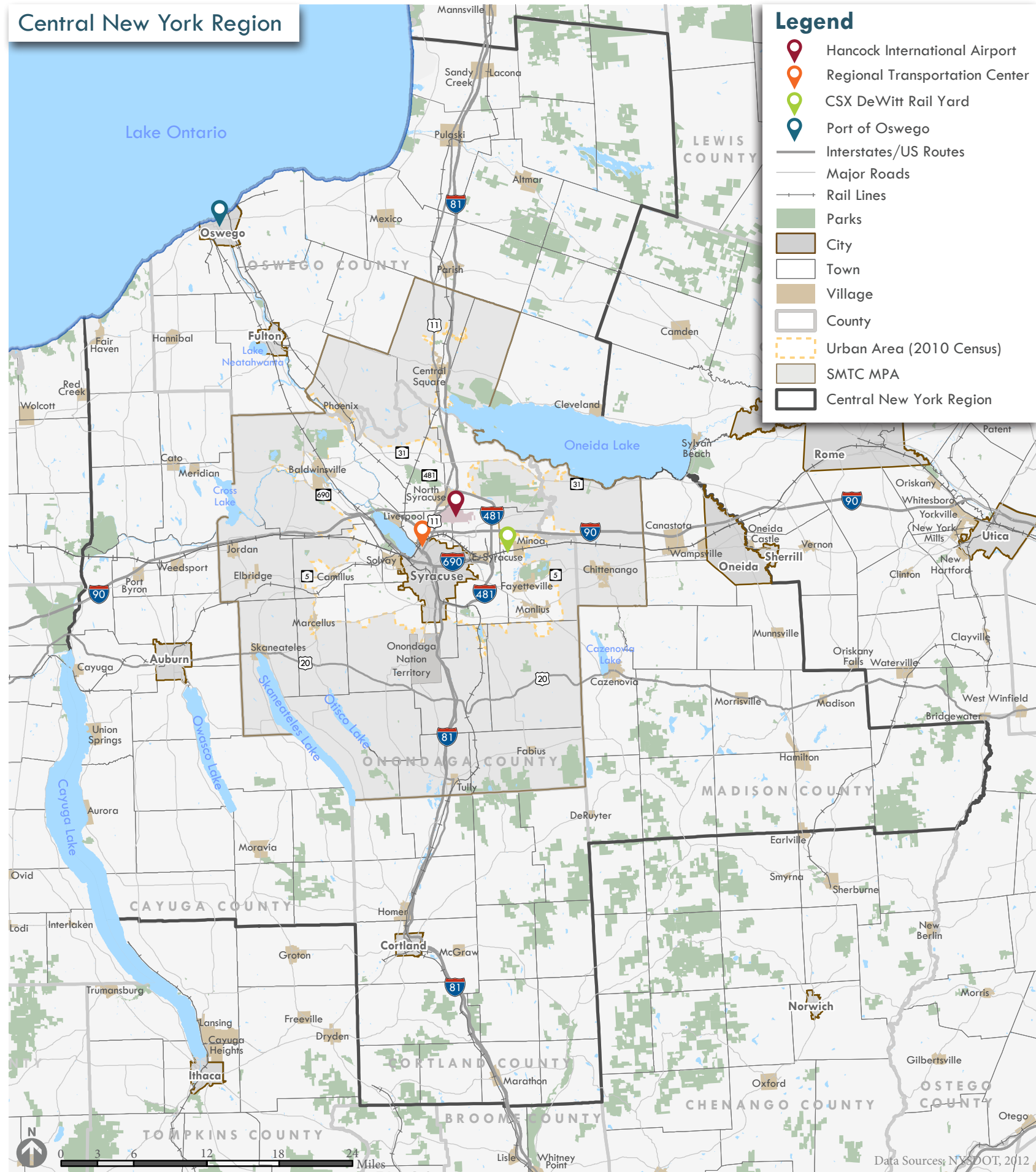


Regional Context

- The five-county CNY Region covers an area of approximately 4,000 square miles, with a population of almost 800,000 residents.
- Onondaga County and the City of Syracuse are located at the transportation crossroads of CNY, with direct access to major interstate corridors and a number of multi-modal transportation facilities.

