2023, NYSDOT adopted the State's NEVI Plan, allowing it to access approximately $175 million to implement the program. Funds were to be invested within one travel mile of a designated EV corridor, with charging stations no more than 50 miles apart. In the SMTC's MPA, I-81 and I-90 are the designated EV corridors and there is one compliant charging station (having a minimum of four direct current fast chargers [DCFC]) along each corridor. The buildout within Central New York was completed in 2024.

Additionally, New York State's EV Make-Ready Program aims to invest over $1.2 billion to build over 50,000 Level 2 charging stations and over 6,000 DCFC stations, along with dedicated charging facilities for e-bikes and e-scooters. Over $370 million of those funds will be directed towards disadvantaged communities, as defined by NYSERDA.

Expanding public charging infrastructure is a necessary component of the State's overall transition to EVs and ZEVs. NYS Executive Order 22 requires that the State's vehicle fleet fully transitions to ZEVs for light-duty vehicles by 2035 with medium- and heavy-duty vehicles by 2040. In 2022, the State adopted the California Air Resources Board Advanced Clean Cars II regulation, requiring all light-duty passenger vehicles sold in the State to be ZEVs by 2035, with medium- and heavy-duty vehicles following by 2045.

The transition to ZEVs will also impact our mass transportation, including public transportation and school buses. In the 2022-2023 New York State budget, all school bus purchases, beginning in 2027, must be EV or ZEV, including battery electric and hydrogen fuel cell. Centro, the regional transportation authority, has also been evaluating the potential use of hydrogen fuel cell powered vehicles as part of its future fleet, as described in their 2022 Sustainability Plan.

As required by the Federal Disaster Mitigation Act of 2000, Onondaga County maintains a Hazard Mitigation Plan (HMP), which must be updated every 5 years, "to prepare for and reduce the potential impacts of natural hazards." Onondaga County last updated the HMP in 2019, and is currently finalizing the 2025 update. SMTC staff participated in the HMP process. The primary hazards of concern identified in the HMP are: drought, earthquake, heat wave/extreme heat*, flood, geological hazards, harmful algal bloom, invasive species and infestation, severe weather, winter weather, and wildfire*. (*Added in the 2025 update.) The HMP includes an inventory of transportation facilities in the county. Hazards noted to have a potential impact on transportation facilities include flood, earthquake, geological hazards (especially along steep slopes), and winter weather. Mitigation actions identified in the HMP include culvert replacements, drainage, and bank stabilization projects.

Skaneateles Lake, which provides the drinking water for the City of Syracuse and several municipalities, has experienced harmful algal blooms in recent years.

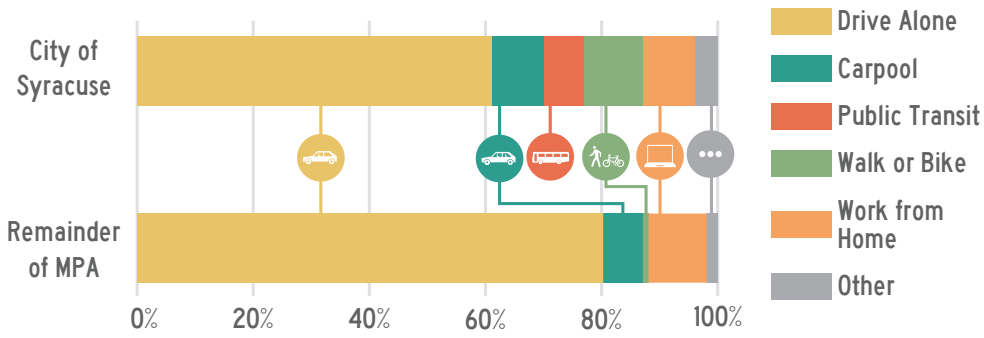
Commute times by car in the Syracuse region are low and congestion is minimal.

As the region's population spread out and local industries boomed in the middle part of the 20th century, the region built a robust network of Interstate highways, other limited-access highways, and arterial roads that still provides today's population with relatively low commute times and little congestion. With population shifts and job losses in the early 2000s, the region has been left with a vast and aging road network, with some corridors in the region having excess capacity for the role they now play while congestion – though minimal – has shifted to a few hot spots at constrained highway interchanges and suburban retail corridors. Overall average commute time in the MPA is about 21 minutes. Our region spends most of its federal capital funds for highway and bridge maintenance projects.

For people who are able to own and drive their own vehicle, the short commutes by car and relatively low congestion contribute to the quality of life in Central New York. However, this benefit is not shared by all members of our community.

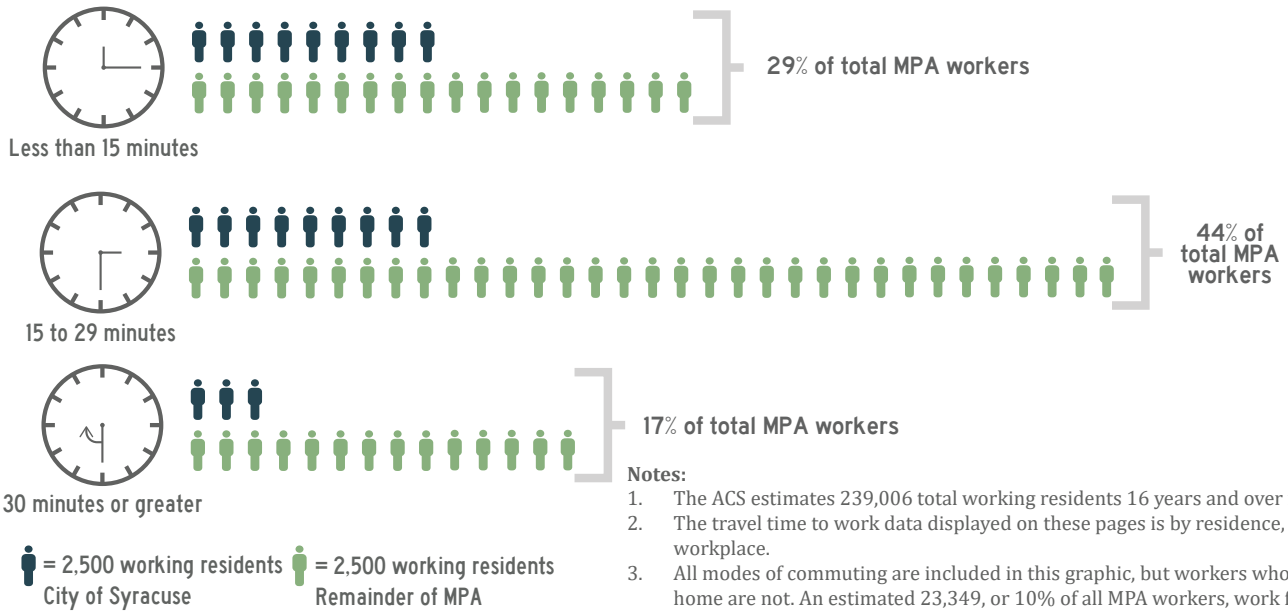
Average commute time
City of Syracuse: 17.6 min **Onondaga County: 20.1 min**
New York State: 33.2 min **United States: 26.7 min**

FIGURE 2.9: MEANS OF TRANSPORTATION TO WORK



Data Source: American Community Survey 2018-2022

FIGURE 2.10: COMMUTE TIME BY NUMBER OF WORKING RESIDENTS



Notes:
1. The ACS estimates 239,006 total working residents 16 years and over in the MPA.
2. The travel time to work data displayed on these pages is by residence, not by workplace.
3. All modes of commuting are included in this graphic, but workers who work at home are not. An estimated 23,349, or 10% of all MPA workers, work from home.

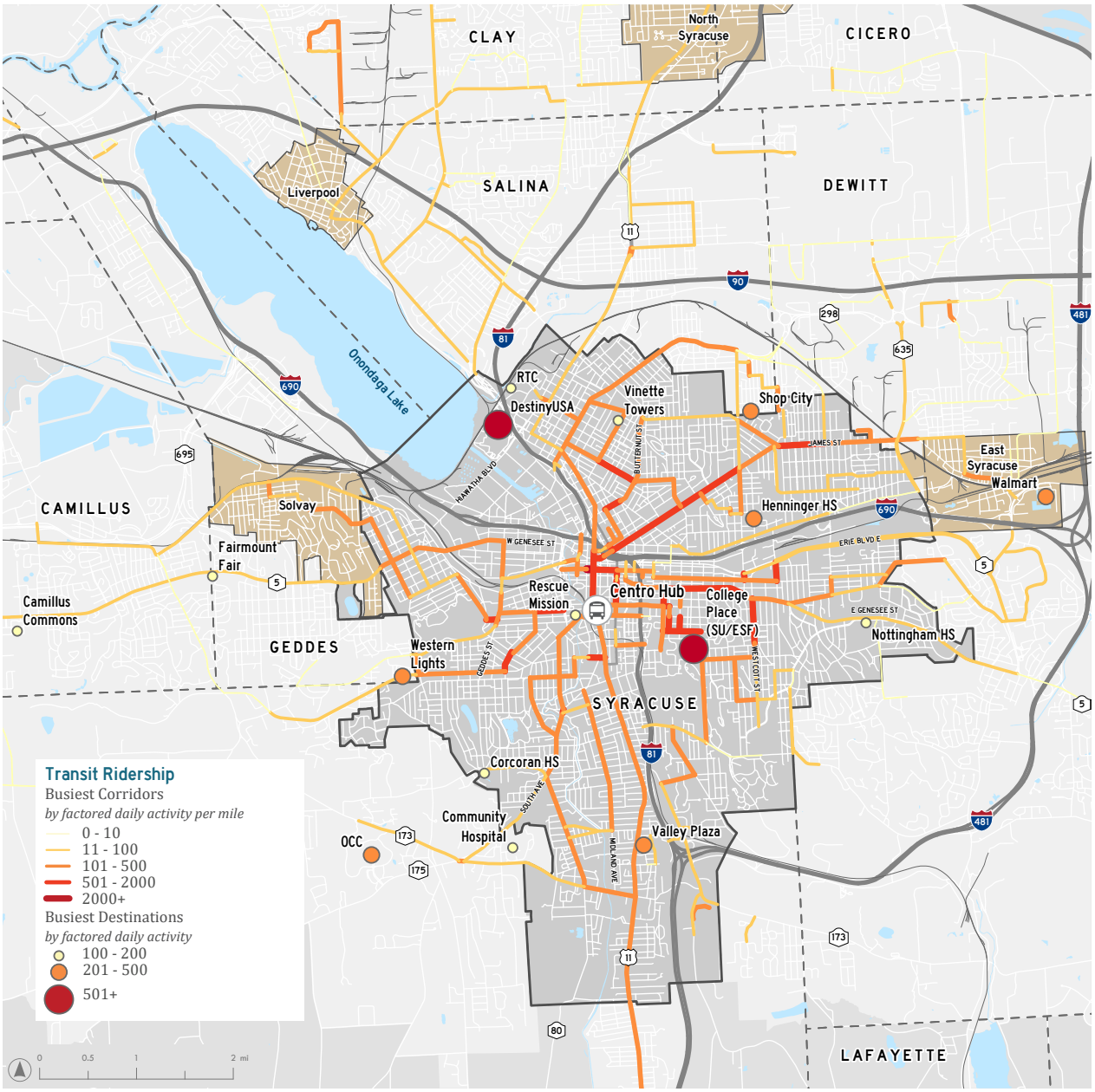
Data Source: American Community Survey 2018-2022

For those who cannot or choose not to drive or own a vehicle, accessing jobs and other daily needs in our region is challenging.

About 26 percent of households in the City of Syracuse do not have access to a vehicle, compared with about 7 percent of households in the remainder of our MPA. The majority of commuters in our region - both inside and outside the City - drive to work, mostly in single-occupant vehicles. In the City of Syracuse, 8 percent of commuters use transit and 12 percent walk or bike to work, in stark contrast to the remainder of the MPA where only 1 percent of commuters use transit and 2 percent walk or bike.

Centro provides bus service in our MPA, operating a hub-and-spoke system with all trips having an endpoint at the Transit Hub in downtown Syracuse. Some routes in the urban core operate during peak times with 10-15 minute headways but headways for longer routes into some suburban areas and off-peak times can reach to over an hour. Ridership is concentrated primarily in City neighborhoods close to downtown and along major arterials in the City. The busiest individual transit stops (other than the Hub) are colleges (SU, OCC) and shopping centers (both within and outside the City).

FIGURE 2.11: BUSIEST CENTRO CORRIDORS AND STOPS, 2023 RIDERSHIP

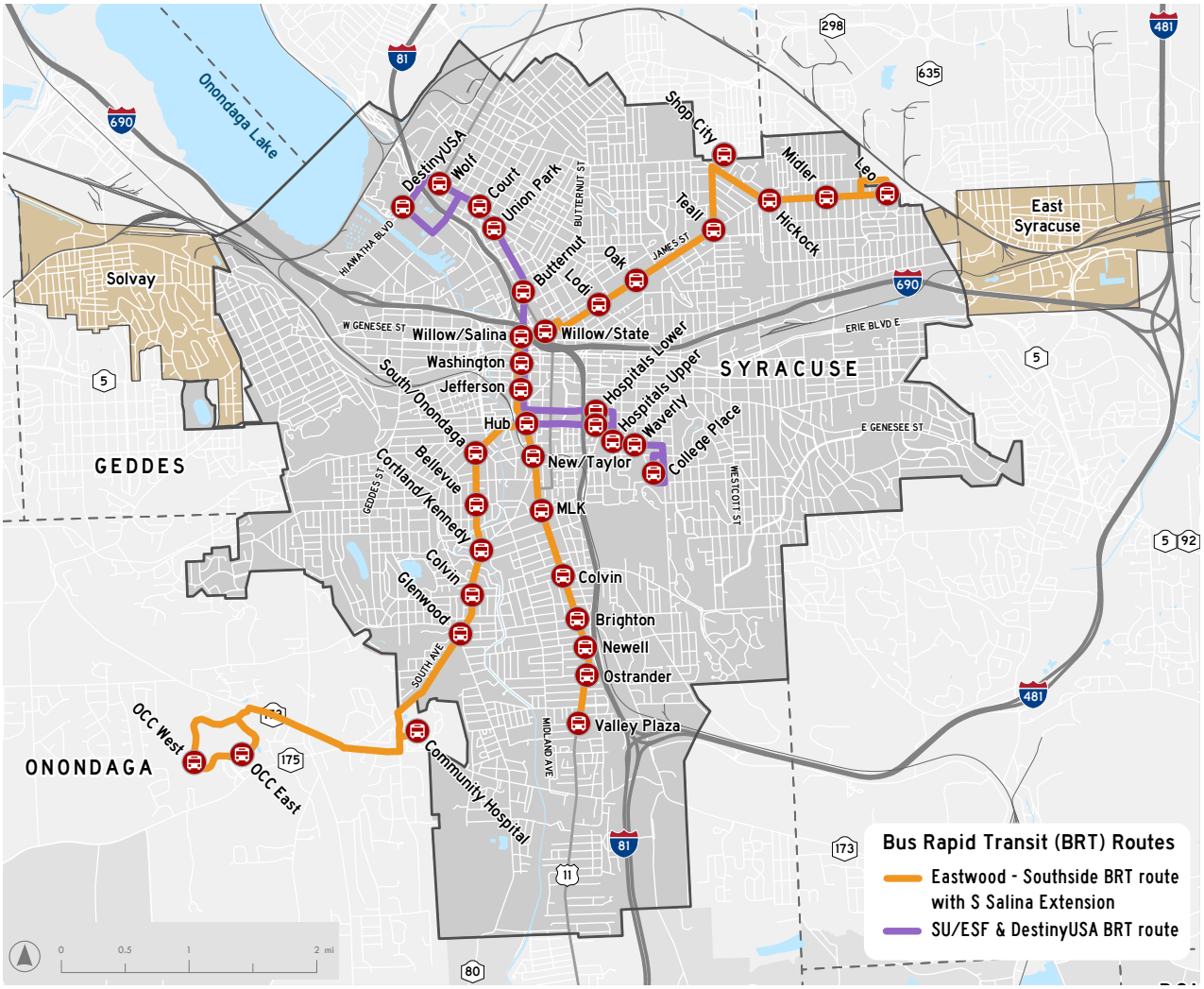


Increased frequency is key to enhancing transit service and attracting new riders.

In 2023, the SMTC conducted a survey as part of the "Exploring Tomorrow's Transit" public outreach effort, on behalf of Centro, and received over 1,000 responses. When asked to prioritize potential future transit system improvements, both riders and non-riders overwhelmingly asked for increased service frequency. Centro is pursuing a BRT system initially consisting of two lines as recommended by the 2018 SMART study that will provide higher frequency and more reliable service to high-demand corridors, with a line connecting SU to DestinyUSA and another running along James Street (from Eastwood) to OCC via South Ave and Valley Plaza via South Salina St. Future expansions of this system may be considered. Centro is also pursuing on-demand options, beginning with the MOVE service in the City of Rome in 2024 and, eventually, to be expanded to other Centro properties. Centro is planning for BRT and on-demand service along with other changes to the fixed-route system to better meet current demand travel patterns through their "Better Bus" planning project, which is expected to be completed at the end of 2025.

Investment in new options like Bus Rapid Transit (BRT) and on-demand service will provide more efficient, higher-quality service to our region.

FIGURE 2.12: PROPOSED BUS RAPID TRANSIT ROUTES



Multiple efforts are underway in our community to increase the safety of the transportation system for all users.

The City of Syracuse is currently creating a Complete Streets Design Guide and Vision Zero Action Plan, Onondaga County is currently creating a Safe Streets for All Action Plan, and New York State adopted the "Towards Zero Deaths" vision with the 2023-2027 Strategic Highway Safety Plan. All of these planning efforts utilize the Safe System Approach, which "works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur." [10]

VISION ZERO is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. It is a multidisciplinary approach that recognizes that people sometimes make mistakes, so the road system and policies should be designed to ensure mistakes do not result in severe injuries or fatalities. visionzeronetwork.org

The Syracuse region sees an average of 41 crashes per day...

...of which 1 results in a serious injury or fatality

Speed humps, as seen above in the Village of Fayetteville, are one tool communities may use to address speeding concerns in areas with high levels of pedestrian activity.

[10] U.S. D.O.T. https://www.transportation.gov/NRSS/SafeSystem

The region has been expanding and improving opportunities to walk and bike, though we still have more work to do.

There are currently about 33 miles of on-road bicycle facilities in the MPA (an increase of about 9 miles since 2020), with the majority of that in the City of Syracuse. There are also about 90 miles of signed bike route for NYS Bike Routes 5 and 11.

