



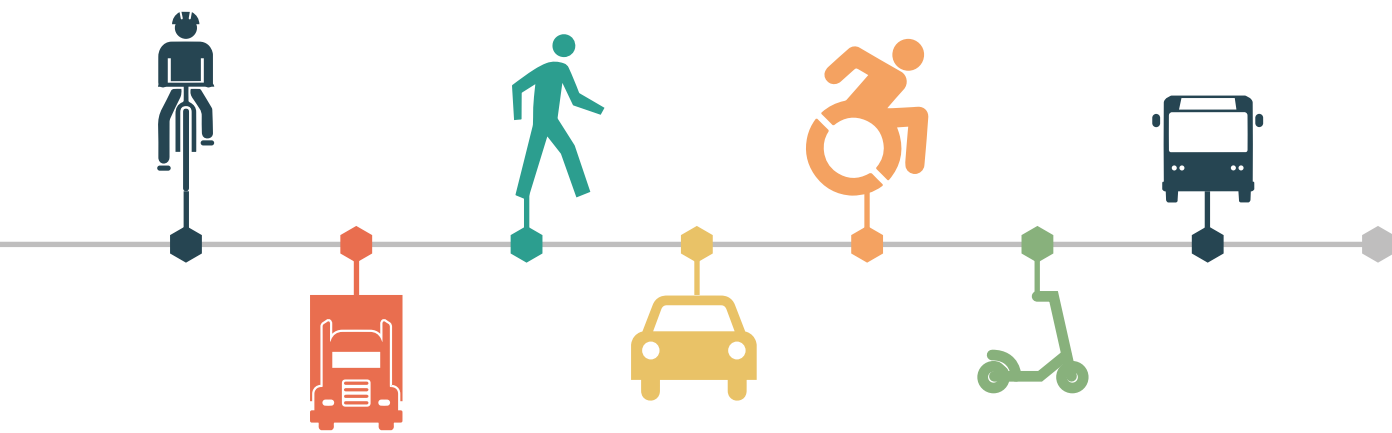
2050

METROPOLITAN TRANSPORTATION PLAN

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

2050 Metropolitan Transportation Plan

September 2025



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**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.

**Adoption of the 2050 Metropolitan
Transportation Plan**

SMTC Policy Resolution No. 2025-11

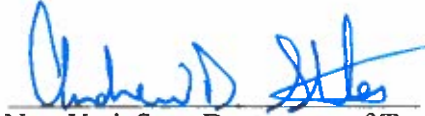
NOW THEREFORE BE IT RESOLVED, that the SMTC Policy Committee hereby adopts the 2050 Metropolitan Transportation Plan.

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.