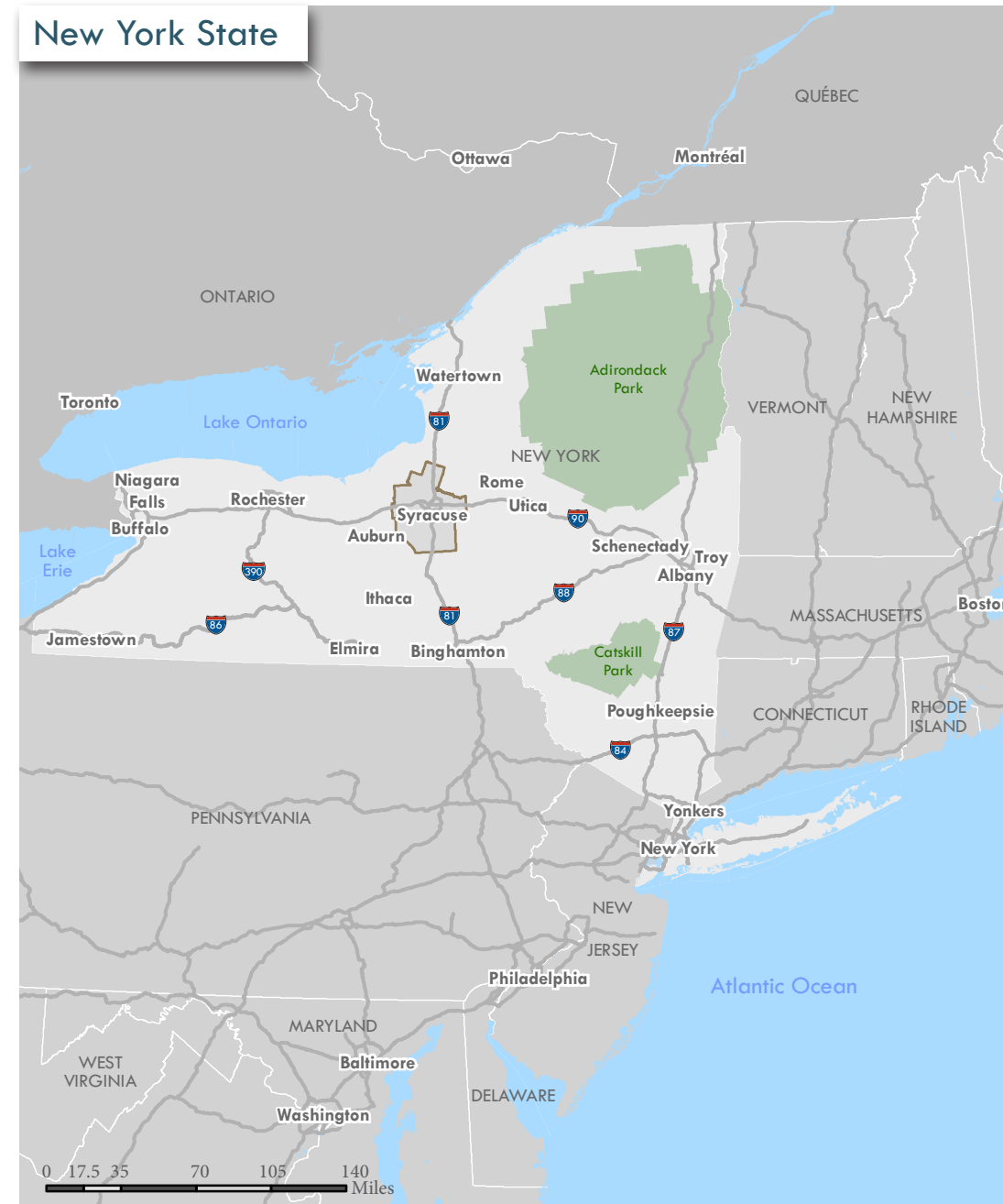


The Central New York (CNY) region includes Cayuga, Cortland, Madison, Onondaga and Oswego counties (as defined by the Regional Economic Development Council). Located in the center of New York State, CNY is in close proximity to Rochester, Buffalo, Albany, and Binghamton, and is about a four-

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 791,500 residents comprising an urban center, suburban areas, small cities and towns, and rural farming communities.



A view of the downtown Syracuse skyline against the backdrop of the hills of southern Onondaga County, as seen from Lincoln Park on the city's northside.