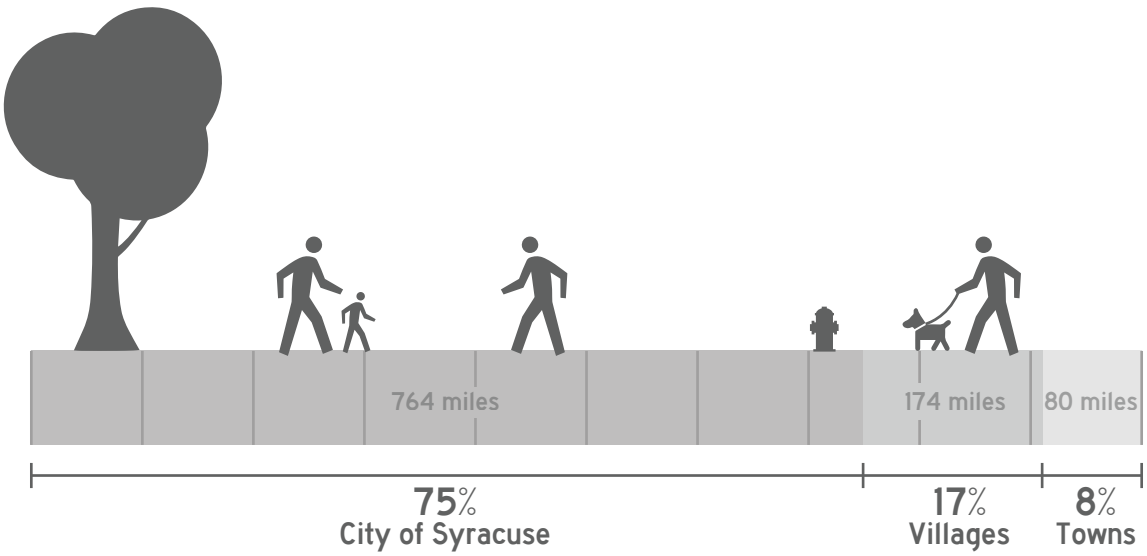
The major trails in the region are the Onondaga Creekwalk, Empire State Trail, and Onondaga Lake Trail ("Loop the Lake"). These three trails plus other local trails (not in parks) total about 85 miles. Phase II of the Onondaga Creekwalk was completed in July 2020. With that addition, the Creekwalk now extends from Kirk Park on the City's Southside all the way to Onondaga Lake. The Empire State Trail between Camillus and DeWitt was completed in 2021, including connections on Honeywell property, Erie Boulevard East, Towpath Road, and Kinne Road (bike/ped bridge), plus the bridge over the CSX rail line at the southern end of Onondaga Lake (also part of Loop the Lake).

Veo bike and scooter share began operating in the City of Syracuse in 2021 (replacing a previous vendor), and has expanded steadily, deploying 850 vehicles in the City in 2023. Centro has contracted with Veo to provide access to bike and scooter share outside of the City, with the launch of service to the OCC campus in 2023.

Nearly 70 percent of the region's sidewalks are within the City of Syracuse. Most villages in the region also have robust sidewalk networks, but sidewalks in towns outside of villages are very limited. Two towns - DeWitt and Salina - account for more than half of the town sidewalk mileage outside of villages.

The City of Syracuse currently has two programs for sidewalks: the Municipal Sidewalk Program (MSP) and the supplemental Sidewalk Snow Removal Program. The MSP started in 2021 and is a data-driven, planned maintenance program to repair existing sidewalks and expand the sidewalk network. Locations are identified using various data inputs, including an assessment conducted by SMTC largely based on our Pedestrian Demand Model. Starting in the summer of 2021, SMTC staff began collecting sidewalk condition data for the City, completing this effort for all public sidewalks in the City in the summer of 2024. City DPW now provides supplemental sidewalk snow removal on approximately 156 miles of sidewalk, a significant increase since the 2019/2020 season when 77 miles were included in the program. The snow clearance routes were identified by the City in partnership with the SMTC based largely on traffic volume data and the location of pedestrian generators such as schools and stores.

FIGURE 2.13: SIDEWALK MILEAGE BY MUNICIPALITY IN THE MPA



Road and bridge maintenance consume the bulk of our federal capital funds for transportation projects.

With approximately 4,000 centerline miles of road and nearly 550 roadway bridges in the MPA, system preservation and maintenance is an on-going process as well as a substantial investment of time and resources. SMTC annually produces a Bridge and Pavement Condition Management System (BPCMS) report for federal-aid eligible roads in our region, summarizing numerous aspects of pavement and bridge rating data collected by our member agencies. SMTC also collects and reports pavement ratings for all roads in the City of Syracuse.

Most bridges in the region are in fair condition, and most pavement is in good to excellent condition. Although only about 10 percent of both bridges and pavement are in poor condition, this still translates to a significant number of bridges and lane miles of pavement needing a substantial level of work and investment. Also, good asset management practices call for investing in bridges and pavements in fair condition to prevent them from deteriorating to poor condition. All of this translates to a substantial portion of our region's allocation of federal capital funds being spent on bridge and paving projects that are, by and large, replacement in-kind projects that do not substiantially alter or add capacity to the system. Similarly, most of our federal transit funding in the region is spent on maintenance projects such as bus replacements or facility maintenance.

FIGURE 2.14: CONDITION OF ALL BRIDGES IN MPA, BY DECK AREA

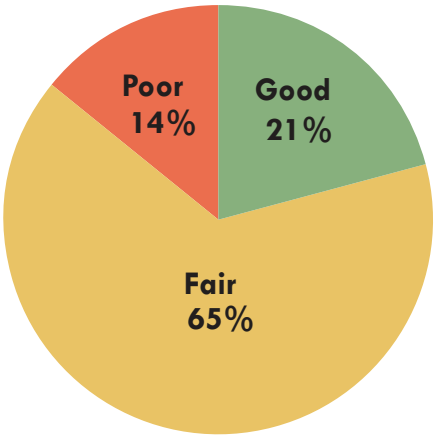
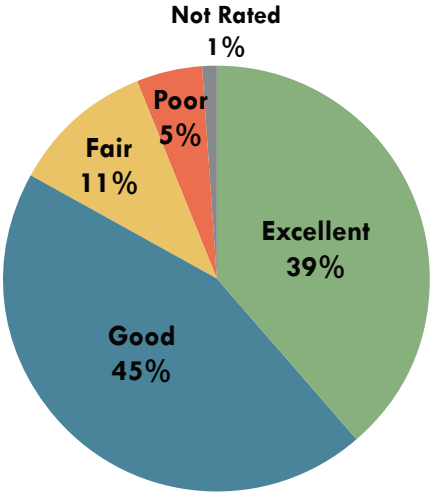
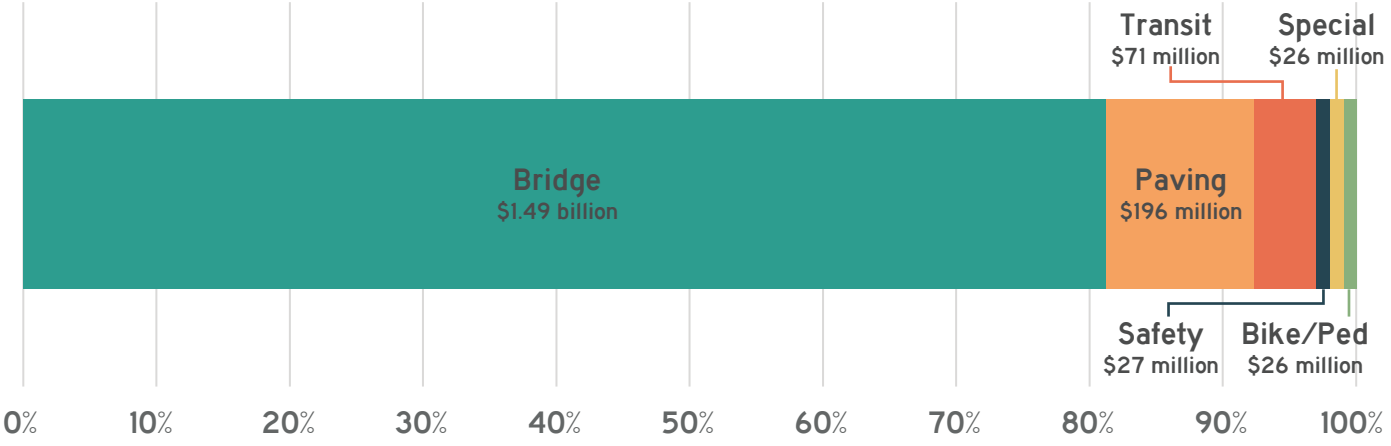


FIGURE 2.15: PAVEMENT CONDITION, FEDERAL AID ELIGIBLE ROADS



Source: SMTC's 2023-2024 Bridge and Pavement Condition Management System Report

FIGURE 2.16: PROGRAMMED TIP FUNDS BY PROJECT TYPE, FFY2018/2019 - FFY2023/2024



The vast majority of freight moving through our region is carried by truck, although it is likely that other modes will increase with the coming industrial development.

The SMTC created a "Freight Transportation Profile" in 2017 and updated this document in 2025, aimed at assisting staff and member agencies in the development of plans and programs. The Profile provides an overview of the freight transportation system in our region, identifies tons and value of commodities traveling through the system, and tracks the primary shipping modes (i.e., air, rail, and truck).

In 2021, approximately 10.1 million tons of freight was inbound to Onondaga County, valued at $15.9 billion. Roughly 48 percent of this freight originated within New York State (4.9 million tons). Outbound freight included 8.1 million tons ($12.4 billion), with 48 percent being shipped within New York State (3.9 million tons). Inbound and outbound freight levels, both in terms of tons and value, were down compared to 2012 (inbound: 13.5 million tons, valued at $20.4 billion; outbound: 10.5 million tons, valued at $15 billion). Approximately 2.1 million tons of freight (valued at $4.7 billion) was generated and shipped within the county, via truck, in 2021.

TRANSEARCH projections for 2050 estimate inbound freight to increase to 14.6 million tons ($21.6 billion) and outbound freight to increase to 11.9 million tons ($22.1 billion).[11] The forecasts were prepared prior to the announcement that Micron Technologies would be building a semiconductor chip manufacturing facility on Onondaga County. Given the light weight and high value of chips, it is probable that air would be utilized to a significantly higher percentage of overall value than exists within the dated forecasts.

Roughly 200,000 tons of cargo landed at Syracuse's Hancock International Airport in 2023. The top three air cargo destinations from Syracuse are Louisville, Memphis, and Buffalo. Overall, the vast majority of freight movements within Onondaga County occur via truck (approximately 99 percent).

Expansion at the Port of Oswego

The Port of Oswego on Lake Ontario, about 40 miles from Syracuse, is the first U.S. port-of-call and deepwater port on the Great Lakes from the St. Lawrence Seaway, and handles more than one million tons of cargo annually. Although outside of the SMTC's MPA, the Port is connected to the surface transportation network within the MPA via NYS Route 481, which connects to I-81.

In the last 5 years, the Port of Oswego has pursued and been awarded multiple state and federal grants to expand their facilities. The Port's 2021 Comprehensive Plan identified opportunities such as expanding docks, deepening the port, creating recreational amenities like lake cruises and a performing arts center, and establishing the Port District as a foreign trade zone.

The Port's new deep-water marina opened for the 2024 season on the site of the former Goble Dry Dock; this $2.1 million project was funded by the NYS Resiliency and Economic Development Initiative (REDI) and the Passenger and Freight Rail Assistance Program.

Several projects have already been awarded funding, including $3.5 million in dock upgrades, $754,000 for a container reach stacker from the USDOT America's Marine Highway Projects, and a $600,000 agreement with the U.S. Army Corps of Engineers (USACE) to deepen the Port's harbor. In March 2023, the Port received two awards under New York State's Passenger and Freight Rail Assistance Program: $1.832 million to reduce emissions through an Electric Railcar Mover and $2.861 million to construct additional storage track capacity, safety upgrades, and upgraded unloading for agricultural products.

According to an economic impact study completed in 2023, the Port saw a surge in employment, increasing from 106 to 1,132 direct jobs between 2017 and 2022. The Port also created 300 indirect jobs and 797 induced jobs in 2022, which support the overall community.

[11] TRANSEARCH is a proprietary freight planning tool based on a national database of commodity flows. These data sources were the most current available at the time that SMTC created the Freight Transportation Profile (2025).

The SMTC supports New York State's targets for performance-based planning, and contributes to the achievement of the national performance goals.

Performance-based planning continues to be a requirement of the MPO process. The MTP must include a system performance report that describes the current performance of the transportation system and includes performance targets in the areas of:

- highway safety;
- transit asset management;
- pavement and bridge condition;
- system performance (reliability) and freight; and
- transit safety.

Appendix B includes the full SMTC System Performance Report for 2025.

As described above, the majority of commuters in our region travel by car and enjoy relatively short commute times and minimal congestion in our region. The highway and road systems are also easy to use for other types of trips as well. A very large portion of our capital funds are spent on maintaining the roads and bridges that make car travel in our region easy and attractive to so many residents. This is reflected in the system performance report for our region.

Maintaining safe and efficient roadways, including important commuter corridors like Rt 57 in the Village of Liverpool, is vital to the economic health of our region.

Chapter 3

Goals & Objectives

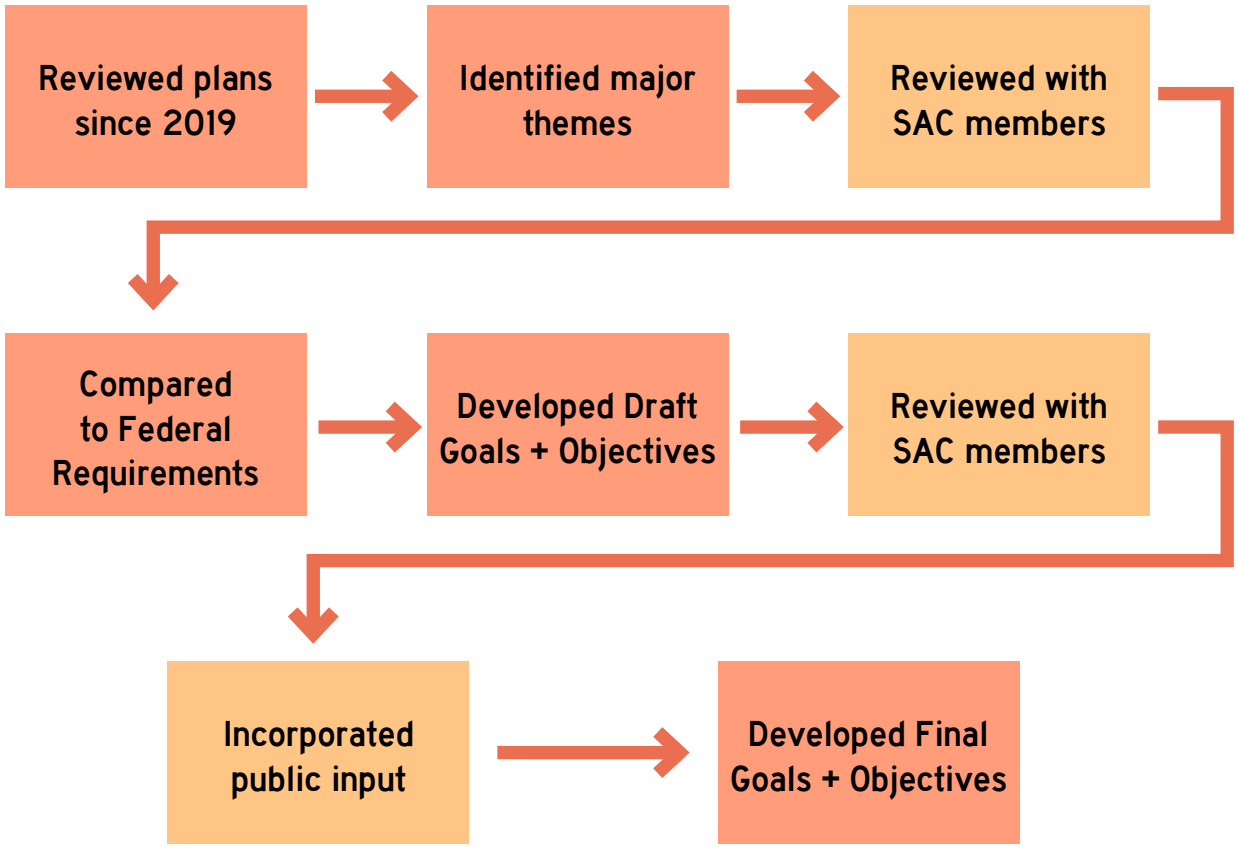
Evolution of Goals & Objectives

This MTP approached the goals and objectives with a "clean slate" given the anticipated demographic, economic, and technological changes in the Syracuse area.

The goals and objectives of the previous long-range transportation plan, established over a decade ago, remained largely unchanged in the last update (2020). However, the evolving dynamics in the Syracuse area over the past few years, as detailed in the Context Setting chapter, require a new perspective, anticipating significant demographic shifts, economic development, and the adoption of new transportation technologies over the next 25 years.

Additionally, guidance for incorporating the federally-required performance measures and targets into the MTP has been clarified since these were originally introduced by the FAST Act in 2015. These performance measures are reflected in the MTP goals and objectives, and fully-documented in the System Performance Report in Appendix B.

Given the substantial changes in our planning context and updated federal guidelines, we took a "clean slate" approach to defining our goals and objectives. This approach allows us to address contemporary challenges and leverage new opportunities to create a ***forward-thinking, resilient transportation plan*** that meets the current and future needs of the Syracuse region.



LOCAL PLANS REVIEWED

Statewide	Regional	County	Town & Village*	City of Syracuse	Additional Cities
• Transportation Master Plan • Highway Safety Improvement Program (HSIP) • State Highway Safety Plan (SHSP) • NYS Freight Plan	• CNY Regional Economic Development Council • CNY Regional Planning and Development Board (CNYRPDB) - Vision CNY	• Plan Onondaga • Housing Onondaga • Onondaga County Hazard Mitigation Plan • Oswego County Comprehensive Plan	• Town of Clay • Town of Geddes/Village of Solvay • Town of Lafayette • Town/Village of Skaneateles • Town of Van Buren • Village of Fayetteville • Town of Onondaga • Town of Manlius	• ReZone Syracuse • Syracuse Housing Study	• City of Oswego Comprehensive Plan • City of Fulton Comprehensive Plan

*New/updated since 2020

MAJOR THEMES IDENTIFIED

Mobility	Economic Development	Community	Environment	Governance
• Improve accessibility for all users, with focus on bicycles and pedestrians	• Support small, local businesses • Concentrate development near existing commercial centers	• Provide a diverse range of housing options • Preserve historic structures and existing character	• Preserve and enhance natural amenities • Preserve agricultural spaces	• Improve collaboration with other government agencies • Improve transparency

Goals are statements that describe the way things should be. The MTP is built around eight goals that provide a general direction for the region's transportation system.

Objectives are specific, measurable steps to be taken to reach a goal. Each of the MTP's eight goals has distinct objectives associated with it.

Performance Measures are the means by which progress will be gauged. Performance measures are quantifiable. Each objective of the MTP has at least one performance measure associated with it.

Regional growth and technological advancements were the primary influences in developing new goals and objectives.

The SMTC took a comprehensive approach by considering the two primary influences on transportation planning in our region: regional growth and technological advancements. Regional growth includes population increases, economic development, and shifts in land use patterns, while technological advancements encompass innovations like electric vehicles, smart traffic management systems, and improved public transit solutions. These factors formed the foundation for developing a new set of goals and objectives.

To craft the new goals and objectives of the Metropolitan Transportation Plan, the SMTC reviewed planning documents and initiatives that were created or updated since the prior LRTP's adoption in 2020. This included Onondaga County's comprehensive plan, *PlanOnondaga*, planning efforts at the City of Syracuse like *ReZone Syracuse* and the *Syracuse Housing Study*, and new town and village plans. These local plans offer detailed insights into current land use and development trends and community priorities. Appendix C includes a summary of the transportation-related goals and objectives from existing regional plans.

Federal legislation requires that the MTP address ten 'planning factors' and seven National Goals for the transportation system.

The approach aimed to continue aligning local priorities with national goals and planning factors, ensuring coherence and compatibility with overarching federal requirements. MAP-21 identified eight planning factors to be used by metropolitan planning organizations like the SMTC to structure their policies and programs. In 2015, the FAST Act added two new planning factors to the list that address resiliency, mitigation of stormwater impacts, and travel and tourism.

Federal legislation also requires that the MTP address seven National Goals for the transportation system, which include safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. By aligning these local goals with national priorities, the MTP ensures that the Syracuse area's transportation system is integrated with broader federal initiatives. The performance measures associated with the National Goals are detailed in Appendix B.

