



Context Sensitive Solutions: Federal Perspective of MAP-21

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Context Sensitive Solutions

Context Sensitive Solutions is a collaborative, interdisciplinary, holistic approach to the development of transportation projects. It is both process and product, characterized by a number of attributes. It involves all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. It puts project needs and both agency and community values on a level playing field and considers all trade-offs in decision making. Often associated with design in transportation projects, Context Sensitive Solutions should be a part of all phases of program delivery including long range planning, programming, environmental studies, design, construction, operations, and maintenance.

CSS as related to major transportation legislation

Federal-Aid Highways Acts (1916-1987)
National Interstate and Defense Highways Act (1956)
Surface Transportation/Union Relocation Assistance Act (1987)

ISTEA (1991)

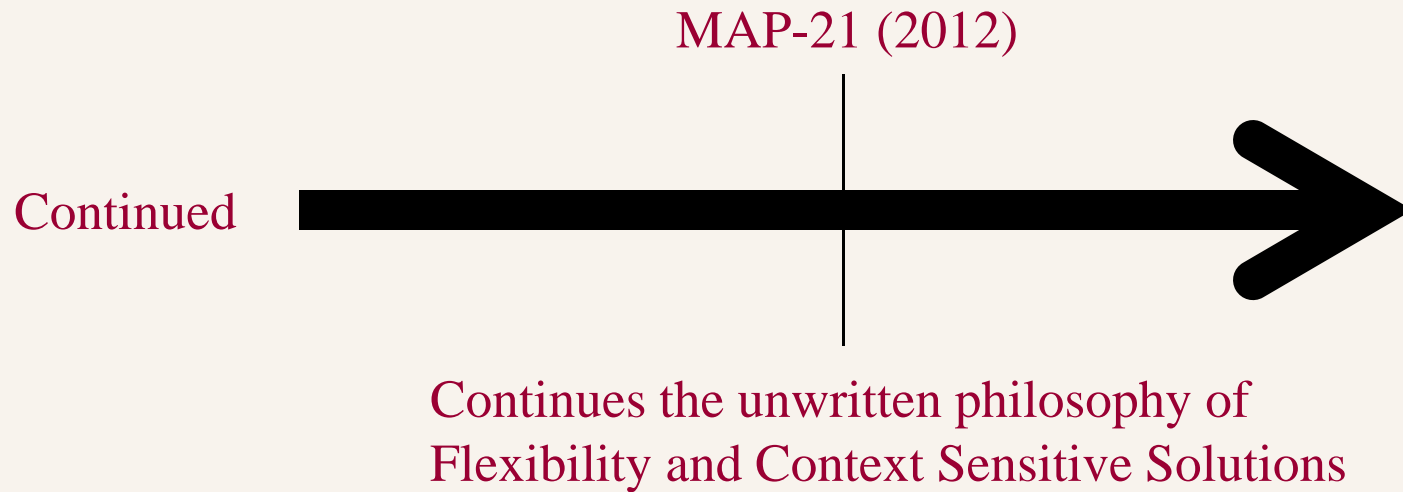
TEA-21 (1998) SAFTEA-LU (2005)

Build Roads
& National
Defense

Better Public
Involvement

Flexibility
Including
CSD/S and
Five pilot
states.

Sustainability,
Livability,
and other tools



The **Moving Ahead for Progress in the 21st Century Act (MAP-21)** is a funding and authorization bill to govern US federal surface transportation spending. It was passed by Congress on June 29, 2012, and President Barack Obama signed it on July 6



MAP-21 (Selected Key Provisions)



Recent Guidance provided this week

Infrastructure

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)

Environment, Planning, and Realty

- Congestion Mitigation and Air Quality Improvement Program (CMAQ) (*Coming Soon*)
- Transportation Alternatives Program (TAP) (*Coming Soon*)
- Metropolitan Planning (PL)

Safety

- Highway Safety Improvement Program (HSIP)

Operations

- Emergency Permits

Innovative Program Delivery

- Tolling
- Major Projects Finance Plan

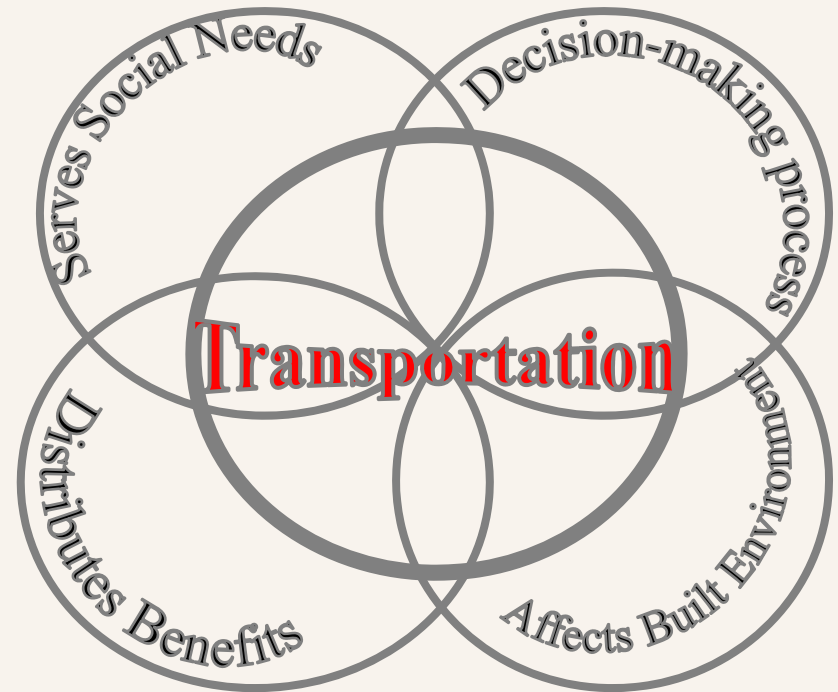
Federal Lands

- Federal Lands Transportation Program (FLTP) (*Coming Soon*)
- Federal Lands Access Program (FLAP) (*Coming Soon*)

CSS will support improving the planning and environmental linkage effort, a streamlined environmental review process, and an improved (faster, more informed) construction, and maintenance effort. In addition, CSS will support health analysis, sustainability, environmental justice, the deployment of performance measures, and other efforts and policies.

