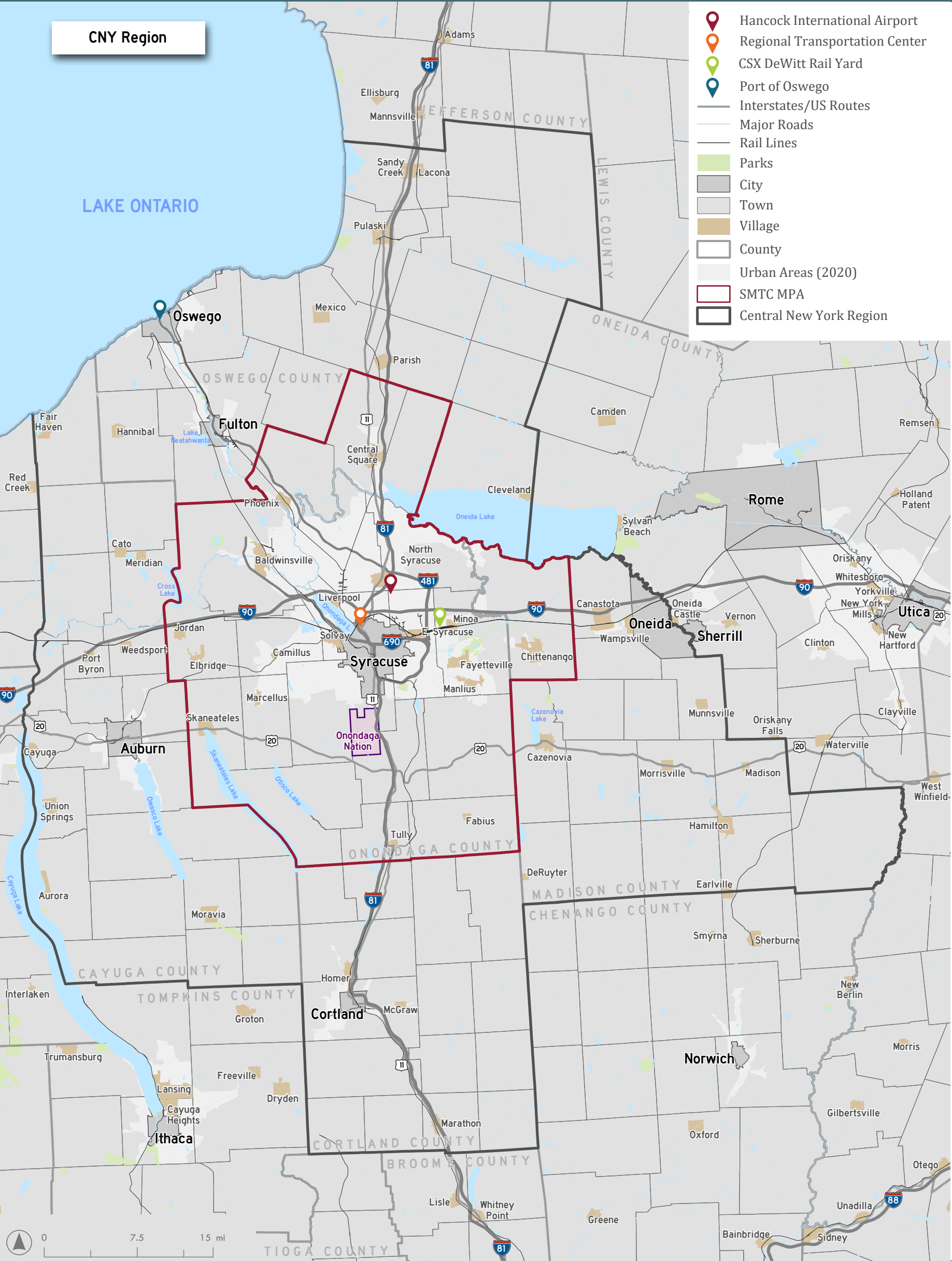




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Regional Context



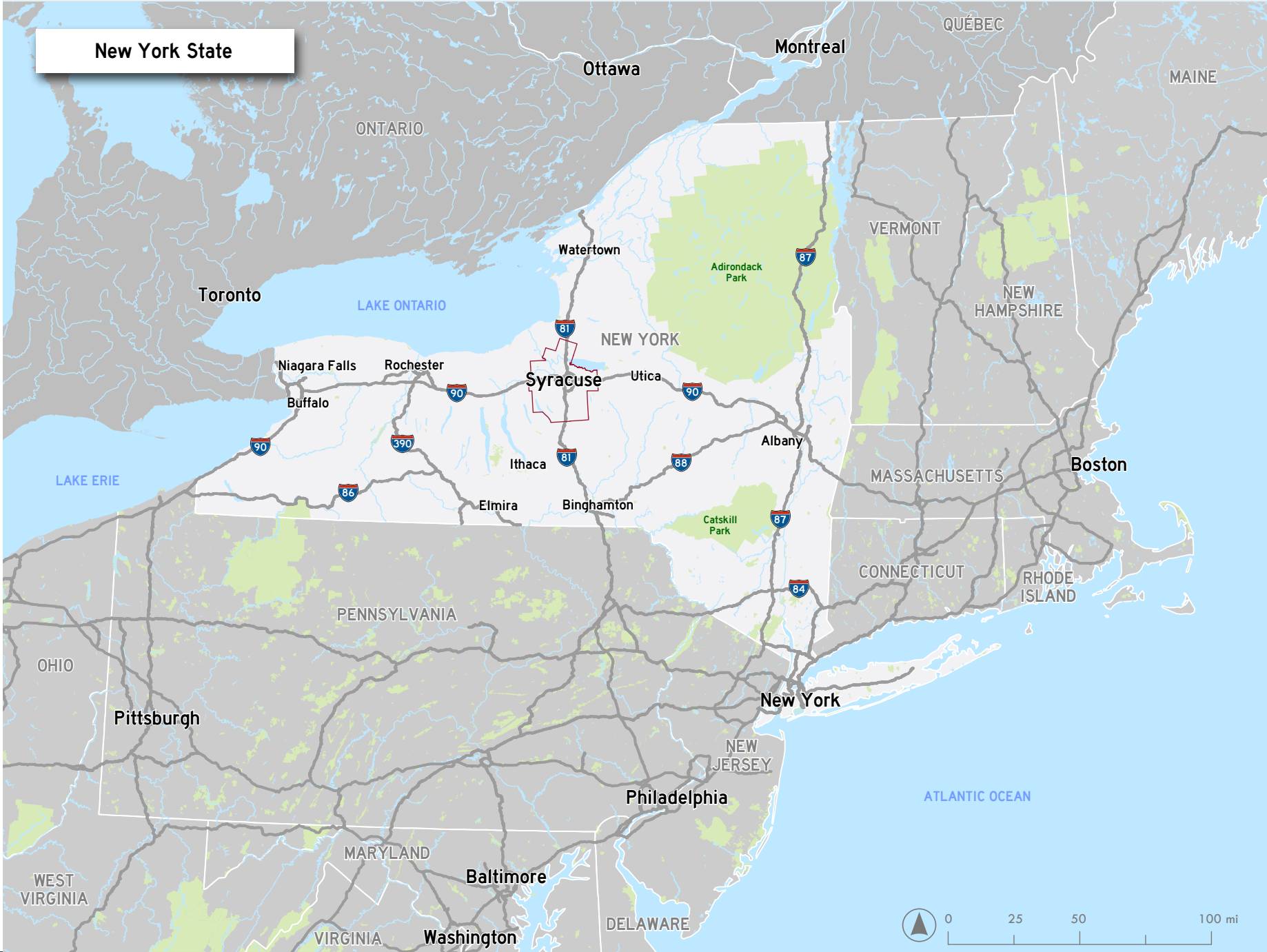
The Central New York (CNY) region includes Cayuga, Cortland, Madison, Onondaga and Oswego counties (as defined by the Regional Economic Development Council). Located in the center of New York State, CNY is in close proximity to Rochester, Buffalo, Albany, and Binghamton, and is about a four-to-five hour drive from New York City, Toronto, Boston, and other major cities in the Northeast. The region covers an area of 4,146 square miles and has a population base of approximately 785,000 residents comprising an urban center, suburban areas, small cities and towns, and rural farming communities.

Syracuse and Onondaga County benefit from their location at the center of New York State. The establishment of the Erie Canal and the subsequent development of major railroad corridors, as well as the interstate highway system across Onondaga County, ensured Central New York's rise to prominence through continual access to major transportation routes for nearly two centuries.