The 10 Planning Factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

ENGAGING THE PUBLIC ON LONG-TERM VISIONS

Public engagement has evolved to emphasize flexibility, asynchronous participation, and more direct contact with community members and organizations.

To engage a more diverse cross section of the Syracuse metropolitan region, SMTC staff developed a Public Involvement Plan (PIP) that emphasized meeting people within their communities (see Appendix D). This included "piggybacking" on regular meetings of established community/citizen groups, tabling at local events, and presenting to local high school classes. SMTC staff interacted with over 400 individuals through all of these events, spanning from April to September 2024.

Since peoples' busy schedules can make attending public meetings and events difficult, a dedicated MTP website was developed to provide access to materials for asynchronous participation. The website included a short introductory video, briefly summarizing the changes to our region over the last 25 years and the role of the metropolitan planning organization (MPO) in the planning process. The video received over 230 views.

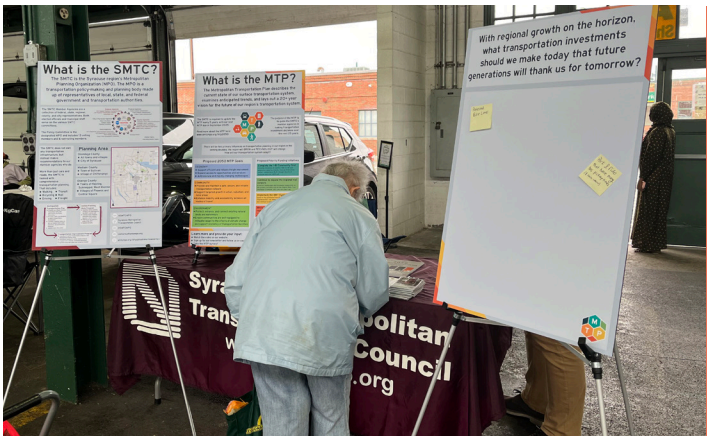
An online survey was also available on the website and received 353 responses. The survey aimed to capture how individuals currently use our region's transportation system, identify issues and opportunities they experience in their daily lives, and determine what they believe our region should be investing in to improve our quality of life. At the community meetings and tabling events, SMTC staff distributed bookmarks with a QR code that linked to the MTP website, and people were encouraged to watch the video and complete the survey. Paper surveys were also available, and both forms were also available in Spanish.

Meetings/ Presentations:

- Cicero Senior Center
- Greater Syracuse Works
- Henninger High School
- Onondaga Central High School
- Moving People Transportation Coalition
- Q Center Youth and Young Adult groups
- Syracuse Urbanism Club
- Tomorrow's Neighborhoods Today (Valley, Eastside, Westside, Southside)
- Manlius Library

Tabling Events:

- Central New York Regional Market
- Downtown Farmer's Market
- Syracuse Mets
- Oswego County Transportation Forum



SMTC staff interacted with community members at the CNY Regional Market on May 18, 2024.

Throughout the public engagement process, SMTC staff continued to return to one guiding question:

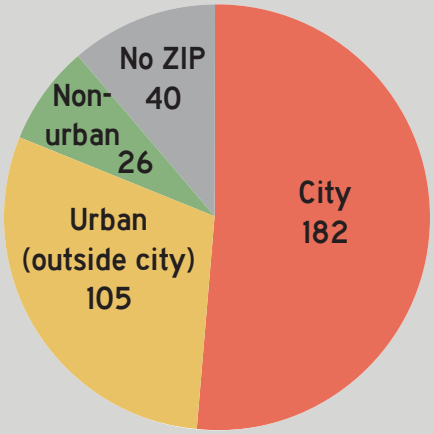
"With historic growth heading our way, what transportation investments should we make today that future generations will thank us for tomorrow?"

What we heard: overview of survey responses

See Appendix D for a complete summary of the survey.
Public feedback is also incorporated throughout Chapter 4.

353 total surveys submitted
Open March - September 2024

Through an open-ended map-based question, **over 800 specific transportation issues or opportunities were identified.** Although there are slight differences in priorities based on where respondents live within our MPA, some common themes can be found. **Respondents value investments that will improve transit service quality, expand bicycle and pedestrian infrastructure, and improve how our current road system functions.**



Survey responses by ZIP code area type

"How many of the following locations can you safely WALK or DRIVE to within 15 minutes of your home?"

Of the 14 destinations listed:

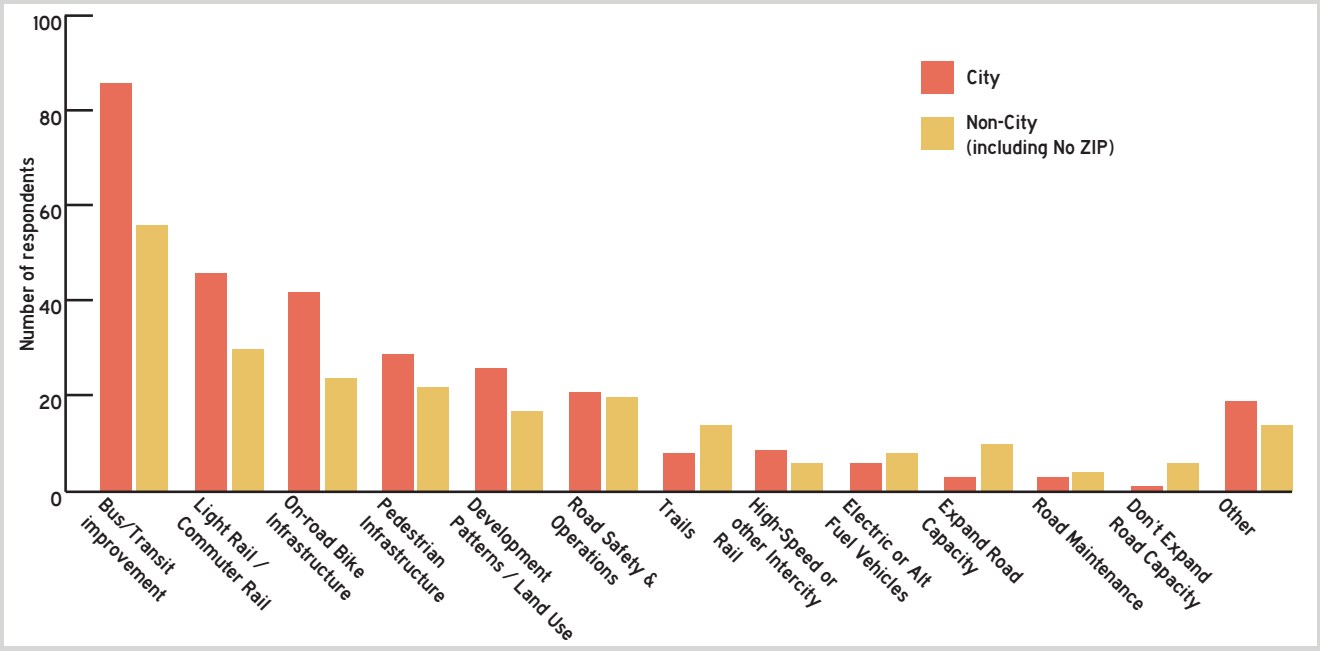
	WALK	DRIVE
MPA average	5.2	11.4
City average	6.2	11.9

Over 50% of all respondents can WALK to these destinations

Over 80% of all respondents can DRIVE to these destinations

- Park or recreation facility
- Convenience store
- School (K-12) or college
- Restaurant/coffee shop/cafe
- Grocery store
- Pharmacy
- Library
- Bank
- Local, small-scale retail
- Shopping center/plaza/big box retail
- Gym/community center
- Healthcare facility
- Your place of employment
- Your place of worship

Transportation investments suggested by survey respondents



SMTC MTP 2050 Goals + Objectives

	Goal
Economy	Support efficent and reliable freight movement.
Economy	Expand access to opportunities and services.
Economy	Address new and rapidly changing technologies.
Community	Provide and maintain a safe, secure, and reliable transportation network.
Community	Support targeted growth in urban, suburban, and rural communities.
Community	Enhance mobility and accessibility between all modes of travel.
Environment	Protect, enhance, and connect important ecosystems and ecologically significant areas.
Environment	Ensure communities are well-equipped to mitigate/adapt to the effects of climate change and support resiliency of transportation facilities.

Objective	Desired Performance
Maintain a high degree of reliability in our freight network and on our National Highway System (NHS).	Per adopted targets* for Truck Travel Time Reliability (TTTR).
Eliminate barriers to the transportation network through improved usability and accessible design.	Increase the number of ADA compliant facilities.
Improve access to major employment and training centers via all modes of transportation.	Maintain existing commute times for personal vehicles while decreasing commute times for alternative modes of transportation.
Expand transit service options for off-peak and non-commuting trips.	Increase off-peak access to fixed-route and on-demand transit service.
Strategically plan for publicly available electric vehicle charging stations.	Increase the number of EV charging stations along NEVI corridors and within the community.
Incorporate smart city technologies like signal prioritization or autonomous vehicle infrastructure across the region.	Increase the number of "smart city" assets in our transportation network.
Reduce serious injuries and fatalities from vehicle crashes and from crashes involving people walking and biking.	Per adopted targets* for fatalities (# and rate), and non-motorized fatalities + serious injuries (#).
Preserve and maintain existing transportation facilities including pavement, bridges, and bicycle/pedestrian facilities.	Per adopted targets* for % of Interstate and non-Interstate NHS pavements in good and poor conditions; % NHS bridges good and poor condition.
Maintain a high degree of reliability on our highway system.	Per adopted targets* for percent of person-miles on interstate and non-interstate NHS that are realiable.
Focus transportation investments in existing and emerging centers, as well as along planned transit corridors.	Concentrate transportation investment where we have existing infrastructure.
	Encourage job growth around "Main Streets," Downtown Syracuse, and industrial areas through placemaking investments.
Prioritize investments for disadvantaged communities.	Increase the number of projects funded in disadvantaged communities.
Create a cohesive and connected network of bicycle and pedestrian facilities across the region.	Increase mileage of protected bicycle and pedestrian facilities across the region with an emphasis on filling gaps in the system.
Improve frequency and reliability of fixed-route transit service in the urban core and to regional employment centers.	Increase the number of bus routes with headways of 15 minutes or less for most of the day.
Expand micro-mobility options, such as bike- and scooter-shares, outside the City of Syracuse.	Increase the coverage of micro-mobility options.
Utilize greenways and blueways to connect our communities and natural resources.	Increase the mileage of designated greenway and blueway trails.
Reduce the quantity and improve quality of stormwater runoff from transportation facilities.	Limit expansion of impermable surfaces from transportation facilities.
Incorporate bioswales, street canopies, and other green infrastructure elements.	Increase the percent of street tree canopy coverage.
	Increase investments in green infrastructure.
Reduce greenhouse gas emissions per capita.	Reduce greenhouse gas emissions per capita.
Reduce vehicle miles traveled (VMT) per capita.	Decrease vehicle miles traveled per capita.

* Federally-required performance measure. See Appendix B (System Performance Report).

Priority Funding Initiatives

A handful of large-scale surface transportation projects are likely to reshape mobility across our region over the next 25 years.

The 2050 Long Range Transportation Plan adopted in 2015, as well as the 2020 Update, both identified four "regionally significant projects" for the SMTC MPA. This list was developed based on previous SMTC studies, along with feedback from the Study Advisory Committee and the public during the LRTP process in 2015 and again in 2020. The region has made significant progress on these projects since that list was originally created in 2015, but more work remains to be done for the I-81 Community Grid, regional trail network, and Bus Rapid Transit (BRT). Along with regional access to White Pine Business Park, these were identified as the "priority funding initiatives" for the expenditure of MPO capital funds over the next 25 years. The new goals and objectives of the MTP continue to support these priorities. Each priority initiative is not a singular project, but will likely be accomplished over time through multiple capital projects in the Transportation Improvement Program.

OLD: LRTP 2020 Update "Regionally Significant Projects"	Activity since 2020	NEW: Current MTP "Priority Funding Initiatives"
The I-81 Viaduct Project "Advance a solution that addresses the transportation needs within the priority area identified in the I-81 Corridor Study (2013), and further examined the the Draft Environmental Impact Statement."	The Final Design Report/Final Environmental Impact Statement for the I-81 Viaduct Project was published by FHWA and NYSDOT in April 2022, and identified the Community Grid Alternative as the Project's preferred alternative. The Record of Decision was issued in June 2022. Construction began in 2023.	**Complete the I-81 Community Grid** Including conversion of existing I-481 to I-81 and associated capacity projects, removal of downtown viaduct, completion of BL81 through the City of Syracuse, and new I-690 exit.
Expanded Regional Trail Network "Continue to progress projects identified in existing plans, such as the Onondaga Lake Trail and Onondaga Creekwalk."	Phase II of the Onondaga Creekwalk, extending to Kirk Park on the city's Southside, was completed in July 2020. The Empire State Trail between Camillus and DeWitt was completed in 2020, including the bridge over the CSX rail line at the southern end of Onondaga Lake (also part of Loop the Lake.)	**Continue to expand the regional trail network** Focus on closing gaps and increasing connectivity to the primary corridors such as the Empire State Trail, Onondaga Creekwalk, and Loop the Lake Trail.
Enhanced Transit System "Progress the locally-preferred alternative (Bus Rapit Transit in mixed traffic) from the Syracuse Metropolitan Area Regional Transit Study Phase 1 (Smart 1), completed in 2018."	Centro has engaged a consultant to update data from the 2018 SMART study. Capital funds have been allocated to purchase BRT buses and the City of Syracuse is updating their Opti-Com system for traffic signals. Centro is targeting 2026 to begin BRT operations. Centro has contracted with Veo to provide bike/scooter share outside of the City, and is considering expansion of their on-demand service (implemented for their Rome property only in March 2024).	**Implement the BRT system** as identified in the SMART 1 Study (Eastwood-OCC via James St/South Ave & SU-RTC), and continue to expand other transit options.
Inland Port Facility "Support improvements to the DeWitt Rail Yard, which will expand freight movement capacity at this location."	In 2019, NYS dedicated up to $19 million toward construction of the Syracuse Intermodal Container Transfer Facilities at the CSX DeWitt Rail Yard. The upgrades, completed in 2020, included new cranes and lift equipment, additional space for stacking containers, and technology and security enhancements.	*Project is complete.*
Not included as regional priority project in previous LRTP.	In October 2022, Micron Technology, Inc. announced its selection of the White Pine Commerce Park site in the Town of Clay to build up to four semiconducter fabrication plants. Transportation (and other) impacts are being assessed in the Environmental Impact Statement (EIS).	**White Pine Commerce Park regional accessibility** Transportation projects necessary for build-out of Micron site and surrounding industrial areas.

I-81 Community Grid

The centerpiece of the I-81 Project is the 1.4-mile stretch of elevated highway that cuts through the middle of Downtown Syracuse. The community grid alternative will replace the viaduct with an at-grade boulevard that disperses traffic throughout the city grid. Construction is anticipated to take six years and cost $2.25 billion.

Regional Trail Network

In 2017, New York State launched the Empire State Trail to promote outdoor recreation, encourage healthy lifestyles, support community vitality, and bolster tourism-related economic development. The 750-mile trail showcases New York's special places, diverse history, and iconic landscapes.

Bus Rapid Transit System

Centro's initial Bus Rapid Transit (BRT) routes will feature enhanced bus stop amenities and more frequent, predictable headways. SMTC's Exploring Tomorrow's Transit study, completed in 2023, identified frequency and coverage as Centro riders' top priorities through an online and in-person survey that garnered over 1,000 responses.

White Pine Commerce Park

Located along Route 31 in the Town of Clay, the White Pine Commerce Park is a 1,400-acre site with nearby connections to Interstate 81, CSX Rail, the Port of Oswego, and Syracuse Hancock International Airport. Micron's $100 billion investment in the site will bring an estimated 9,000 jobs and 40,000 spinoff community jobs to the Central New York region over the coming decades.

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Chapter 4

Future Needs

A NEW FRAMEWORK

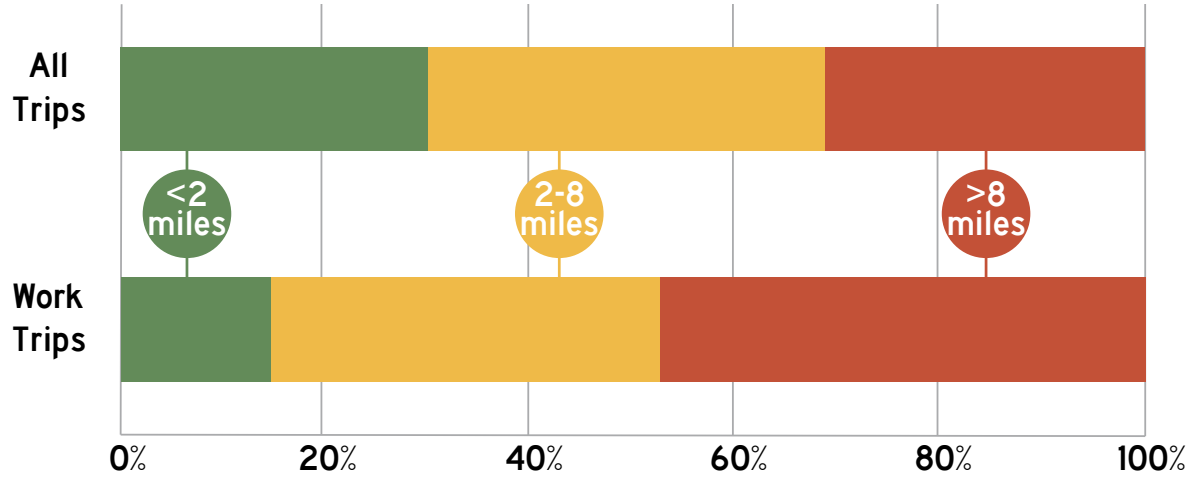
Our transportation network should provide mobility choices that reflect the purpose of a trip, its length, and geographic context.

Transportation planning has traditionally focused almost exclusively on the work commute, which is typically the longest trip, both in terms of distance and time, and the most time-sensitive trip that a person makes in a day. While the commute is a core function of our transportation network, it is only one of many trips made each day. Data from the National Household Travel Survey (NHTS) and Replica, a data platform for the built environment, show that work trips only account for between 15 and 25 percent of all trips that occur within the Syracuse MPA. Shopping, dining, medical appointments, and visiting friends and family are all important trips we make frequently, if not daily, and collectively account for far more trips than our work commutes, but have often been overlooked in traffic engineering and transportation planning.

When we consider all trip types – not just commuting – we see that most of the trips made in the region are trips with both an origin and destination in the same municipality. Over 350,000 daily trips both begin and end in the City of Syracuse. The next most common endpoint for trips that start in the City is the Town of DeWitt, with just over 42,000 daily trips. High numbers of "internal" trips are also seen in suburban communities such as the Town of Clay, with 93,000 daily trips that both begin and end in the town and only 24,000 trips from the Town of Clay to the City of Syracuse.

Work trips tend to be longer than other trips. Approximately 30 percent of all trips within our region are under 2 miles, but only 15 percent of work trips are this short. Over 45 percent of work trips in our region are over 8 miles in length.

FIGURE 4.1: TRIP DISTANCES WITHIN THE MPA



Data source: Replica, Fall 2023

In 2020, the Covid-19 pandemic abruptly shifted the work-life balance for many people across the country. Working from home or on a hybrid schedule has become normalized in many industries. Work hours have also shifted, leading to reduced peak hour traffic volumes but more sustained traffic levels throughout the day. Remote workers may find themselves taking more short trips throughout the day as their work schedule allows, like getting lunch or running errands close to home. Mobility patterns are still in flux, years on from the worst of the pandemic, as businesses and workers continue to find their individual office/home balances.