CSS as related to transportation **will continue** to fit into our daily needs. CSS is so ingrained into the way we live, it is a “grandfathered” national way we do business.

CSS is about achieving desired outcomes.



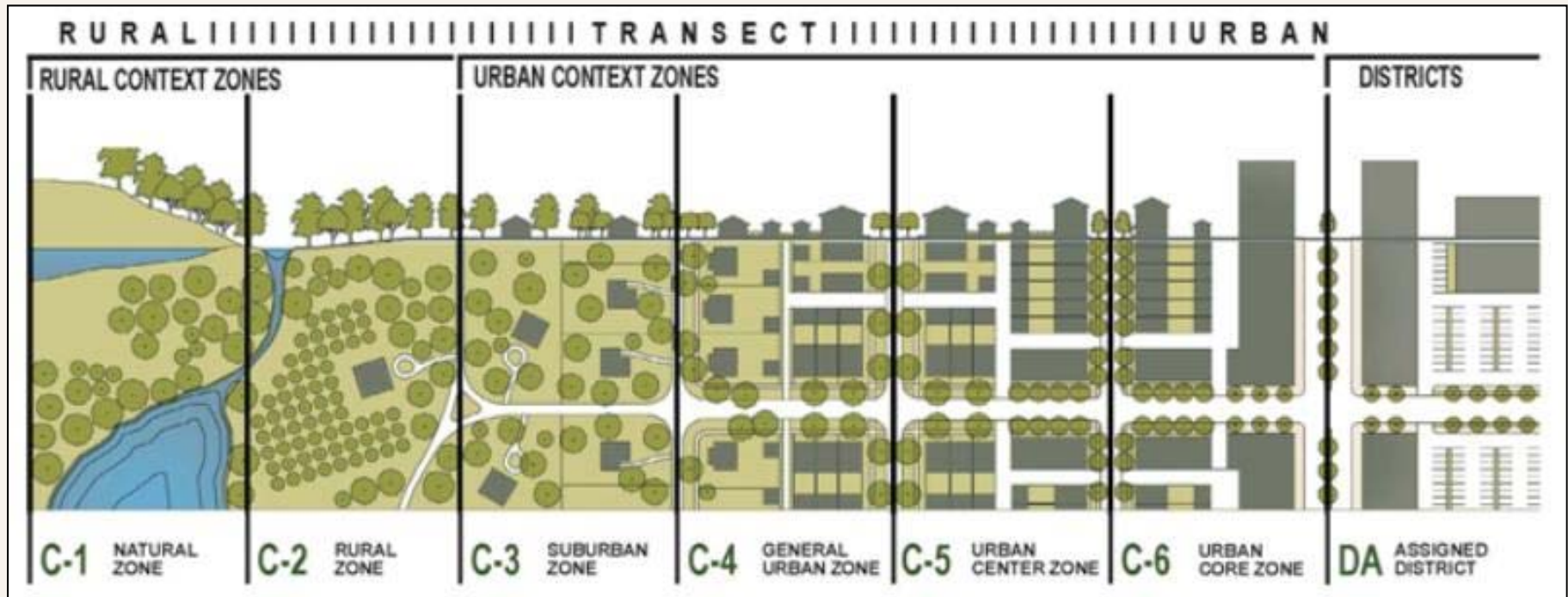
CSS **will continue** to include "open, honest, early and continuous" communication and sharing of information and knowledge - not just professional knowledge, but the knowledge that communities and stakeholders bring to a project from their personal experience. CSS will continue to involve structuring a planning, design, and implementation process that is collaborative and creates consensus among stakeholders and the transportation agency.

The application of CSS principles within the transportation planning process will continue to assist regions and communities reach their transportation goals by encouraging the consideration of land use, transportation, and infrastructure needs in an integrated manner.

- Flexibility
- Livability
- Sustainability
- Community impact assessment
- Scenario planning
- Land use and transportation
- Smart growth
- Walkable communities
- Walkable Thoroughfares
- Healthy neighborhoods
- Transit-oriented development (TOD)
- Complete Streets
- Context-Sensitive Solutions (CSS)


The Maryland Department of Transportation and State Highway Administration were leaders in developing the first implementation of CSS, a policy known as Thinking Beyond the Pavement (TBTP). In TBTP, all stakeholders are involved in developing projects that are functional, safe, fit the physical setting and preserve scenic, aesthetic, historic and environmental resources. The strategy is to align transportation planning with land use, transportation needs, and **economic development** decisions to make communities functional and vibrant places to work and live.

An example of Context Zones



Source: Duany Plater-Zyberk and Company

A Borrowed, yet update Quote



Transportation ~~is~~ will continue to be the Means,
CSS ~~is~~ will continue to be the Process,
Livability and Sustainability ~~are~~ will continue to
be the Outcomes

- contextsensitivesolutions.org
- cssnationaldialog.org
- fhwa.dot.gov
- fhwa.dot.gov/map21/
- fhwatest.fhwa.dot.gov/map21/guidance/index.cfm
- fhwatest.fhwa.dot.gov/map21/qandas/index.cfm



Questions?