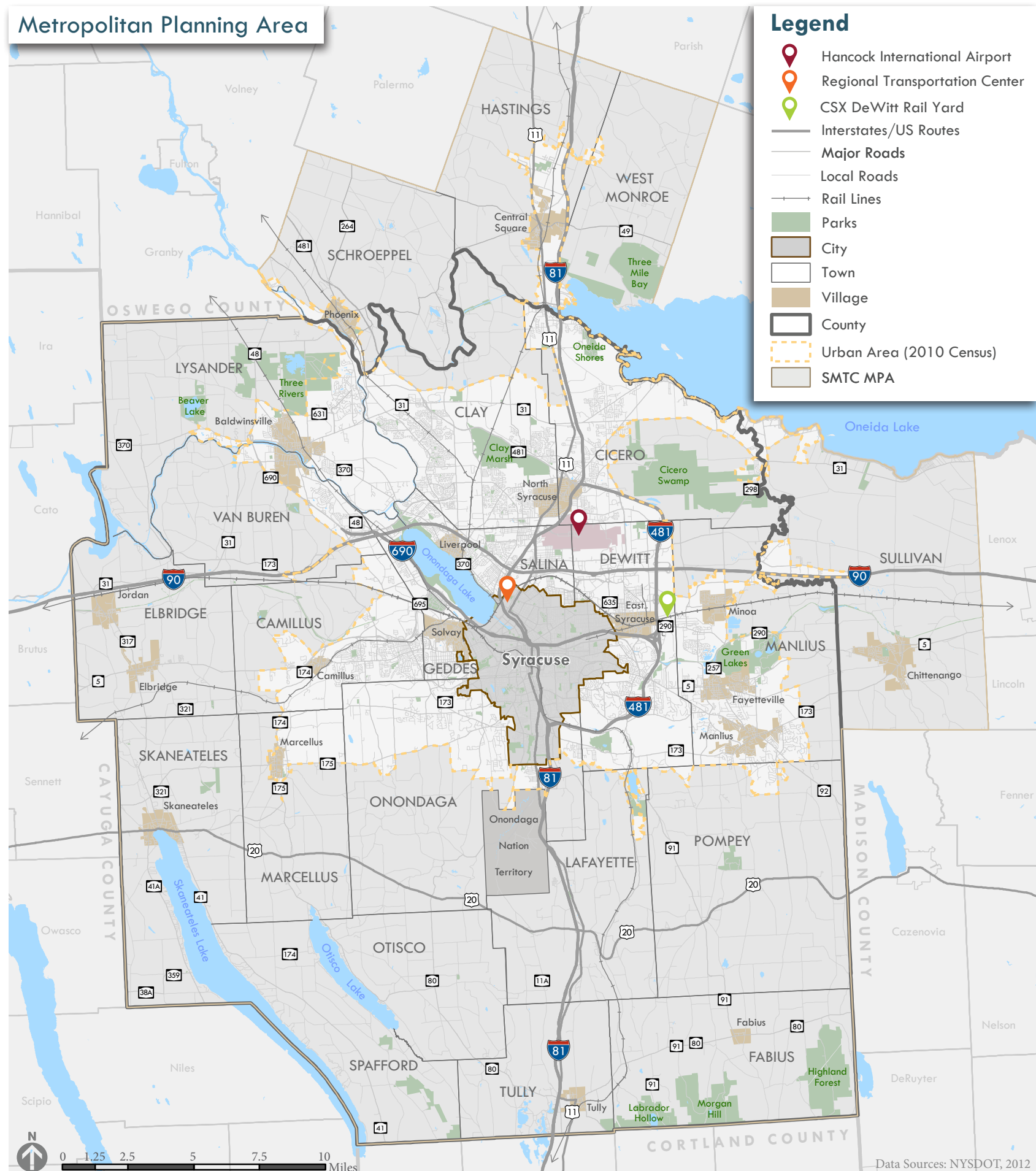
Syracuse and Onondaga County benefit from their location at the center of New York State. The establishment of the Erie Canal and the subsequent development of major railroad corridors as well as the interstate highway system across Onondaga County ensured Central New York's rise to prominence through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

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 deep-water 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 SMTC is responsible for transportation planning and the administration of federal transportation capital funds within Onondaga County and portions of Oswego and Madison Counties.
- The SMTC's planning area includes 23 towns, 18 villages, one city (Syracuse), and the Onondaga Nation.



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 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 (for example, airports, warehousing districts, or parks).

The urbanized area is the densely settled portion of our region, as defined by the U.S. Census Bureau (generally those census tracts with at least 1,000 persons per square mile). 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 reexamine 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 in 2013 to reflect the 2010 Census. The current MPA consists of: all of Onondaga County; the Town of Sullivan in Madison County; and the entire towns of Schroepfel, Hastings, and West Monroe plus the urbanized portion of the Town of Granby in Oswego County. This results in a total of 23 towns (plus the small portion of the Town of Granby), 18 villages, the Onondaga Nation, and one city (Syracuse) that are in the MPA. The decision to include entire towns outside of Onondaga County in the MPA was based on the percentage of a town's total population that commutes into Onondaga County. Federal transportation funds may be spent on capital projects and planning studies in any of the municipalities within the MPA. The SMTC planning process leads to the allocation of millions of dollars in federal transportation funding each year. This funding goes toward road, bridge, safety, transit, and bicycle and pedestrian projects as well as planning studies addressing multimodal issues throughout the MPA. The SMTC cannot implement particular transportation improvements, but serves as a collaborative forum where transportation issues are studied. Implementation of capital projects and other recommendations from SMTC studies is the responsibility of the member agencies and the infrastructure owners.