Planning for all types of trips in our daily lives while also reducing vehicle miles traveled will require prioritizing different modes for different types of trips. Short trips, under 0.5 miles, should be easily accessible by walking or rolling. This reflects Plan Onondaga's emphasis on walkable centers throughout the region. Medium-length trips, under 3 miles, should be accessible by bicycle. Various studies from across the country have shown that the median length of a bicycle trip is around 1.5-3 miles in length. Trips of this length easily provide access within individual villages, hamlets, and neighborhoods in our region. As previously noted, nearly one third of all trips within our region are already under 2 miles in length. Longer trips, including many commute trips, should be accessible by public transit where density exists to support transit corridors. The type of transit should match the environment; on-demand or circulator services, for example, may be better suited to some areas of the region while fixed-route transit is focused on the urban core and higher density corridors. Some trips in our region, especially to and from our more rural communities, will necessarily remain as vehicle trips and the road and highway network should be safe and reliable.

This framework does not mean that all trips at these specific lengths should be done via these specific modes of transportation. Instead, it emphasizes that these modes should be safe, accessible, and reliable at each of these trip lengths so that people have real choice in how they get around. This is a shift from our current network's emphasis on personal vehicle usage for nearly all trips.

The Onondaga Creekwalk provides safe and convenient access across the City of Syracuse along with connections to the Empire State Trail.

OUR EXISTING NEEDS: WHAT WE HEARD

Throughout 2024, SMTC staff were actively engaged in public participation efforts to better understand the needs and visions of our local community. Staff personally engaged with over 400 members of the community across nearly two dozen events, as well as an online survey and video, as discussed in Chapter 3. Through these engagement efforts, distinct themes about the needs of pedestrians, bicyclists, and transit riders emerged that reflect the new framework outlined within this MTP.

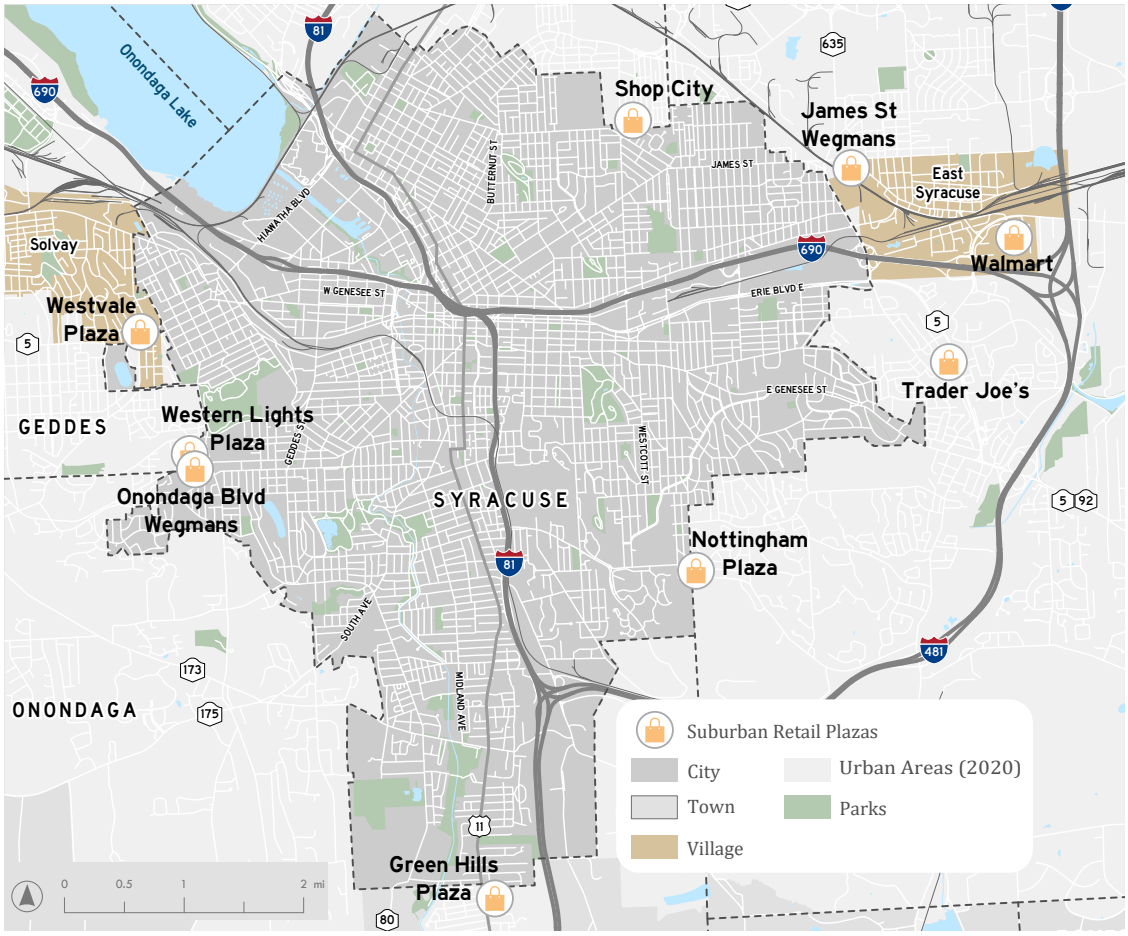
Sidewalk networks should connect municipalities.

Pedestrian infrastructure, including sidewalks, crosswalks, and pedestrian signals, are commonplace throughout most of the City and surrounding villages, but are far less common in suburban towns. Many suburban neighborhoods and developments benefit from low traffic volumes and speeds, allowing residents to walk on the roads within their immediate neighborhoods without issue. In contrast, many suburban commercial developments are located along busy thoroughfares that do not provide safe access outside of personal vehicles.

Community members have highlighted specific pedestrian issues "where the sidewalk ends" near inner ring suburban retail plazas. Several retail plazas are located just beyond city limits, but sidewalks often end at the city boundary. These plazas provide access to daily necessities, such as grocery stores, for city and town residents but the lack of dedicated pedestrian facilities creates safety issues for those who walk or roll. These locations also overlap with areas of demonstrated transportation insecurity (see Chapter 2).

Figure 4.2 highlights several retail plazas located just beyond the City of Syracuse boundary, where pedestrian infrastructure does not continue past the city line. Closing the gaps in the pedestrian network and addressing safety concerns at key intersections near these destinations should be a focus for our region.

FIGURE 4.2: SUBURBAN RETAIL PLAZAS NEAR CITY BOUNDARY



Local bicycle networks should improve access to neighborhood anchors, providing increased connectivity for shorter trips.

As noted earlier in this chapter, average bicycling trips range from 1.5 to 3 miles in length. In conversations with community members and their survey responses, people expressed a desire to shift some of their shorter vehicle trips, especially within their own neighborhoods, to bicycling, which may be less intimidating to new or infrequent riders than commuting to work by bicycle. Local bike networks will also provide access to the existing long-distance off-road bike networks for those that want to commute or ride farther.

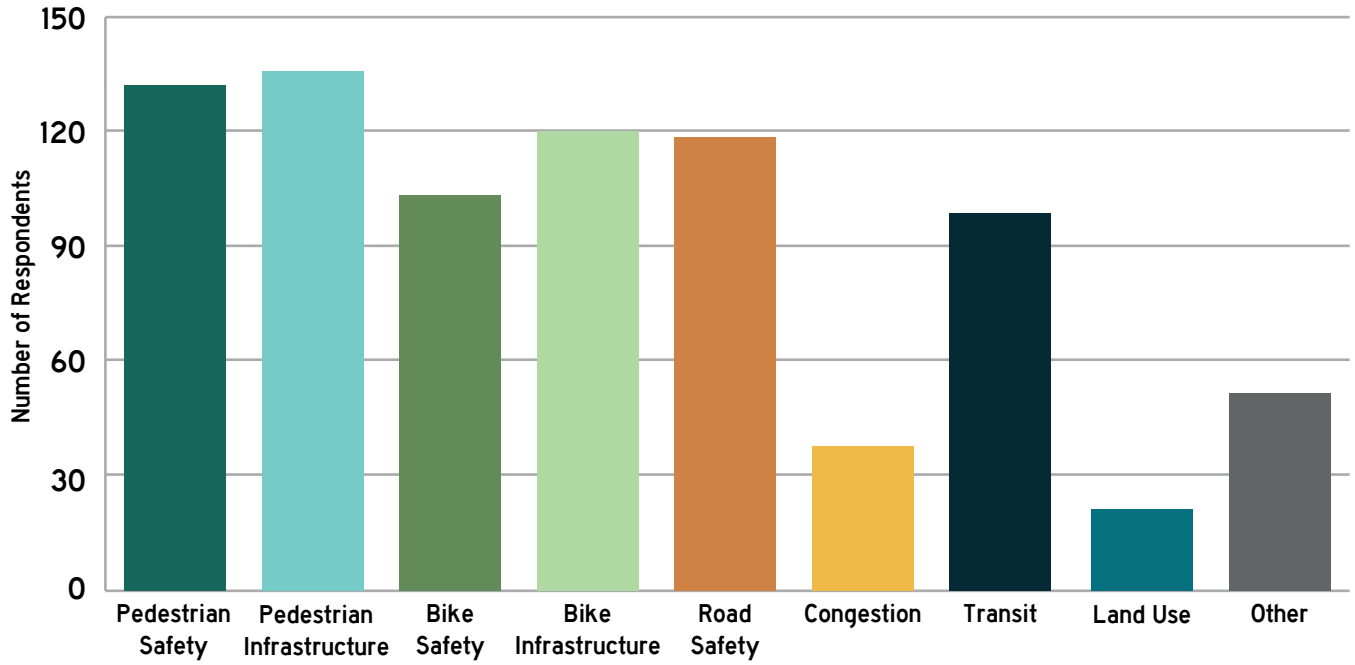
On the MTP survey, safety, and the perception of safety, was commonly cited as a reason why people do not currently ride their bicycles more. Survey respondents asked for more protected bicycle facilities along higher traffic volume roadways. Designated routes on low-stress streets (along with traffic calming measures) should also be part of the local network.

From a Regional Network to Local Connections

The LRTPs published in 2015 and 2020 emphasized the expansion of the regional trail network with a focus on a few long-distance off-road facilities. Since that time, the Empire State Trail through Onondaga County has been completed, along with the second phase of the Creekwalk and an expansion of the Loop the Lake trail along Onondaga Lake. The third phase of the Creekwalk, currently in the planning stages, will extend the trail south to the City line at Dorwin Ave. Planning for the completion of the Loop the Lake trail is also underway. With these "arteries" in place, we can shift focus to providing access to these facilities from throughout the region, as envisioned in the Onondaga County Empire State Trail Local Economic Opportunities Plan, completed by SMTC for Onondaga County in 2022.

Survey respondents highlighted the need for a better bike connection between the City of Syracuse's Northside neighborhood and the Onondaga Lake Parkway via Park St. This connection is seen as vital to the completion of the Loop the Lake trail, while also providing direct access to regional anchors, including Destiny USA, the CNY Regional Market, the Regional Transportation Center, and NBT Bank Stadium.

FIGURE 4.3: ISSUES AND OPPORTUNITIES, BY GENERAL TOPIC OF RESPONSE, FROM MTP SURVEY RESULTS



Community members desire frequent, reliable transit service.

Public engagement as part of the Exploring Tomorrow's Transit (ETT) effort in 2023 showed that people use the bus for many different types of trips, not just commuting. Sixty percent of ETT survey respondents indicated that they use Centro's bus service for shopping, appointments, recreation, and other non-work or school related trips.

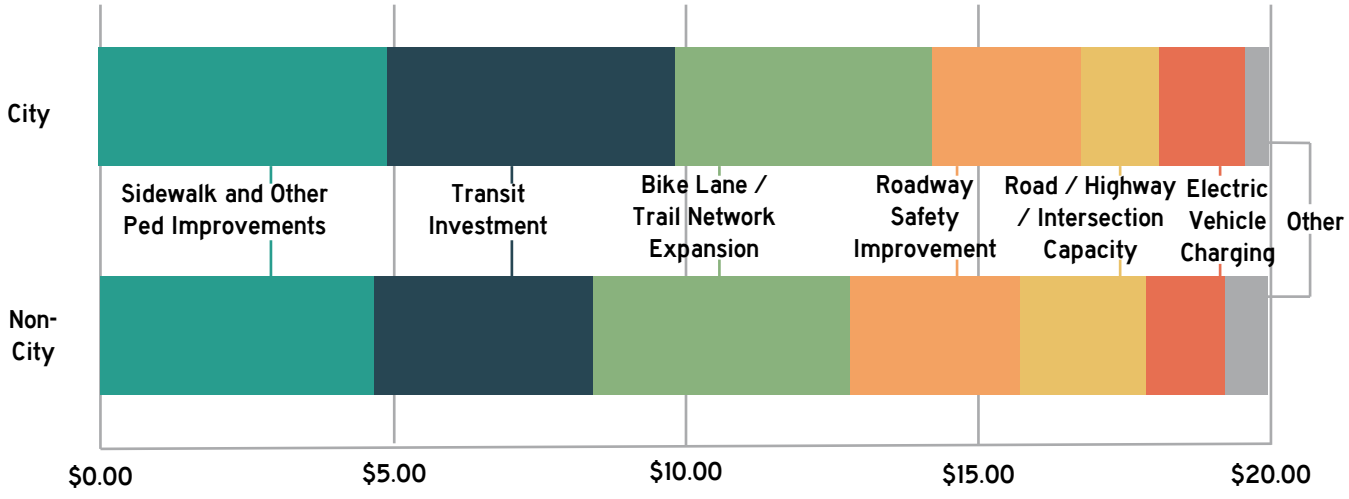
Increased frequency was the highest priority transit improvement for both riders and non-riders in the ETT survey.

One of the MTP survey questions asked how we should invest our limited transportation funds, beyond the necessary maintenance of the existing system. Transit investment was the second-highest category chosen by survey respondents (behind sidewalks and other pedestrian improvements, and just ahead of bike lane/ trail network expansion).

The road network may only require small tweaks in order to improve operations.

Road / highway / intersection capacity enhancement ranked relatively low, overall, as a future investment category on the MTP survey. However, roadway safety improvements received a more favorable response. Comments related to roadway investment tended to include suggestions for operational and safety improvements such as signal timing, red light cameras, roundabouts, traffic calming, and calls for "better traffic flow," with very few respondents suggesting any specific road or highway widening or new facilities.

FIGURE 4.4: AVERAGE SUGGESTED FUNDING ALLOCATION FROM MTP SURVEY, CITY AND NON-CITY RESIDENTS



CONNECTING FUTURE GROWTH TO MOBILITY OPTIONS

As the region transitions into a new era of growth, we will need to alter our development patterns, encouraging more concentrated development over sprawl to support mobility choice throughout the community.

Over the last 50 years, Central New York's population has remained relatively stable, while we have continued to grow outwards, resulting in a proliferation of relatively low-density development throughout the region. Continuing this land use pattern will strain our collective resources, requiring maintenance of an ever-larger network of services, including our transportation system. This growth pattern encourages reliance on personal vehicles while making it difficult to serve many communities with transit or active transportation.

The community has told us that they want to use transit for more trips but that many of the current bus routes do not run frequently enough to be a viable option. Some people have also expressed a desire for light rail service in our region. A major hurdle to increasing frequency, or adding rail service, is the lack of density in most parts of the region.

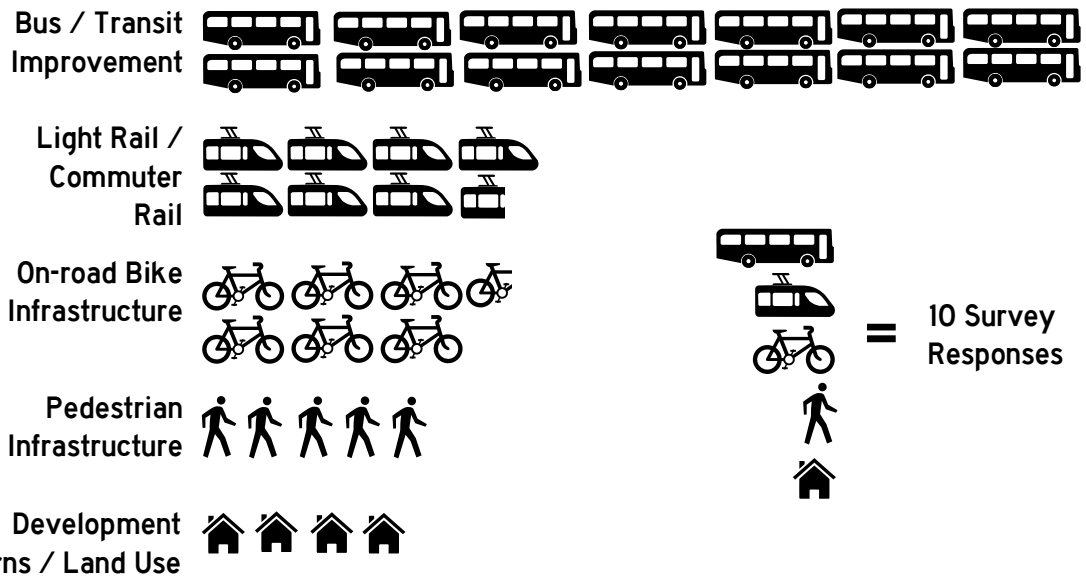
SMTC staff analyzed "activity unit density" in our region for current (2020) and future 2050 conditions - with anticipated household and employment growth - to understand where our land use pattern can support varying levels of transit service. "Activity units" is a measure of both jobs and households, and areas with a higher density of activity units are likely to support more frequent transit service. (See page 51 for a more detailed discussion of activity units.)

Current (2020) conditions support basic local bus service at 30-minute frequency within the City of Syracuse, several village centers, and some inner ring suburban towns, which are primarily considered "traditional centers" in Plan Onondaga. A few corridors within the City have existing densities capable of supporting enhanced service such as bus rapid transit (BRT).

As discussed in Chapter 2, our region is on the verge of a major growth spurt, due in large part to the anticipated investment in the semiconductor industry. SMTC staff consulted with planning and economic development staff at New York State, Onondaga County, the City of Syracuse, and regional agencies to determine the magnitude of future job and household growth and where that growth

FIGURE 4.5: TOP 5 TYPES OF TRANSPORTATION INVESTMENT SUGGESTED ON MTP SURVEY

With regional growth on the horizon, what transportation investments should we make today that future generations will thank us for tomorrow?



is likely to occur. The City of Syracuse is expected to grow by 12,900 households by 2050. Outside the city, the towns of Clay and Cicero are expected to see the largest increase in households, with 6,600 and 4,000 new households respectively. Significant job growth is projected in the towns of Clay and Dewitt, with 18,300 and 8,700 new jobs respectively, in addition to 23,200 new jobs in the City of Syracuse. The expectation is that this growth will generally follow existing, relatively low-density residential development patterns outside of the City of Syracuse, with the exception of a few large-scale, mixed-use projects. As shown by Figure 4.8, the high levels of activity unit density needed to support enhanced transit options, such as BRT in dedicated right-of-way or light rail, are only expected within the City of Syracuse (along the upcoming BRT lines) in 2050. A more focused approach to growth will be needed to support additional enhanced transit in the future. Plan Onondaga addresses this need with its focus on "strong centers," identifying different categories of centers for future growth including traditional, emerging, town growth, employment, and city centers. Onondaga County and municipalities within the county are working to modify comprehensive plans and zoning to encourage growth within centers, in order to support more multi-modal options.