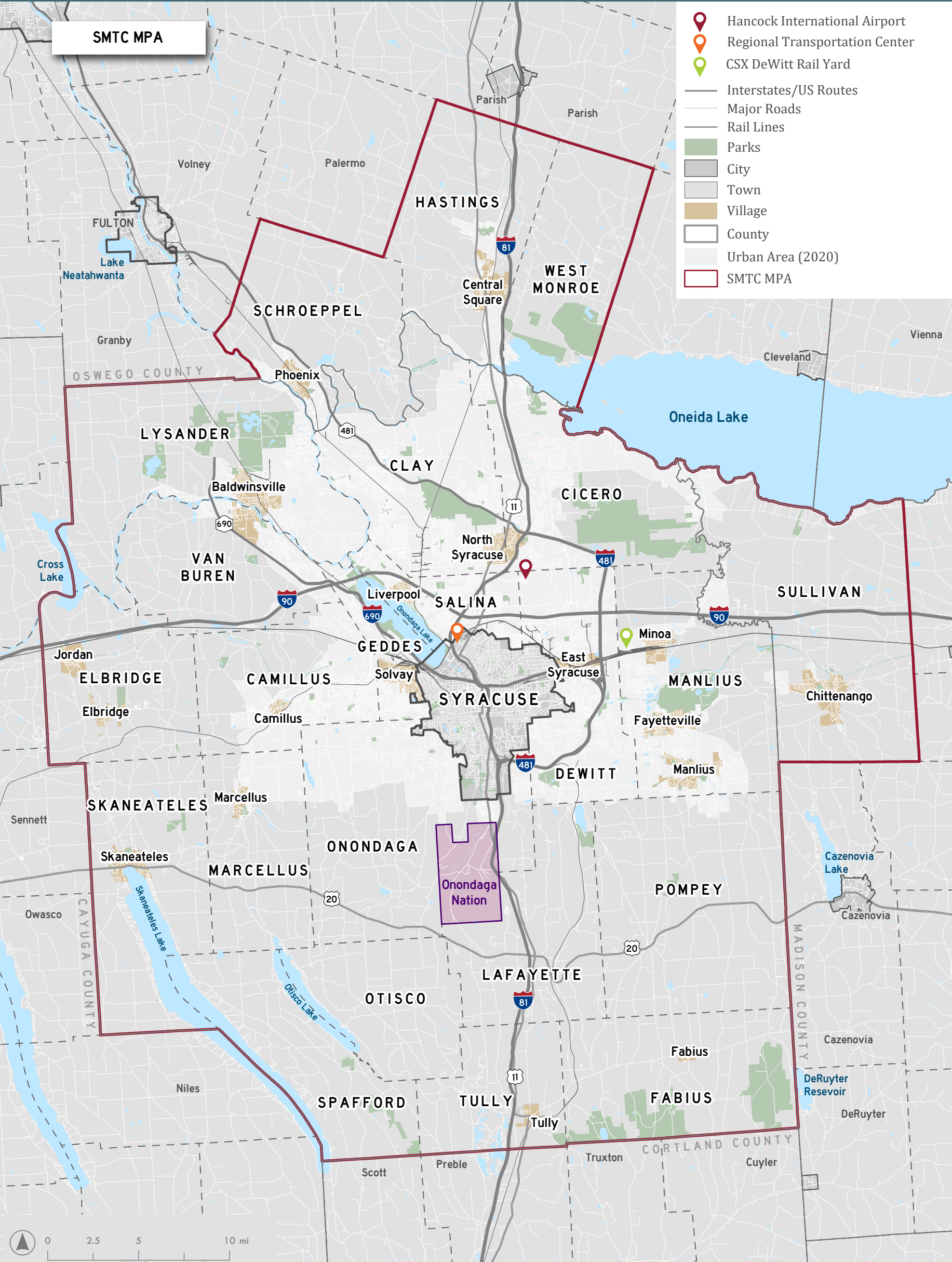
Today, Onondaga County continues to benefit as the transportation crossroads of Central New York. Interstate 81 serves as a significant north-south corridor reaching from Canada to Tennessee. It intersects the NYS Thruway (I-90) just north of the City of Syracuse in the center of Onondaga County. The NYS Thruway runs east-west across all of New York State linking with major interstate corridors in neighboring states. Onondaga County has two other facilities that are part of the interstate highway network: I-481 and I-690. I-481 provides access around the eastern periphery of Syracuse, then becomes NYS Route 481 as it extends west of I-81 and continues to the City of Oswego. I-690 connects to I-481 east of Syracuse and to I-90 west of Syracuse. This highway also has an extension farther northwest as NYS Route 690. Other significant east-west corridors that span across the state include US Route 20 and NYS Route 5. Due to the Interstate 81 Viaduct Project, significant changes to the transportation system in the Syracuse area are underway. These changes will

result in the renumbering of highways in the region as the project nears closer to completion in coming years.

The CNY region is served by a number of multimodal transportation hubs. Commercial passenger and freight air travel are served by the Syracuse Hancock International Airport. The Regional Transportation Center offers Amtrak passenger rail service and intercity bus services. CSX's DeWitt Rail Yard is a major intermodal freight facility. The Port of Oswego 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. These multimodal hubs are critical elements of the transportation network for moving people and goods to support the economy in CNY.



SMTC Metropolitan Planning Area



The Syracuse Metropolitan Transportation Council is a state-designated Metropolitan Planning Organization (MPO), responsible for administering comprehensive, continuous, and cooperative transportation planning. The Council’s planning jurisdiction, called the Metropolitan Planning Area (MPA), includes Onondaga County and portions of Madison and Oswego counties. As the Metropolitan Planning Organization for the Greater Syracuse Metropolitan Area, the Council, as directed through federal metropolitan transportation planning policy, acts as a clearinghouse where long-term and immediate transportation planning decisions are made for the region.

The MPO defines the geography of the MPA, with approval from the Governor. The MPA must include at least the existing urbanized area as defined by the U.S. Census Bureau based on population density and

the contiguous area expected to become urbanized over a 20-year planning horizon. The urbanized area is the densely settled portion of our region, as defined by the U.S. Census Bureau.

The Urban Area Boundary (UAB) is an expansion of the Census-defined urbanized area that includes those areas that are locally considered to have urban characteristics but that do not have the population density necessary to qualify for inclusion in the urbanized area, like airports, warehousing districts, or parks. The UAB is the official “urban/rural” boundary for functional classification and roadway design standards. The MPO also defines the UAB, with approval of the Federal Highway Administration. The SMTC must re-examine the UAB and the MPA each time new decennial census data are released. Both the MPA and UAB boundaries seen on this map were updated