FIGURE 4.6: ANTICIPATED HOUSEHOLD GROWTH, BY MUNICIPALITY

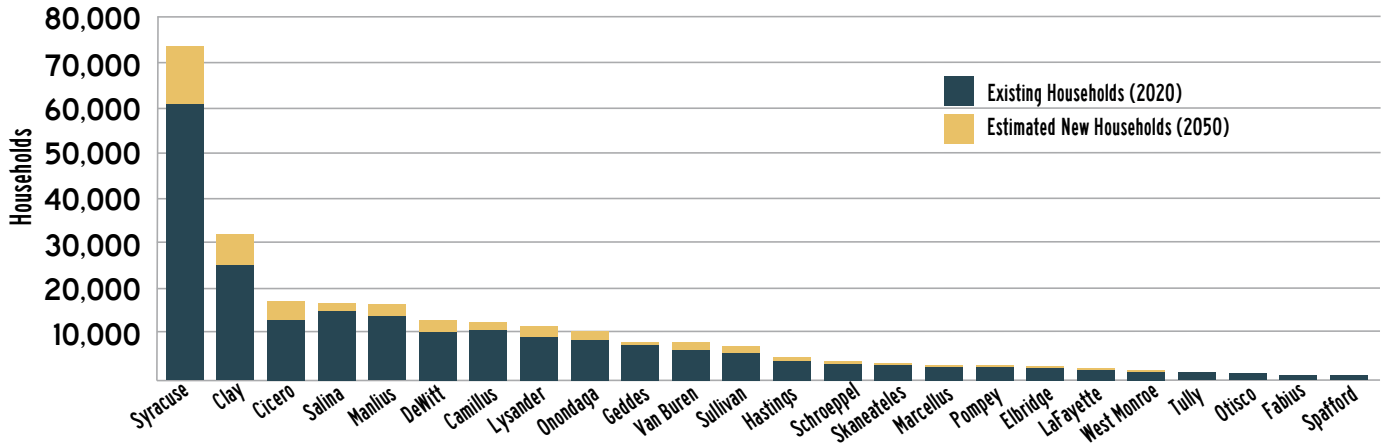


FIGURE 4.7: ANTICIPATED JOB GROWTH, BY MUNICIPALITY

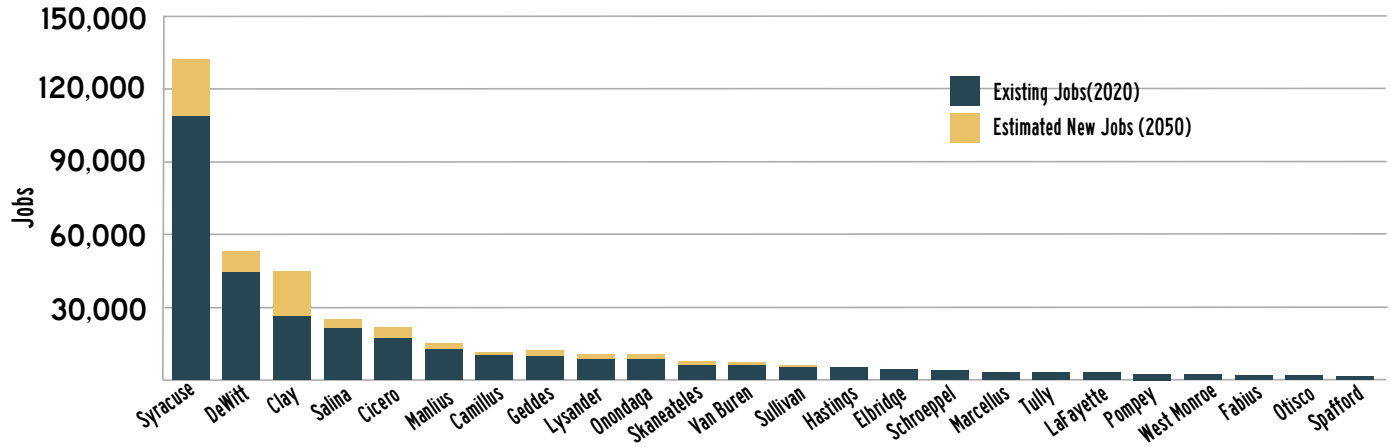
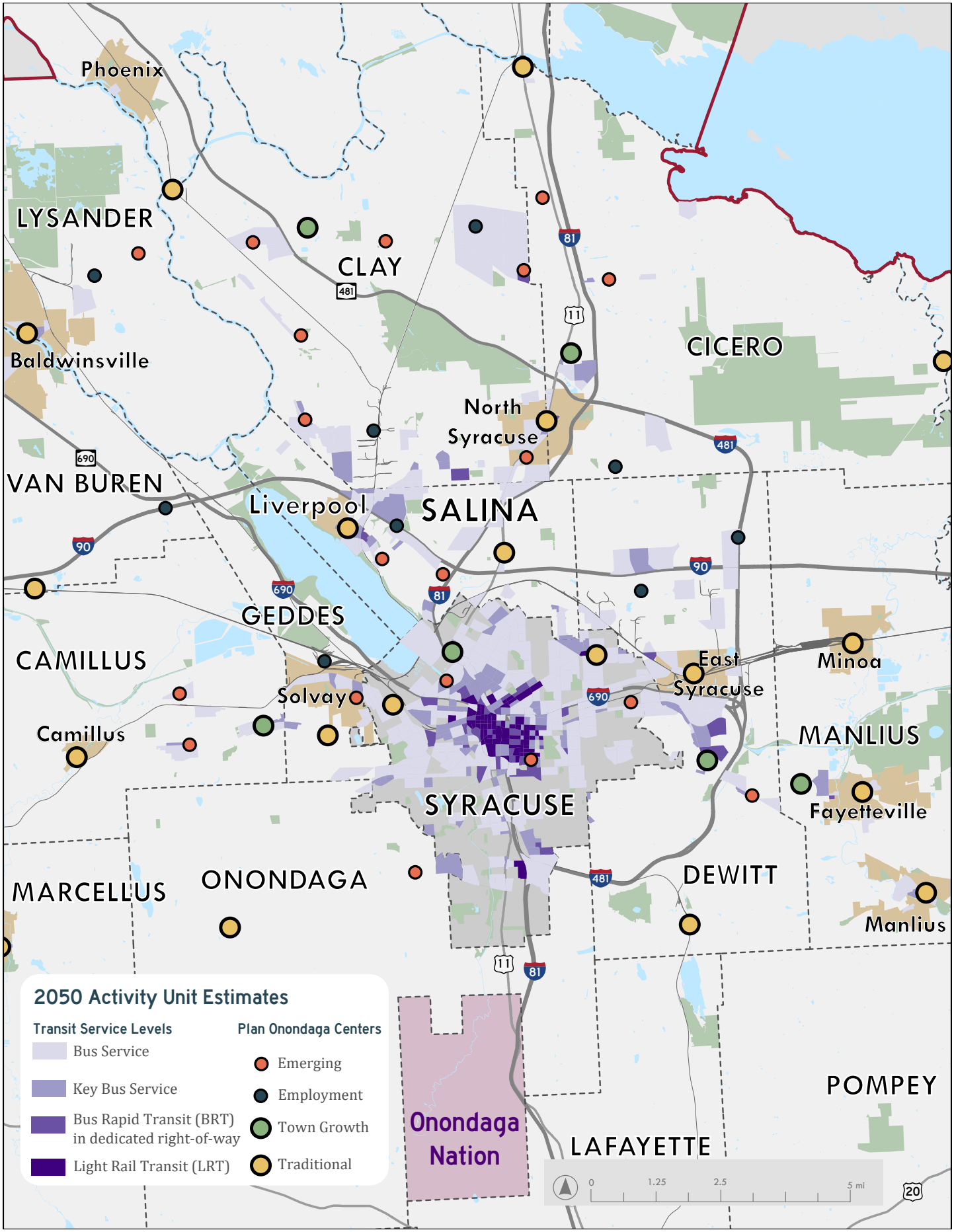


FIGURE 4.8: 2050 FUTURE BASE ACTIVITY UNIT DENSITIES AND ASSOCIATED TRANSIT SERVICE LEVELS



Activity Unit Density & Transit Service

Density is a key factor in how we choose to move around our communities. Denser communities support more active transportation modes, including walking and bicycling, as well as higher levels of transit ridership.

SMTC staff reviewed studies from across the country that evaluated levels of density, along with other demographic and economic factors, that influence transit usage. Each community evaluated different levels of transit service, from local buses to BRT to light rail, and determined which levels of density were likely to support each level of service. Some studies, such as the Southern Nevada High Capacity Transit Feasibility Study, used separate metrics for residential and employment densities. Other communities, such as the Seattle-area Puget Sound Regional Council's (PSRC) Regional Centers Framework, combined residential dwelling unit densities with employment densities to create a singular "activity unit" metric that better reflects the total level of activity in mixed-use areas.

Among the communities that used activity units, each has set different thresholds for different levels of transit service. For example, the PSRC sets a range of 18-45 activity units per acre as the threshold for bus rapid transit, while focusing light rail in areas between 30-85 activity units per acre. Just north of Seattle, but still within its metropolitan area, Community Transit in Snohomish County, sets the threshold for BRT in dedicated right-of-way at 30 activity units per acre and does not consider light rail transit as a viable mode for their community. These differences are due to the different characteristics of the communities, including existing densities, planned development, and existing infrastructure. Seattle is actively seeking to raise densities along existing light rail corridors closer to 85 activity units per acre, while Snohomish County's densest neighborhoods will remain closer to 30 activity units per acre.

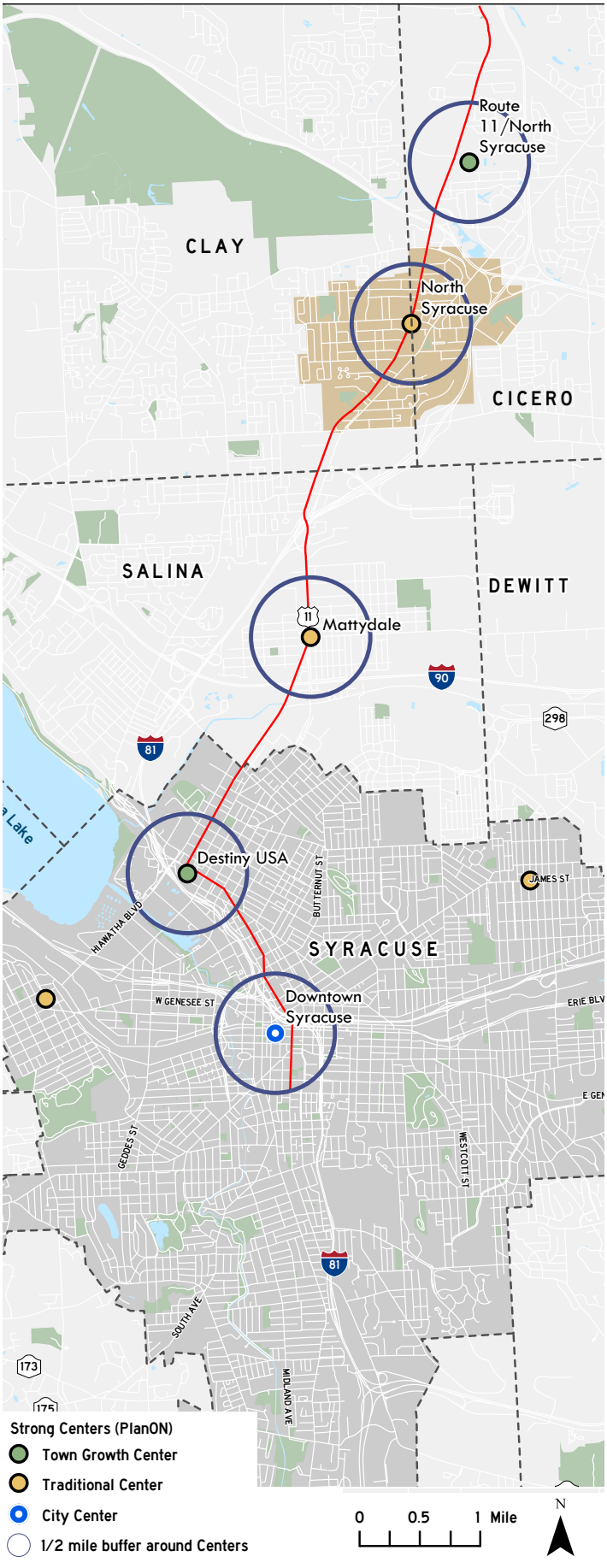
SMTC staff compared thresholds across studies and also reviewed previous analyses performed as part of the I-81 Challenge. The activity unit thresholds chosen for our analysis closely reflect those outlined by Community Transit due to similarities in existing densities and infrastructure, as well as Snohomish County's rapid growth that mimics growth projected for our region.

Level of Transit Service Supported		# of Activity Units Per Acre
Service Type	Headway* in minutes	
Local Bus, mixed traffic	30 min	7 - 15
Key / Express Bus, mixed traffic	15 min	15 - 30
Bus Rapid Transit (BRT), dedicated right-of-way	10 min	30 - 45
Light Rail Transit (LRT), dedicated right-of-way	<10 min	45+

* Time between bus arrivals

Villages throughout the region provide pockets of density that encourage active mobility choices.

FIGURE 4.9: TOWN GROWTH AND TRADITIONAL CENTERS ALONG RT 11



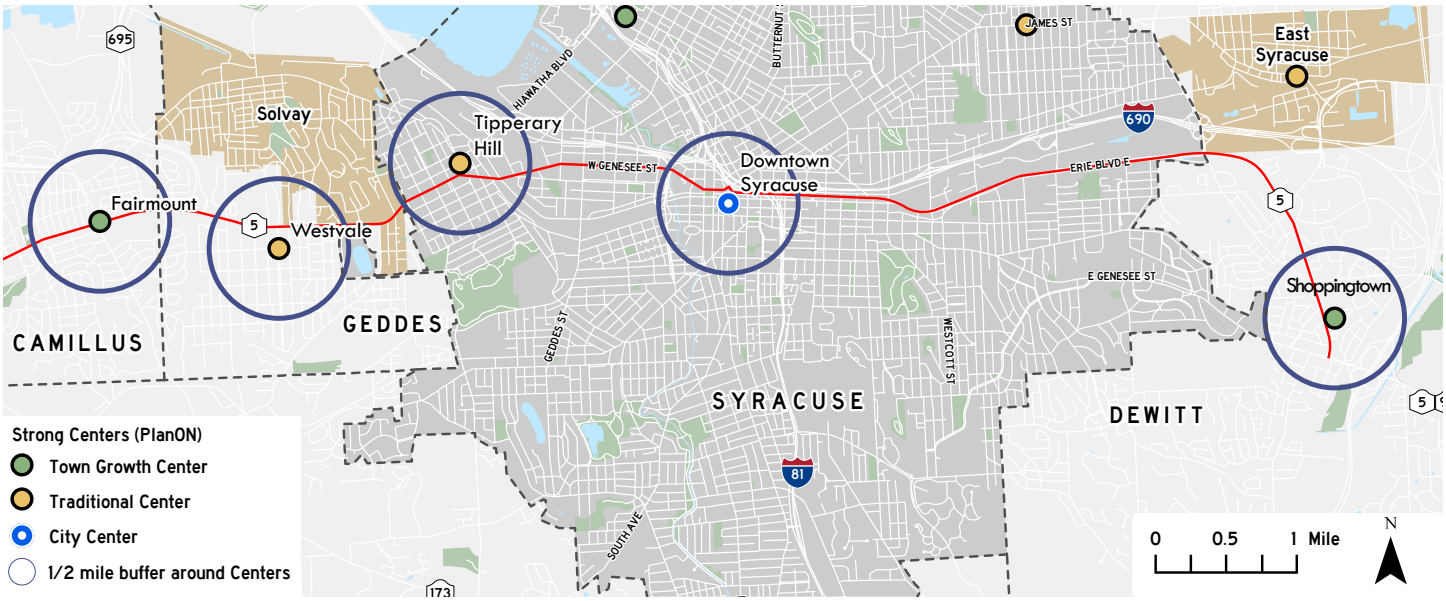
Encouraging the majority of the anticipated growth in the traditional and town growth centers presents the best opportunity to create the density to support the enhanced transit options that the community wants.

SMTC staff evaluated a "concentrated development" scenario that would create more mixed-use centers. This effort was taken on as a planning exercise only, to demonstrate the scale of development needed to successfully implement enhanced transit across the MPA. It is important to note that density is only one key factor in improving transit ridership and should be evaluated alongside economic and demographic factors when planning for future transit service.

Staff focused on the "traditional" and "town growth" centers identified in Plan Onondaga for this analysis, calculating how many *more* households would be needed within about a half-mile radius of each center to reach the density to support "local" (every 30 minutes) and "key" (every 15 minutes) bus service. To bring all traditional and town growth centers up to just the local bus service threshold, about 27,000 more households would be needed, beyond what is already anticipated for 2050. Over 200,000 households would be needed to support key bus service in all of these centers.

Understanding that this level of additional growth is not likely, staff examined the potential for just two transit supportive corridors. Route 11 north of the City and the W Genesee St/Erie Blvd East corridors were selected for this planning exercise. These corridors include multiple Plan Onondaga centers, and were also among the corridors originally identified as candidates for "enhanced transit" in the I-81 Challenge Transit Systems Analysis (in addition to the corridors that were ultimately selected for Centro's upcoming BRT system). Staff determined that about 4,000 households would need to be shifted into the centers along these two corridors to achieve the activity unit density needed to support key bus service. This level of density would

FIGURE 4.10: TOWN GROWTH AND TRADITIONAL CENTERS ALONG W GENESEE ST / ERIE BLVD E CORRIDOR



also support more mixed-use development in centers, and likely make walking and biking more attractive transportation options as well. The activity unit density in these transit-supportive centers would be comparable to what currently exists in city neighborhoods such as Eastwood or Court-Woodlawn.

The concentrated development scenario demonstrates the need for coordination between land use and transportation planning, as well as the need to focus on achievable transit improvements. Although some people have expressed a preference for new modes of transit, successful implementation of BRT with dedicated lanes or light rail would require substantially more growth in our region than what is currently anticipated, and a dramatic shift in our approach to zoning and development. Public feedback indicates that lack of frequency is the greatest deterrent to using the bus.

Higher-frequency, reliable, enhanced bus service can be successful in our community by focusing on smaller changes to zoning regulations in a few corridors that link existing centers.

The Court-Woodlawn neighborhood on the Northside of the City of Syracuse mixes single-family residential units with two-family homes and small apartment buildings.

STRATEGIES TO ACHIEVE OUR GOALS

The MTP Goals and Objectives aim to address the existing and future needs of our community by focusing on the impacts of growth and new technologies on our economy, community, and environment.

Capital projects identified in Chapter 5, as well as our priority funding initiatives discussed in Chapter 3, should be viewed through the lens of our Goals and Objectives. Strategies identified below each goal demonstrate how each goal can be put into practice.

☆ **Related to a Priority Funding Initiative as discussed in Chapter 3.**

Economy

Syracuse, along with many other cities across Upstate New York and within the wider Rust Belt region, has experienced periods of economic stagnation and decline over the last 50 years due to deindustrialization, transitioning towards a service economy, specifically in the medical and education sectors (the "Eds and Meds"). Over the last decade, new private sector investments have begun to stabilize and grow our economy, including in new industries such as unmanned aerial systems (UAS) and agricultural technologies. Still, our current economic environment has not provided broad prosperity throughout our region and has left a significant divide between the City of Syracuse and the remainder of the MPA, as discussed in Chapter 2. As the economic landscape changes due to incoming industrial investments and spin-off job growth, the challenge facing the Syracuse Metropolitan Area today is ensuring all residents have access to new opportunities.

GOAL: Support efficient and reliable freight movement

With increased freight movements projected as a result of the incoming investments in our region, the reliability and efficiency of the National Highway System (NHS) is imperative to our economic growth. As more freight moves through the region, reliability ensures goods and materials reach their destinations as expected. Reliable networks are predictable and stable, allowing industries to focus on growth without worrying about their everyday movements.

Investments focused on reliability and efficiency identify pinch points within our transportation network. This includes larger scale investments providing improved access to the interstate highway system as well as smaller investments at key intersections.

Construction on the I-81 Viaduct Project is altering how traffic from the northern and southern suburbs access the central City neighborhoods.

★ Business Loop 81

NYSDOT has already made significant progress on the I-81 Community Grid project, with substantial changes to the existing I-481 and the I-81/I-481 interchanges nearly complete and work on I-690 (including a new interchange) set to begin. Work within the final two contracts is expected to begin in 2025, completing the changes necessary to fully implement the new Business Loop 81. Ultimately, this will improve reliability and efficiency of the highway system and support economic growth in the region.

★ White Pine Commerce Park Regional Accessibility

With significant industrial development occurring at the White Pine Commerce Park in the Town of Clay, transportation and mobility improvements will be implemented to ensure access for workers and freight movements. Accessibility improvements will include changes to the highway and road networks, along with dedicated transit service to major employers within the park.

GOAL: Expand access to opportunities and services

As our region grows, our transportation network should provide access to opportunities and services for residents through all forms of mobility. Personal vehicles remain the dominant form of transportation in the Syracuse metropolitan area, but come at a great expense, both in terms of personal finances and public investments. Ensuring residents, regardless of income, have access to jobs, services, and other opportunities requires broadening the view of the transportation system to emphasize safe, reliable movements for public transit and active transportation options. This includes access beyond the traditional workday to better accommodate varying work schedules and the daily needs of residents beyond employment.

★ Bus Rapid Transit

Centro will construct and implement two bus rapid transit (BRT) lines to improve mobility within their system. The transit lines include Destiny USA to Syracuse University (SU) and Eastwood to Onondaga Community College (OCC), with an extension down S Salina St from the Hub to Valley Plaza. BRT service will include headways under 15 minutes and extended service hours.

Centro Maintenance and Operations

Centro will continue to operate and maintain their local routes in Onondaga County, with some anticipated system-wide service changes as a result of their current "Better Bus" effort. The redesigned system will provide fixed-route and on-demand services that complement the BRT, resulting in a system that better fits the community's travel needs.

★ Bicycle Commuter Corridors

SMTC completed the Bicycle Commuter Corridor Study in 2013, identifying road segments best suited to commuting by bicycle. SMTC's current UPWP includes a follow-on study to further develop specific implementation plans. Building-out this network over the next 10-15 years will require coordination with and investment by multiple road owners (local, County, and State).

GOAL: Address new and rapidly changing technologies

Innovations in transportation technology are rapidly changing how we move through our communities. Widescale adoption of electric vehicles, the expansion of shared micromobility options and on-demand transportation, and the integration of smart technologies into our traffic signals and streetlights are already impacting our transportation network with other significant changes on the way. Autonomous vehicles (AVs) and widespread use of drone delivery technologies are on the horizon. To ensure these technologies are utilized safely, we must plan for how they are integrated into our transportation system, including where they will be allowed to operate and how they must interact with other road users.

New Traffic Management Center

NYSDOT Region 3 currently operates their own Traffic Management Center (TMC), as does the City of Syracuse. There is a long-term interest in constructing a new TMC for Region 3 and also in joint operation to streamline operations management for the region.

Transportation Systems Management and Operations (TSMO)

A variety of projects and ongoing programs are necessary to ensure continued operation of TSMO components in our region. For example, the City's current capital plan includes upgrading traffic management center equipment and replacement of the fiber optic trunk for the signal interconnect system. The County and NYSDOT continue to upgrade signal controller equipment and install camera detection that also provides a wealth of data for future analysis and planning.

EV Charging Station Expansion

With the adoption of the California Air Resources Board Advanced Clean Cars II regulation in 2022, all light-duty passenger vehicles sold in New York State must be ZEVs by 2035. To accommodate this transition and the quickly growing EV market, State, County, and local leaders continue to expand the local EV charging station network. This includes implementing municipal charging stations and encouraging private charging stations at anchor destinations.

Community

Sprawl without growth has been the dominant development pattern within Central New York for the last 50 years. New residential and commercial development has occurred farther from many of our traditional centers, shifting the demographic and economic landscape as a result. Housing affordability has become a key issue both in the urban core and surrounding suburbs as quality affordable housing has become scarce. Employment opportunities, while still concentrated within employment clusters, can be difficult to reach for residents without access to a personal vehicle. As the region transitions into an era of growth, focusing that growth in targeted areas and in ways that both complement the existing context and are accessible to everyone will be key to ensuring our success.

GOAL: Provide and maintain a safe, secure, and reliable transportation network

Safety is a priority for our transportation network. Our region cannot grow and prosper without the safe movement of people and goods throughout our street network. Vision Zero programs have begun within the City of Syracuse and Onondaga County, which aim to reduce traffic deaths and serious injuries to zero through the use of the Safe Systems approach, including design changes to our road network. Since 2022, the City of Syracuse has installed dozens of speed cushions, which aim to slow vehicles on neighborhood streets, creating safer streets for all mobility modes. Protected bicycle facilities, including the Empire State and Loop the Lake trails, aim to remove conflicts for cyclists while increasing connectivity. By reducing crashes and conflict points, our transportation network can reliably provide access to opportunities and services for all residents.

Maintain Existing Roads and Bridges

Paving existing roads and rehabilitating or replacing existing bridges will continue to consume a very large proportion of our transportation funds. Our transportation system was largely built to accommodate a growing population in the 1960s and 1970s and requires ongoing maintenance to remain safe and efficient. Many of our Interstate bridges are being addressed as part of the I-81 Viaduct Project.

Vision Zero

The City of Syracuse has completed a Vision Zero / Complete Streets Action Plan, identifying opportunities and strategies to address different road typologies throughout the City. The Plan recommends changes to roadway design, pedestrian and bicycle infrastructure, and operations with the aim of reducing traffic fatalities to zero. The City's capital plan includes ongoing funding for implementation of Vision Zero recommendations and the Complete Streets program, including speed humps, radar equipment, and pavement marking and signage updates.

Intersection Pedestrian Improvements

Based on recommendations from a 2019 SMTC study, Geddes St and W Fayette St, within the City of Syracuse, will receive complete streets treatments aimed at improving pedestrian and bicycle mobility and accessibility within the Westside neighborhoods. This includes Pedestrian Safety Action Plan (PSAP) improvements at intersections, new striping, and the expansion of bicycle facilities.

Onondaga Lake Parkway Safety Improvements

NYSDOT will implement changes to the Onondaga Lake Parkway to enhance safety for all users, including reducing the number of travel lanes and installing median barrier.

Safe Streets and Roads for All

Onondaga County is currently preparing a Safe Streets and Roads for All Action Plan, utilizing SS4A funding awarded by FHWA. Future capital programs are likely to allocate funds to implementation of the actions recommended in the plan.

GOAL: Support targeted growth in urban, suburban, and rural communities

Dense nodes of activity, including residential and commercial spaces, are vital to providing mobility options to residents and visitors. Concentrating incoming growth into specific centers, including reuse and infill development in existing centers, and investing in existing infrastructure within those centers will improve access to needed resources for all residents. Access and mobility choice are vital in areas with transportation insecurities that limit residents' ability to reach opportunities and services. Focusing investment within communities experiencing financial distress and transportation insecurity is essential to overcoming entrenched poverty and bridging economic divides within our community.

See Chapter 2 for a spacial analysis of the overlap between distressed communities and transportation insecurities.

Centro's system redesign will build around the implementation of the BRT system. Eastwood, along with other City neighborhoods, will see more frequent transit service as a result to these changes.

★ Reconnecting Communities

As part of the larger I-81 Viaduct Project, and in coordination with the reimagining of the East Adams Neighborhood, the Reconnecting Communities capital grant will aim to improve pedestrian and cycling access and mobility along major corridors near Downtown Syracuse. This includes shared use paths, cycle tracks, and pedestrianized areas that help to better connect residents to services and opportunities.

Collector Roads in Strong Centers

Supporting future strong centers as the region grows will require some new collector roads, likely to be locally-owned, to provide access to new development while preserving the capacity and efficiency of the region's arterials. New collector roads should be built to safely accommodate all users, including bicyclists and pedestrians, and to facilitate efficient movement between local streets and arterials. These roads are likely to become the "main street" of new neighborhoods, and include the adjacent mixed-use development that will anchor a strong center.

Complete Street Grids in City Neighborhoods

The City of Syracuse is pursuing a few different large-scale neighborhood investments that will necessitate new or enhanced transportation infrastructure. Plans for the East Adams neighborhood look to reconnect the street grid to create a more cohesive neighborhood, and the planned redevelopment of the former Syracuse Development Center will require a new central roadway.

★ Centro System Redesign

Responding to changes in where people live, work, and shop, Centro is undertaking a system redesign that will enhance connectivity and improve the quality of service. Quality transit service is vital to encouraging people to ride transit instead of driving alone.

GOAL: Enhance mobility and accessibility between all modes of travel

Our new framework emphasizes providing safe, reliable mobility options that fit the purpose and distance of each unique trip. Broadening the mobility options available to residents will also require enhancing the connections between modes. People may be more likely to walk or bike if they know they can also easily connect to the bus system for a longer trip. For those without a personal vehicle, multi-modal connections improve their overall access to opportunities throughout our region.

Providing dedicated space for alternative modes of transportation and improving transit service allows for increased connectivity between modes.

★ Westside Trail

Aimed at creating a safe, accessible connection between the City's Westside and Downtown Syracuse, the physically separated shared-use path will utilize an abandoned railroad bridge to guide pedestrians and cyclists over the W Fayette St / S Geddes St intersection and through the Lipe Art Park on their way towards the central business district.

Regional Market Mobility Improvements

Implementing mobility improvements, including the construction of improved sidewalks and a potential shared-use path, will allow for greater access to two key regional anchors, the CNY Regional Market and the Regional Transportation Center. Improved pedestrian infrastructure at key signalized intersections will improve safety and accessibility for all modes of transportation.

"Road Diets" and Multi-Modal Improvements

Many of the paving projects in the first five years of this plan include the addition of sidewalks, bike lanes, and/or multi-use paths. Projects on Onondaga Blvd, Teall Ave, and James St also include "road diets" – reducing four travel lanes to two travel lanes plus a center turn lane – to calm traffic, improve safety, and create space for multi-modal enhancements. The James St project is an outcome from a 2011 SMTC study, and is also a key element of the BRT system. The Onondaga Blvd and Teall Ave projects will provide important links to services located in towns along the city's edge.

★ Local Connections to the Empire State Trail

With the Empire State Trail now complete, focus is shifting to more local connections to the EST and the wider regional trail network. SMTC completed the EST Local Economic Opportunities Plan in June 2022, and further refined anticipated cost estimates for a few local connections along County roads: village/town of Camillus, State Fair Blvd, Minoa Rd, and Burdick St. The 2025-2026 UPWP includes a follow-on study to work with municipalities to move towards implementation.

Environment

Protecting and preserving our region's natural ecosystems and ecologically significant areas is prominently written within nearly every local comprehensive plan around Central New York. Additionally, the preservation of rural communities and agricultural lands are key priorities for Onondaga County and many smaller communities throughout the region. Yet, suburban sprawl has crept in on many of the environments our planning efforts have stated they wish to protect. Balancing the need for new development and protecting these important areas will only become more difficult as the region experiences significant population growth for the first time in 50 years.

GOAL: Protect, enhance, and connect important ecosystems and ecologically significant areas

Our transportation network must balance the needs of providing access to natural environments for residents and visitors with protecting those important ecosystems from the damages caused by the expansion of impervious surfaces, such as roadways, and the polluted runoff that results from them. Any expansion of our transportation network must consider the long-term impacts on the environments in which they operate. As noted earlier, large portions of our transportation network are capable of handling larger volumes of traffic than currently exist. Further expansions of our transportation network, including widening of roadways, must be limited in order to protect existing ecologically significant areas.

Improving access to mobility choices throughout our region is essential to addressing the challenges associated with the effects of climate change. Reducing vehicles miles traveled per capita can be achieved through the expansion of safe and reliable alternative options, including transit, local bicycle networks, and pedestrian infrastructure. Shifting shorter, local trips away from personal vehicles can help address the wear and tear of our road network while reducing overall emissions. Expanding the urban tree canopy and incorporating green infrastructure, such as bioswales, into our urban environments will help reduce some of the negative impacts of road infrastructure, including runoff and the urban heat island effect, while also creating more pleasant environments in which to walk or ride a bike.

The Onondaga Creekwalk and Empire State Trail connect users to Syracuse's Inner Harbor.

★ Onondaga Creekwalk Phase III

The Creekwalk is the premier bicycle route through the City of Syracuse. Phase III will extend the existing trail 3 miles to the southern City line at Dorwin Ave. This final phase will connect residents across the City and region to several parks and recreational areas, including a new kayak launch at Meachem Park in the City's Valley neighborhood.

★ Loop the Lake Trail

Two Onondaga Lake Canalways Trail extension projects will bring the Loop the Lake trail to completion. The work will include a new bridge across the CSX railroad and Ley Creek, allowing pedestrians and cyclists to safely connect to the regional trail system and many community destinations, including several county parks and ecologically significant areas.

GOAL: Ensure communities are well-equipped to mitigate / adapt to the effects of climate change and support resiliency of transportation facilities

Culvert improvements are key to addressing flooding concerns.

Improve Drainage Systems

Upgrading and enhancing large culverts throughout the region with the aim to improve the overall highway drainage system and pavement, addressing deficiencies within the current network.

IMPACTS OF OUR STRATEGIES

The SMTC's travel demand model was used to evaluate the impacts of future scenarios. The travel demand model uses household and employment data as inputs, and provides estimates of daily vehicles miles traveled (DVMT) in the region. Table 4.1 provides the modeled DVMT estimates for the Syracuse MPA. The 2020 Base represents the existing conditions. All 2050 scenarios include the household and employment projections developed by SMTC staff in coordination with various planning and economic development agencies and municipalities, plus the following:

- **2050 Future No-Build:** removal of the I-81 viaduct in downtown Syracuse and completion of the I-81 Community Grid; no other transportation system changes.
- **2050 Anticipated Future:** removal of I-81 viaduct plus additional transportation projects that SMTC member agencies anticipate completing by 2050, aligning with the strategies described in the previous section.
- **2050 Concentrated Development:** all projects in the 2050 Anticipated Future scenario with the same amount of household and job growth but concentrating some future growth in two transit corridors with more frequent bus service.

All future (2050) scenarios show an increase in total DVMT of just under 20 percent compared to 2020 conditions, due to the anticipated population growth of nearly 17 percent between 2020 and 2050. While the difference in outputs between scenarios is very modest, the No-Build shows the greatest increase in DVMT and the Concentrated Development scenario shows the least increase in DVMT compared to existing conditions. The model outputs show similar modest changes in per capita DVMT between scenarios.

The results from the 2050 Concentrated Development scenario illustrate that significantly changing the projected VMT would require large scale changes to the anticipated future patterns of development or shifts in mode choice, which often go hand in hand. Increasing the density of activity, including residential and employment clusters, helps to encourage drivers to shift to mass transit or other mode choices for a variety of trips.

What is the Travel Demand Model?

SMTC's travel demand model has been updated to a base year of 2020 and a horizon year of 2050 for the purposes of this MTP and other planning efforts, including the I-81 Viaduct Project and the White Pine Business Park build-out. SMTC's travel demand model is a "four step model" that can be used to predict the amount, type, and location of travel that residents will undertake, now and in the future. The model uses inputs such as population and economic forecasts, the geographic dispersion of people and jobs throughout the region, and a description of the transportation system (roads and transit system). Growth estimates and their geographic distribution for the horizon year have been determined through conversations with member agencies, including New York State, Onondaga County, the City of Syracuse, and other regional agencies. The model outputs can be used to evaluate the regional impact of changes to the transportation system, changes in land use, or changes in policy (such as pricing). The travel demand model cannot forecast future land use or evaluate traffic operations at specific intersections. In addition to its use for the MTP and Congestion Management Process, the SMTC utilizes the travel demand model in subarea or corridor studies, which may include evaluating different development patterns, such as infill development or more dispersed development, or the impacts of different levels of density or types of uses (commercial or residential, for example). The model can also be used to evaluate the impact of additional road connections on travel patterns in the region.

Anticipated Future (2050) Model Network Projects

In addition to household and employment projections, the 2050 Anticipated Future and the 2050 Concentrated Development model scenarios incorporate capital projects that member agencies anticipate completing over the life of this MTP, to implement the strategies described in the previous section. These projects include the following:

Centro

- BRT system (2 lines)
- Additional future headway reductions / future system redesign

NYSDOT

- Business Loop 81, Southern Section, Phase 2, Syracuse (Contract 8)
- Business Loop 81, Northern Section, Phase 2, Syracuse (Contract 7)
- Caughdenoy Rd / NYS Rt 31 improvements
- Safety improvements, Rt 11, I-81 off ramps to Rt 11A
- Safety improvements, Rt 11 at Rt 49 intersection, Village of Central Square
- Onondaga Lake Parkway safety improvements, Old Liverpool Rd to I-81 ramp, Town of Salina
- Intersection improvements, NY 5 and NY 257, Fayetteville

OCDOT

- Paving, Onondaga Blvd, City boundary to Fay Rd, Town of Onondaga (road diet)
- Pedestrian & safety improvements, Teall Ave (road diet)
- Buckley Rd shared turn lane and Buckley/Bear intersection upgrades
- 7th North Street/Buckley Rd intersection upgrades
- Vine St improvements, village line to Burr Dr (Town of Salina)
- John Glenn Blvd/Route 57 capacity enhancement

City of Syracuse

- Erie Blvd W improvements, Franklin St to W Genesee St
- James St improvements, S Salina St to Grant Blvd
- E Adams St / 15th Ward reconnection / complete street grid
- Teall Ave improvements, Burnet Ave to Grant Blvd
- Downtown one-way to two-way street conversions
- Roundabout at James/Shotwell/Grant
- Water Street closure, South Crouse Ave to Beech St

TABLE 4.1: DAILY VEHICLE MILES TRAVELED IN THE SYRACUSE MPA

Scenario	Total DVMT in the MPA		Per Capita DVMT	
	Miles	% change from 2020 Base	Miles	% change from 2020 Base
2020 Base (existing)	13,445,330	---	27.45	---
2050 Future No Build	16,122,615	+19.9%	27.39	-0.2%
2050 Anticipated Future	16,111,515	+19.8%	27.37	-0.3%
2050 Concentrated Development	16,057,953	+19.4%	27.28	-0.6%

West St will be altered as part of the Community Grid to improve connectivity within Downtown Syracuse.

Measuring congestion

SMTC's 2025 Congestion Management Process (CMP) examined various measures of congestion on a representative road network, identified as the CMP Network, within our region using the 2023 National Performance Management Research Data Set (NPMRDS). The CMP Network consists of road segments the SMTC considers part of a "primary commuter corridor" within the FHWA adjusted urbanized boundary. The segments must be on the National Highway System (NHS), an arterial (principal or minor) with over 10,000 annual average daily traffic (AADT), or provide connections between facilities that have met either of the first two criteria. Through the use of the CMP Network, the analysis provides a detailed assessment of existing congestion in the region. Overall, the region's road system functions well, with minimal areas of excessive congestion that are limited mainly to intersections and small segments of non-access-controlled facilities. Some of the most persistent congestion is experienced in and around Downtown Syracuse, an area that one may argue benefits from congestion and should not be designed with free-flowing traffic in mind.

As the CMP notes, significant changes in our region, both in terms of land use and the transportation system, may impact the location and intensity of congestion. To examine the impacts of future growth and anticipated projects on congestion, outputs from the SMTC's travel demand model were analyzed for travel time index (TTI), which measures the additional time required to travel across a road segment during peak hours as compared to times of light traffic. Road segments are considered to be congested if the TTI is 2.0 or greater. The results for each modeled scenario are summarized in Table 4.2.

With significant growth anticipated over the next 25 years, all future scenarios see an increase in both roadway mileage and the percentage of roadways experiencing congestion during the AM and PM peak conditions, when considering TTI. In each future scenario, primary commuter corridors are projected to see roughly 10 additional miles in both the AM and PM peaks that experience congestion, corresponding to 15 and 17 percent of roadways, respectively. Primary freight corridors see a smaller increase of between 3 and 4 additional miles experiencing congestion in the AM and PM peaks, corresponding to approximately 12 and 15 percent of roadways, respectively.

TABLE 4.2: CONGESTION ON PRIMARY COMMUTER AND FREIGHT CORRIDORS

Analysis year / scenario	Miles with TTI >2.0 (% of total mileage)*	
	AM Peak	PM Peak
Primary commuter corridors		
2020 Base (existing)	35.9 (11.5%)	45.2 (14.4%)
2050 Future No-Build	46.9 (14.9%)	55.2 (17.5%)
2050 Anticipated Future	47.1 (14.9%)	55.2 (17.5%)
2050 Concentrated Development	46.3 (14.7%)	54.8 (17.4%)
Primary freight corridors		
2020 Base (existing)	9.2 (3.9%)	11.0 (4.7%)
2050 Future No-Build	12.4 (5.2%)	15.3 (6.5%)
2050 Anticipated Future	12.1 (5.1%)	15.5 (6.5%)
2050 Concentrated Development	11.9 (5.0%)	15.5 (6.5%)

* Primary commuter corridors total mileage: 313 miles (2020), 315 miles (2050).

Primary freight corridors total mileage: 234 miles (2020), 238 miles (2050).

The change in mileage is due to inclusion of the Community Grid in the future model.

Emissions and energy analysis

SMTC utilized the U.S. EPA's MOVES5 software to estimate on-road mobile source emissions and energy usage associated with the 2050 Future No Build, 2050 Anticipated Future, and the 2050 Concentrated Development scenarios. The results of this analysis are shown in Tables 4.3 and 4.4, and a more detailed explanation of this analysis can be found in Appendix F.

This analysis indicates a significant drop in emissions from the 2020 Base scenario to the 2050 Future No Build scenario. This is primarily because the MOVES model assumes increases in vehicle efficiency in future years. As older vehicles leave the fleet and are replaced by newer vehicles with the higher standards, the average fleet efficiency will increase.

As discussed in Chapter 2, NYS Executive Order 22 and the adoption of the California Air Resources Board Advanced Clean Cars II regulation, requires that all light-duty passenger vehicles sold within the State must be zero emission vehicles (ZEVs) by 2035, with medium- and heavy-duty vehicles following by 2045 (with the State's vehicles fleet transitioning by 2040). According to the NYSERDA Electric Vehicle Registration Map, about 176,000 ZEVs are registered in New York State as of May 2025, including about 5,000 in Central New York.

While overall VMT is expected to increase in the Syracuse MPA from 2020 to 2050, the overall on-road mobile source emissions are expected to decrease substantially. Similarly, the energy analysis shows a decrease in total energy use between the 2020 Base and 2050 Future No Build scenarios. An additional, though relatively small, decrease in energy use is associated with the 2050 Anticipated Future and 2050 Concentrated Development scenarios.

TABLE 4.3: EMISSIONS SUMMARY

All figures in tons per year.

Analysis year / scenario	Total Gaseous Hydrocarbons	Carbon Monoxide (CO)	Oxides of Nitrogen (NOx)	Non-Methane Hydrocarbons	Volatile Organic Compounds	Atmospheric CO2
2020 Base (existing)	699	11,982	2,075	584	610	2,394,220
2050 Future No-Build	530	5,873	446	459	480	1,460,562
2050 Anticipated Future	530	5,820	446	460	480	1,434,107
2050 Concentrated Development	529	5,806	445	459	480	1,428,595

TABLE 4.4: ENERGY USAGE SUMMARY

All figures in millions of BTUs per year.

Analysis year / scenario	Total Energy
2020 Base (existing)	28,292,341
2050 Future No-Build	19,847,290
2050 Anticipated Future	19,837,812
2050 Concentrated Development	19,771,465

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Chapter 5

Financial Analysis

REQUIREMENT FOR A FINANCIAL PLAN

The MTP must demonstrate how the region will pay for the transportation projects we anticipate completing over the next 25 years.

Federal legislation requires that the MTP include cost estimates for specific projects or, for the later years (beyond first 10 years) of the plan, cost ranges for anticipated projects and that the plan identifies "reasonably expected" revenue sources to fund these projects. This is the principle of "fiscal constraint" that ensures that the MTP represents an achievable future scenario, not a "pie in the sky" vision. The MTP may include additional "illustrative projects" outside of the fiscally-constrained financial plan, which the region would fund in the future if additional resources become available.

The 2050 MTP was developed concurrently with the SMTC's 2026-2030 Transportation Improvement Program (TIP). Therefore, the first five years (short-term) of the MTP reflect the newly-adopted TIP plus additional non-Federal resources and projects/maintenance activities to be completed by the member agencies. SMTC staff worked with Study Advisory Committee members to identify revenues, projects, and maintenance activities anticipated for the remaining 20 years of the plan, summarized here for the mid-term (2031-2040) and long-term (2041-2050) timeframes.

REASONABLY EXPECTED REVENUE

As shown in Table 5.1, SMTC anticipates $2.689 billion in federal funding from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sources, including competitive grant programs, over the next 25 years. Local match to federal aid makes up another $577 million of the total anticipated revenue, with the remainder comprising primarily State Dedicated Funds (SDF), the Consolidated Local Street and Highway Improvement Programs (CHIPS), and City and County local funds. Total anticipated revenue from all sources is $5.896 billion.

The revenue estimate was developed based on the following information and assumptions:

- Centro provided estimates of anticipated Section 5307 and 5339 funding, assuming annual increases of 2%. Local match was calculated at 20%.
- Centro provided estimates of anticipated SDF and NYS Green Initiative funding.
- Federal Aid for FHWA Core Programs is consistent with the planning targets provided by NYSDOT for the 2026-2030 TIP update. For the mid- and long-term, this funding was increased by 5% per 5-year time block. The large amount of additional NHPP funding is primarily for the two final I-81 contracts.
- Federal Aid for statewide solicitations in the short-term is from the TIP update. For the mid- and long-term, this funding was increased by 5% per 5-year time block (excluding the additional $16.7 million in BFP-Main on the TIP update which is not part of the BRIDGE-NY program).
- An average 17% match was assumed for FHWA Federal Aid sources.
- The Federal competitive grant in the short-term is the City of Syracuse's portion of a $180 million Reconnecting Communities & Neighborhoods grant that the NYSDOT/City received. No additional Federal competitive grants are anticipated.

TABLE 5.1: EXPECTED REVENUE FOR TRANSIT AND HIGHWAY PROJECTS

In millions of dollars

Revenue Source	Short-term		Mid-term	Long-term	TOTAL
	FFY 25/26 - 29/30		FFY 30/31 - 39/40	FFY 40/41 - 49/50	
Transit					
Federal Aid (5307 + 5339)		52.737	122.513	149.343	324.593
Local match to Federal Aid		13.184	30.628	37.336	81.148
Federal Aid + match		65.921	153.141	186.679	405.741
State Dedicated Funds (SDF)		36.458	72.917	72.917	182.292
State Green Initiative Funds		66.582	166.121	166.529	399.232
TOTAL		**168.961**	**392.179**	**426.125**	**987.265**
Highway	Sub-allocation	Additional			
Federal Aid - Core Programs	270.267	458.308	574.089	632.933	1,935.597
HSIP	14.935	0.000	32.148	35.443	82.525
NHPP	199.953	454.308	420.896	464.037	1,539.194
STBG: Flex	22.735	4.000	48.937	53.953	129.625
STBG: Off-system bridge	0.000	0.000	9.503	10.477	19.981
STBG: Urban	29.085	0.000	62.605	69.023	160.713
CRP	3.559	0.000	0.000	0.000	3.559
Federal Aid - Statewide solicitations	66.651	16.684	142.821	157.460	383.315
BFP: Main	35.350	16.684	76.091	83.890	212.015
BFP: Off-system	7.295	0.000	15.702	17.312	40.309
CMAQ	3.530	0.000	7.598	8.377	19.505
TAP	10.661	0.000	22.948	25.300	58.909
NHFP	9.515	0.000	20.481	22.580	52.576
Federal Aid Total (ALL)	336.618	486.377	716.909	790.393	2,330.297
Match to Federal Aid	68.939	116.431	146.823	161.872	494.066
Federal competitive grants		33.660	0.000	0.000	33.660
Federal total inc. match		1,043.840	863.733	952.265	2,859.838
CHIPS		186.412	401.252	442.381	1,030.045
State Dedicated Funds (SDF)		241.325	20.000	20.000	281.325
State budget allocation		200.000	0.000	0.000	200.000
City + County local funds		93.701	201.693	222.365	517.759
Other competitive grant funds		32.731	0.000	0.000	32.731
Non-Federal total		754.169	622.945	684.746	2,061.860
TOTAL		**1,784.809**	**1,486.678**	**1,637.011**	**4,908.498**
Summary					
Total Federal funds (transit + highway)		898.007	839.422	939.736	2,677.165
Total match		198.555	177.451	199.208	575.214
Total Federal + match		1,096.562	1,016.874	1,138.944	3,252.379
Total other sources		857.209	861.983	924.192	2,643.384
GRAND TOTAL		**1,953.771**	**1,878.857**	**2,063.136**	**5,895.763**

- NYSDOT provided totals for CHIPS funding in the SMTC MPA for 2024-2025. This was multiplied by five for the short-term timeframe, then increased by 5% per 5-year time block for the mid- and long-term. This figure includes the traditional CHIPS program as well as Extreme Winter Recovery, PAVE-NY, Pave Our Potholes, and State Touring Routes.
- State Dedicated Funds (SDF) in the short-term consist of $115 million additional match for BL 81 Contract 8 and $126.325 million for the Onondaga County Transportation Improvements project. NYSDOT provided an estimate of $2 million per year in SDF for 2031-2050.
- The State budget allocation represents the $200 million included in the 2024 NYS Budget for "roads and other infrastructure improvements" at the White Pine Commerce Park.
- City and County local funds for the short-term were calculated based on information in their respective current 5-year Capital Improvement Plans for transportation-system maintenance activities such as paving, surface treatment/sealing, road reconstruction, traffic systems maintenance, bridge repair/rehabilitation, and local initiatives such as complete streets and Vision Zero. These figures were increased by 5% every 5 years for the mid- and long-term timeframes.
- Other competitive grants consist of funds the City of Syracuse has currently secured from various NYS programs. No additional grant funding was assumed beyond the short-term.

Just under half of total revenue, over the 25 years of this plan, is expected to come from federal highway sources (including federal aid, matching funds, and competitive grants). Thirty-five percent of total anticipated revenue is from State and local highway funds. Transit funds provided by the State are expected to make up 10 percent of total revenue, with the remaining 7 percent from federal-aid transit programs (including match). Anticipated revenue by fund source is shown in Figure 5.1.

Key to highway funding programs

Federal Aid - Core Programs

HSIP: Highway Safety Improvement Program

NHPP: National Highway Performance Program

STBG: Surface Transportation Block Grant

CRP: Carbon Reduction Program

Federal Aid - Statewide solicitations

BFP: Bridge Formula Program

CMAQ: Congestion Mitigation and Air Quality Improvement

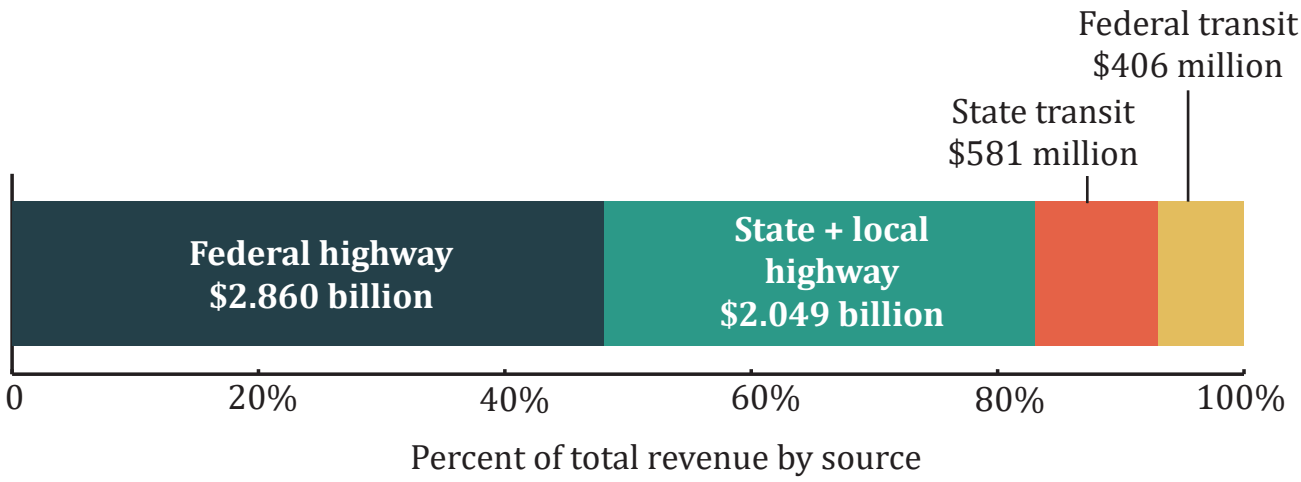
TAP: Transportation Alternatives Program

NHFP: National Highway Freight Program

Other

CHIPS: Consolidated Local Street and Highway Improvement Program

FIGURE 5.1: ANTICIPATED FUTURE REVENUE BY SOURCE



ANTICIPATED PROJECTS

Tables 5.2, 5.3, and 5.4 list all the projects that the SMTC member agencies anticipate completing over the next 25 years. These projects reflect the strategies, outlined in Chapter 4, to achieve the goals and objectives of the MTP and to progress the priority funding initiatives identified in Chapter 3. In some cases, numerous projects comprise a strategy; for example, there are many paving and bridge projects included in this plan, which overall contribute to maintaining existing roads and bridges.

Figure 5.2 summarizes total project costs by category. About 53 percent of total costs are expected to be for highway, bridge, or transportation systems management and operations (TSMO) equipment maintenance projects such as paving, bridge repair, or signal system maintenance. This reflects the age and overall condition of our transportation system. Transit projects account for about 16 percent of total anticipated project costs. The remaining project costs are for highway and bridge "non-maintenance" projects, which include many safety projects, some capacity enhancements, and new bicycle and pedestrian infrastructure, in addition to the Business Loop (BL) 81 projects. The BL 81 projects total $667 million, or about 11 percent of the total project costs included in this plan.

A transition from compressed natural gas (CNG) to hydrogen fuel cell vehicles

Since 1993, Centro has transitioned its Syracuse bus fleet to vehicles primarily fueled by compressed natural gas (CNG). CNG has not only provided a near-zero emission fuel source for operations, reducing overall greenhouse gas emissions from the fleet, but has also reduced overall costs. Centro staff estimate that the switch to CNG has saved the agency over $20 million in fuel costs since 1993, as a result of its stable pricing and federal CNG credits.

Moving forward, Centro aims to transition its fleet once again, this time to hydrogen fuel cell vehicles to achieve New York State's zero emissions goals by 2035. Hydrogen fuel cell vehicles were deemed the preferred alternative to electric vehicles due to their reliability in cold weather and the relative ease of transitioning existing facilities to handle the new technologies. This transition does come at a significant cost, though. Each hydrogen fuel cell vehicle costs approximately $1.5 million, compared to under $500,000 for a new CNG vehicle. Fueling costs will also rise. Initial estimates for fueling Centro's first five hydrogen fuel cell vehicles are approximately $500,000 per year, or roughly the cost of fueling all 134 CNG vehicles currently in operation. Additionally, an expansion of the Syracuse campus will be required to accommodate the transition of the full bus fleet to hydrogen fuel cell vehicles, with an estimated cost of $50 million.

Centro is in the process of seeking State and Federal grant sources to fund the transition to zero emission vehicles (ZEV) but struggles to compete with other transit agencies who are transitioning from diesel to ZEV.

FIGURE 5.2: ANTICIPATED FUTURE PROJECT COSTS BY CATEGORY

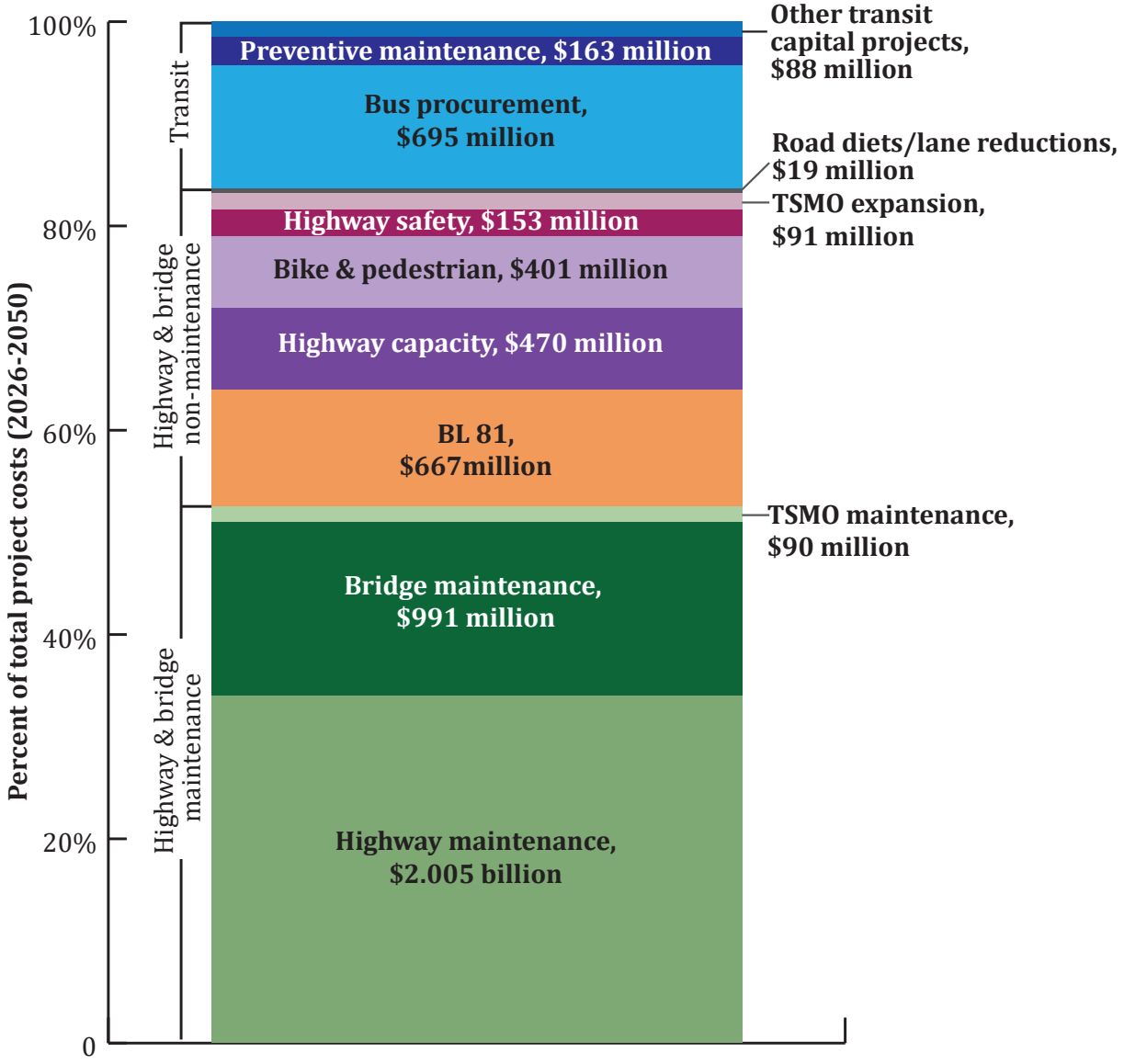


TABLE 5.2: ANTICIPATED PROJECTS, SHORT-TERM (2026-2030)

In millions of year-of-expenditure (YOE) dollars

Project	Category	Cost
Centro		**158.152**
Rolling stock (bus procurement)	Bus procurement & other equipment	102.177
Preventive maintenance	Preventive maintenance	26.541
BRT system (Acquisition, Construction, and Implementation)	Other capital projects	25.000
Other capital project needs	Other capital projects	2.025
Equipment purchases	Bus procurement & other equipment	2.015
Facility upgrades	Other capital projects	0.395
NYSDOT		**1,278.394**
Onondaga County transportation improvements	Capacity	383.250
Business Loop 81, Southern Section, Phase 2, Syracuse (Contract 8)	Bridge	374.000
Business Loop 81, Northern Section, Phase 2, Syracuse (Contract 7)	Bridge	293.000
Bridge rehab, I-81, over Oneida River / Barge Canal	Bridge	54.583
Bridge rehab, I-81, over Oneida River Phase 2 southbound bridge	Bridge	54.458
Bridge rehab, I-81, over Rt 11, Nedrow	Bridge	28.750
Onondaga Lake Parkway safety improvements, Old Liverpool Rd to I-81 ramp, Town of Salina	Safety	27.339
Bridge rehab, I-81, ramps to Hiawatha and CR 137, Syracuse	Bridge	17.463
Safety improvements, Rt 11 at Rt 49 intersection, Village of Central Square	Safety	7.096
Freeway incident management systems, Phase V & VI	TSMO	6.906
Paving, Oswego St, S Willow St to Tulip St, Liverpool	Highway	5.723
TMC/ITS operations & maintenance	TSMO	4.960
Caughdenoy Rd/NYS Rt 31 Improvements	Capacity	4.120
Safety improvements, Rt 11, I-81 off ramp to Rt 11A	Safety	3.673
Superstructure replacement, Rt 20 over Limestone Creek, Pompey	Bridge	3.459
Bridge replacement, Rt 298 over I-90, Town of DeWitt	Bridge	3.154
Bridge replacement, Rt 20 over Butternut Creek	Bridge	2.890
Paving, Rt 321, Kingston Rd to Forward Rd	Highway	2.040
Paving, Rt 20, County Line Rd to Fuller St & Rt 41 to Rt 174	Highway	1.530
OCDOT		**172.923**
Highway maintenance	Highway	88.960
Onondaga Lake Canalways Trail Salina Extension Phase 2 (rail bridge to Murphy's Island)	Bike/ped	33.388
Paving, Onondaga Blvd, City boundary to Fay Rd, Town of Onondaga	Highway	7.911
Bridge maintenance	Bridge	7.600
Paving, Buckley Rd, Hopkins to Taft, Town of Clay	Highway	6.760
Onondaga Lake Canalways Trail Salina Extension Phase 1 (Bloody Brook to rail bridge)	Bike/ped	5.539
Pedestrian & safety improvements, Teall Ave	Safety	4.413
Bridge rehab, Jamesville Toll Rd over Susquehanna RR, Town of DeWitt	Bridge	4.030
Paving, Jamesville Rd, North St to Quintard Rd	Highway	3.657

Project	Category	Cost
Paving, Buckley Rd, Bear Rd to Henry Clay Blvd, Town of Clay	Highway	3.348
Commerce Blvd and Vine St intersection improvements and Vine St widening (center turn lane), Thruway to Henry Clay Blvd	Safety	2.224
TSMO maintenance	TSMO	2.134
Peck Rd over Chittenango Creek bridge replacement, Town of Manlius	Bridge	1.749
Bridge replacement, W. Dead Creek Rd over Dead Creek, Town of Van Buren	Bridge	1.210
Syracuse		**261.476**
Road reconstruction	Highway	92.364
ROW infrastructure and sidewalks	Bike/ped	40.000
E Adams St / 15th Ward reconnection / complete street grid	Bike/ped	28.500
James St improvements, S Salina St to Grant Blvd	Road diets	15.900
Creekwalk Phase III, Colvin St to Dorwin Ave	Bike/ped	11.647
Unimproved streets sealing	Highway	8.800
Erie Blvd W improvements, Franklin St to W Genesee St	Highway	8.370
Highway maintenance	Highway	7.820
Erie Blvd E improvements, Almond St to S Beech St	Highway	4.762
North Beech St Dig Once	Highway	4.352
Complete Streets	Bike/ped	4.350
Creekwalk Phase 3.1	Bike/ped	3.949
Shared use path on West Side Trail	Bike/ped	3.910
Pedestrian and bike improvements, Erie Blvd W	Bike/ped	3.798
TSMO maintenance	TSMO	3.573
Vision Zero	Safety	3.525
Inner Harbor area sidewalk improvements	Bike/ped	3.358
RTC/Regional Market area mobility improvements	Bike/ped	2.911
Rt 175 bridge rehab over Onondaga Creek	Bridge	1.917
South Ave reconstruction and streetscaping	Bike/ped	1.878
Ped bridge replacement, Creekwalk, Kirk Park	Bike/ped	1.532
West Onondaga St reconstruction and bike/ped improvements	Bike/ped	1.501
W Brighton Ave bridge replacement over Onondaga Creek	Bridge	1.421
Transportation Management Center operation assistance	TSMO	1.338
Municipal		**52.960**
Municipal paving	Highway	42.360
Connective Corridor, Village of Solvay	Bike/ped	5.150
W Elizabeth St over Skaneateles Creek bridge replacement, Village of Skaneateles	Bridge	1.892
Clark Hollow Rd bridge replacement, Town of LaFayette	Bridge	1.444
W Franklin St over park pond inlet bridge replacement, Village of Fayetteville	Bridge	1.384
Empire State Trail / Belle Isle improvements, Village of Solvay	Bike/ped	0.729
Total		**1,923.904**

Note: Short-term projects list is consistent with the 2026-2030 Transportation Improvement Program as adopted in June 2025, plus additional cost for NYSDOT's Onondaga County transportation improvements project.

TABLE 5.3: ANTICIPATED PROJECTS, MID-TERM (2031-2040)

In millions of year-of-expenditure (YOE) dollars

Project	Category	Cost
Centro		**367.962**
Rolling stock (bus procurement)	Bus procurement & other equipment	245.591
Preventive maintenance	Preventive maintenance	61.656
Syracuse campus expansion / renovation	Other capital projects	50.000
Equipment purchases	Bus procurement & other equipment	4.465
Other capital project needs	Other capital projects	4.250
Future system redesign (updates)	Other capital projects	2.000
NYSDOT		**491.225**
Bridge maintenance	Bridge	138.000
MBC I-481 (future I-81), Rock Cut Rd to Northern Blvd	Highway	40.000
I-481 over NY5	Bridge	30.000
Ramp to I-690 WB over 690 and 930T over CR 80 bridge rehab, Town of Geddes	Bridge	20.832
MBC, Rt 11, Bear to 31	Highway	20.000
Rt 5 Bypass, Old Rt 5 to NY695	Highway	20.000
MBC, Rt 20, Cayuga County line to Rt 175, Town and Village of Skaneateles	Highway	19.194
Bridge rehab, Rt 298 over Barge Canal	Bridge	17.481
Reconstruct Rt 20 and rehab Rt 11, Town of LaFayette	Highway	16.410
Paving, Rt 11, City line to Taft Rd, Towns of Salina and Clay	Highway	15.160
Route 290/635, James St / Thompson Rd over CSX	Bridge	15.000
Highway maintenance	Highway	12.200
I-81 over Church St	Bridge	12.000
NY 481 over Mud Creek	Bridge	12.000
Additional safety projects	Safety	12.000
Bridge rehab, Hiawatha Blvd over I-81	Bridge	11.556
TSMO maintenance	TSMO	10.500
I-690 over I-90 deck replacement	Bridge	10.000
Bike/ped block	Bike/ped	10.000
Paving, Route 48, Lysander/Baldwinsville, Brown Street to Evans Chevy	Highway	9.000
Paving, Rt 264, Village of Phoenix	Highway	9.000
Paving, Rt 290, Village of East Syracuse	Highway	9.000
Route 175, Cedarvale Rd to NE Townline Road reconstruction & safety improvements	Safety	7.000
Intersection improvements, NY5 and NY257, Fayetteville	Capacity	5.000
Green Lakes State Park intersection safety improvements, Rt 290 at Green Lakes Park Dr	Safety	4.000
Highway emergency local patrol (HELP), Interstates, Onondaga County	TSMO	3.892
Bridgeport roundabout	Safety	2.000

Project	Category	Cost
OCDOT		**467.681**
Highway maintenance	Highway	308.000
Bridge maintenance	Bridge	51.000
Buckley Rd shared turn lane and Buckley/Bear intersection upgrades	Safety	13.041
Local connections to EST (V. Camillus connector, State Fair Blvd bikeway, Minoa Rd bikeway, Burdick St bikeway)	Bike/ped	12.000
Paving, 7th North St, Electronics Pkwy to rail bridge, Town of Salina	Highway	11.116
Bridge rehab Old Rt 57 over Oneida River, Towns of Clay and Schroeppel	Bridge	10.093
County SS4A project implementation	Safety	8.000
Paving, John Glenn Blvd EB, I-690 to Buckley Rd, Towns of Clay, Geddes, Salina	Highway	7.557
Old Liverpool Rd improvements (inc. sidewalks), NY 370 to Electronics Pkwy, Town of Salina and Village of Liverpool	Highway	7.336
South Bay Rd widening (center turn lane), Bear Rd to Rt 31	Safety	6.672
7th North Street/Buckley Rd intersection upgrades	Safety	6.178
Henry Clay Blvd widening (center turn lane), Wetzel Rd to Rt 31	Capacity	6.116
Kirkville Rd widening (to 4 travel lanes), I-481 to Fremont Rd	Capacity	5.560
Morgan Road widening, Wetzel Rd to Route 31	Capacity	5.560
TSMO maintenance	TSMO	5.000
Vine St improvements, village line to Burr Dr, Town of Salina	Highway	3.746
Pedestrian signal safety project at 10 locations	Bike/ped	0.707
Syracuse		**401.031**
Road reconstruction	Highway	213.361
ROW infrastructure and sidewalks	Bike/ped	80.000
Unimproved streets sealing	Highway	20.328
Highway maintenance	Highway	18.064
Syracuse Developmental Center infrastructure and roadwork, phase 2	Capacity	15.000
S Geddes St improvements, Bellevue Ave to Erie Blvd, W Fayette St, West St to Tompkins St	Highway	11.817
Teall Ave improvements, Burnet Ave to Grant Blvd	Highway	11.610
Complete Streets	Bike/ped	10.048
TSMO maintenance	TSMO	8.252
Vision Zero	Safety	8.143
Downtown one-way to two-way street conversions	Road diets	2.746
Roundabout at James/Shotwell/Grant	Safety	1.372
Water Street closure, South Crouse Ave to Beech St	Road diets	0.288
Various		**126.681**
Municipal paving	Highway	91.181
Collector roads in future centers	Capacity	15.000
Local Federal Aid bridge/highway projects	Highway	12.500
Implementation of Bike Commuter Corridor Study	Bike/ped	8.000
Total		**1,854.581**

TABLE 5.4: ANTICIPATED PROJECTS, LONG-TERM (2041-2050)

In millions of year-of-expenditure (YOE) dollars

Project	Category	Cost
Centro		**420.549**
Rolling stock (bus procurement)	Bus procurement & other equipment	335.555
Preventive maintenance	Preventive maintenance	75.158
Equipment purchases	Bus procurement & other equipment	5.585
Other capital project needs	Other capital projects	4.250
NYSDOT		**640.210**
Bridge maintenance	Bridge	416.000
Highway maintenance	Highway	100.000
Construct new Region 3 TMC	TSMO	35.000
Reconstruct Hastings rest area and truck inspection station (I-81 SB)	TSMO	20.000
Additional safety projects	Safety	20.000
New Hastings rest area (I-81 NB)	TSMO	20.000
TSMO maintenance	TSMO	13.500
Bike/ped block	Bike/ped	10.000
Highway emergency local patrol (HELP), Interstates, Onondaga County	TSMO	4.710
NYSDOT/ Syracuse		**25.000**
Joint TMC operation	TSMO	25.000
OCDOT		**414.539**
Highway maintenance	Highway	311.931
Bridge maintenance	Bridge	60.642
John Glenn Blvd / Route 57 capacity enhancement	Capacity	30.000
County SS4A project implementation	Safety	6.000
TSMO maintenance	TSMO	5.965
Syracuse		**416.618**
Road reconstruction	Highway	258.167
ROW infrastructure and sidewalks	Bike/ped	80.000
Unimproved streets sealing	Highway	24.597
Highway maintenance	Highway	21.858
Complete Streets	Bike/ped	12.159
TSMO maintenance	TSMO	9.985
Vision Zero	Safety	9.853
Various		**137.028**
Municipal paving	Highway	100.528
Continue build-out of local connections to EST	Bike/ped	24.000
Local Federal Aid bridge/highway projects	Highway	12.500
Total		**2,053.943**

FISCAL CONSTRAINT

This MTP includes $5.896 billion in revenue over 25 years, to complete projects totaling $5.832 billion, demonstrating fiscal constraint.

Table 5.5 summarizes reasonably expected revenues and anticipated project costs to 2050. This analysis shows a positive balance of about $63 million over 25 years, or just over 1 percent of total anticipated revenue.

Inclusion in the MTP financial plan does not guarantee that a project will be funded; each project must still compete for federal funding through future TIP updates, which will utilize the MTP goals and objectives as part of the project selection process. While the TIP is a 5-year capital program, the MTP is a 20+ year vision of how the region anticipates spending future resources to align with our goals and objectives.

TABLE 5.5: FISCAL CONSTRAINT

In millions of year-of-expediture (YOE) dollars

	Short-term FFY 25/26 - 29/30	Mid-term FFY 30/31 - 39/40	Long-term FFY 40/41 - 49/50	TOTAL
Transit				
Total revenue	168.961	392.179	426.125	987.265
Total project costs	158.152	367.962	420.549	946.663
Balance	10.809	24.217	5.576	40.602
Highways				
Total revenue	1,784.809	1,486.678	1,637.011	4,908.498
Total project costs	1,765.752	1,486.618	1,633.394	4,885.764
Balance	19.057	0.060	3.617	22.734
All projects				
Total revenue	**1,953.771**	**1,878.857**	**2,063.136**	**5,895.763**
Total project costs	**1,923.904**	**1,854.580**	**2,053.943**	**5,832.427**
Overall balance	**29.867**	**24.277**	**9.193**	**63.336**

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Chapter 6

Conclusion

SUMMARY OF THE PLAN

For the first time in many decades, the Syracuse region is anticipating substantial population and job growth.

Recent trends have shown growth in some economic sectors such as "eds and meds" and this growth will accelerate and expand across industries with the forthcoming investment by Micron Technology at the White Pine Commerce Park. Excitement across the region is palpable, but we also need to be purposeful in creating opportunities for all residents of our region as a result of this growth. Access to education and workforce development centers will be essential to support this growth.

The need for new housing in our region is substantial, and the choices we make about where and what types of housing to build will impact the transportation options available to existing and future residents. Higher-density housing in strong centers will support the active transportation and enhanced bus service that people want. Achieving that will require support for a variety of housing options in targeted areas.

Our previous MTP was adopted in the fall of 2020, and trends emerging from the Covid-19 pandemic were still very much in flux. Five years on, we are seeing some trends that are enduring, such as less rigid work hours and more off-peak trips, which impact how we plan our future transportation system. We need to expand our view of transportation beyond the traditional daily commute. Walking and biking should be safe options for shorter trips around one's neighborhood, while enhanced bus service can become the mode of choice on key commuter routes in our region. New options such as micromobility and on-demand transit will increase accessibility.

In conversations with community members and through our MTP survey, people have told us they want more transportation options in the region. Sidewalk connections that cross municipal boundaries, especially between the City of Syracuse and nearby suburban retail/service plazas, are a concern. People want to use the Centro bus system, but need more frequent and reliable service on the core routes and to key employment destinations. People appreciate our recreational trail system, and want to see more blueways and greenways in the region, both for recreation and to provide more active transportation options. As our regional trail system has matured, more local connections to the system are needed to provide greater access. We recognize that maintaining our roads and bridges and our transit system in good condition requires a substantial and ongoing effort. Overall, people want the transportation system to be safe and reliable for all users.

This MTP lays out a vision for transportation investment in the Syracuse region over the next 25 years.

The 2025 update to the MTP fulfills the requirement to update the MTP every 5 years. The MTP also includes the required system performance report, and is fiscally constrained.

LINKAGE WITH CAPITAL PROGRAMMING

As we pursue specific capital projects in the future, we will look to our MTP goals in the areas of Community, Economy, and Environment to guide our choices, while continuing to advance our four priority funding initiatives: I-81 Community Grid, regional trail connections, BRT, and access to the White Pine Commerce Park.

In 2025, the SMTC adopted a new Transportation Improvement Program (TIP) consisting almost entirely of carry over projects from the previous TIP cycle. Selected projects were vetted against criteria which were influenced by the previous LRTP's goals and objectives. Prior to the next TIP update in 2029, the SMTC will review the MTP goals and objectives to identify new selection criteria and develop a process that reflects the needs of the region. This process will continue to prioritize the maintenance of existing facilities while seeking projects that promote accessibility and connectivity for all road users.

UPDATING THE MTP

The next required update of the MTP will occur in 2030. However, we recognize that there are some major developments happening in our region right now that may prompt the need for an update prior to 2030.

Two significant environmental reviews are currently in progress. The Draft Environmental Impact Statement (EIS) for the Micron Technology site was released in June 2025 with public comments due in August. As of this writing, the Onondaga County Industrial Development Agency (OCIDA), acting as lead agency for the environmental review, was reviewing public comments and a Final EIS is expected to be issued in fall 2025 so that construction can begin in November 2025.

In May 2025, the NYSDOT initiated a separate environmental review to address the anticipated transportation demands collectively associated with multiple planned developments in northern Onondaga County. As of this writing, the NYSDOT process is still in the scoping phase, with publication of a Project Scoping Report expected in fall 2025 and aiming for the release of a Draft EIS in spring 2026.

It is likely that one or both of these environmental reviews may recommend changes to the transportation system, and those future projects could require federal funding. This MTP includes White Pine Commerce Park access as one of our priorities and multiple MTP objectives support economic development and transportation system reliability. Depending on the scale of the recommendations from the environmental reviews, we may need to amend the MTP to add specific projects before the required 5-year MTP update is due. SMTC staff will continue to monitor progress and work closely with our member agencies to ensure that the White Pine Commerce Park project and associated development can proceed in a timely manner.


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