



Welcome to the

MAP  **21**

Moving Ahead for Progress in the 21st Century

Florida Webinar

The Webinar will start at 10:00 am EST



MAP-21: What It Means for Florida

AGENDA

PART I: 10:00 am to 11:30 am EST

- ◆ Welcome and Opening Comments: Brian Blanchard
- ◆ Program Structure/Performance David Lee
- ◆ Funding and Finance James Jobe
- ◆ Safety Joe Santos
- ◆ Freight Juan Flores

PART II: 2:00 pm to 3:30 pm EST

- ◆ Welcome and Remarks Brian Peters
- ◆ Highways Tom Byron
- ◆ Transit Ed Coven
- ◆ Project Delivery Marjorie Bixby
- ◆ Planning Kathleen Neill

MAP-21: What It Means for Florida

Rusty Ennemoser
Moderator

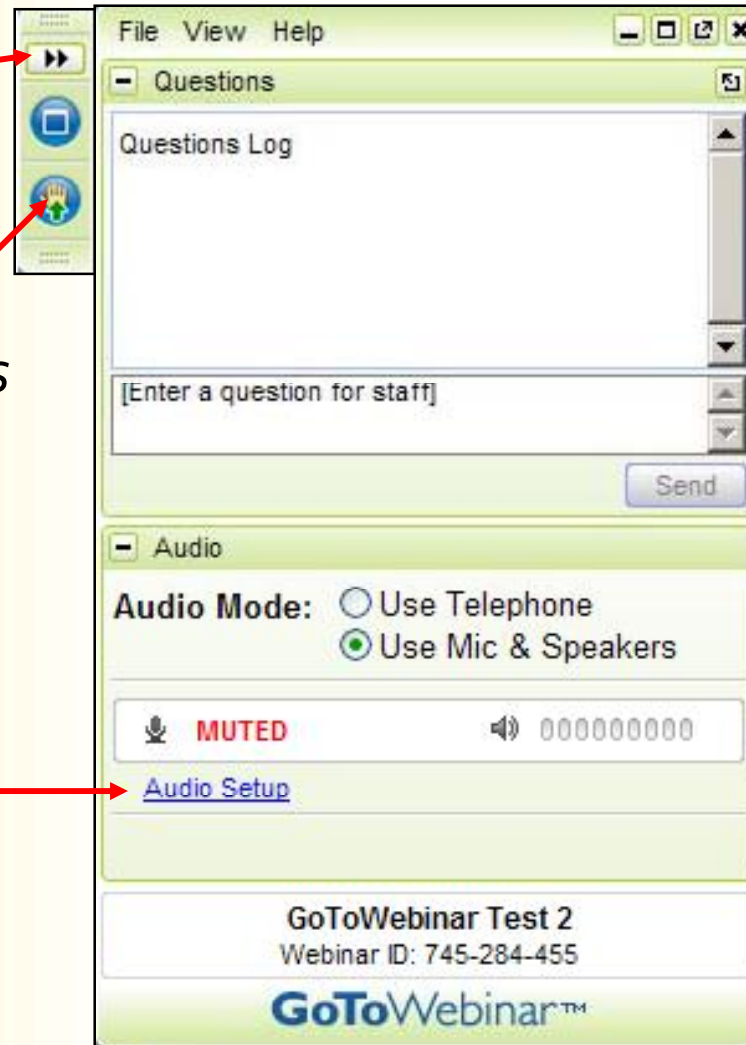


Webinar Control Panel

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You will be muted during this session



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Don't forget to click "Send"

MAP-21: What It Means for Florida

Brian Blanchard
Assistant Secretary for
Engineering and Operations



MAP-21: What It Means for Florida

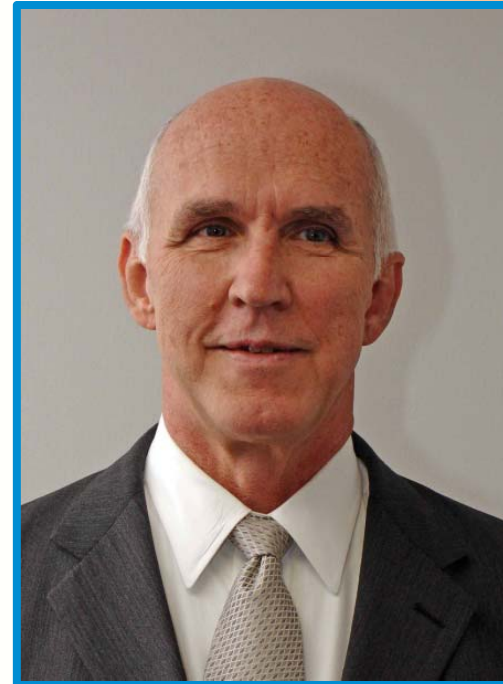
- ◆ Complements “Florida Transportation Vision for the 21st Century”
- ◆ Consolidates programs
- ◆ Avoids project earmarks
- ◆ Provides finance options – Tolling, TIFIA
- ◆ Speeds up project delivery
- ◆ Includes freight emphasis

MAP-21: What It Means for Florida

- ◆ Program Structure and Performance Reporting
- ◆ Funding and Finance Tools
- ◆ Safety
- ◆ Freight

Program Structure and Performance Reporting

David Lee
Administrator, Statewide
Planning and Policy Analysis



MAP-21 Basics

- ◆ “Moving Ahead for Progress in the 21st Century Act”
 - ✓ Enacted July 6, 2012
 - ✓ Public Law 112-141
- ◆ Coverage
 - ✓ Highways and Highway Safety
 - ✓ Public Transportation
 - ✓ Transportation Safety
 - ✓ Finance
 - ✓ Research
 - ✓ Other
- ◆ Provides authorizations for 27 months – through September 30, 2014
- ◆ Extends Highway Trust Fund through 2016

Highway Program Structure

- ◆ Five Core Highway Programs
 - ✓ National Highway Performance Program
 - ✓ Surface Transportation Program
 - ✓ Congestion Mitigation and Air Quality
 - ✓ Highway Safety Improvement Program
 - ✓ Metropolitan Planning

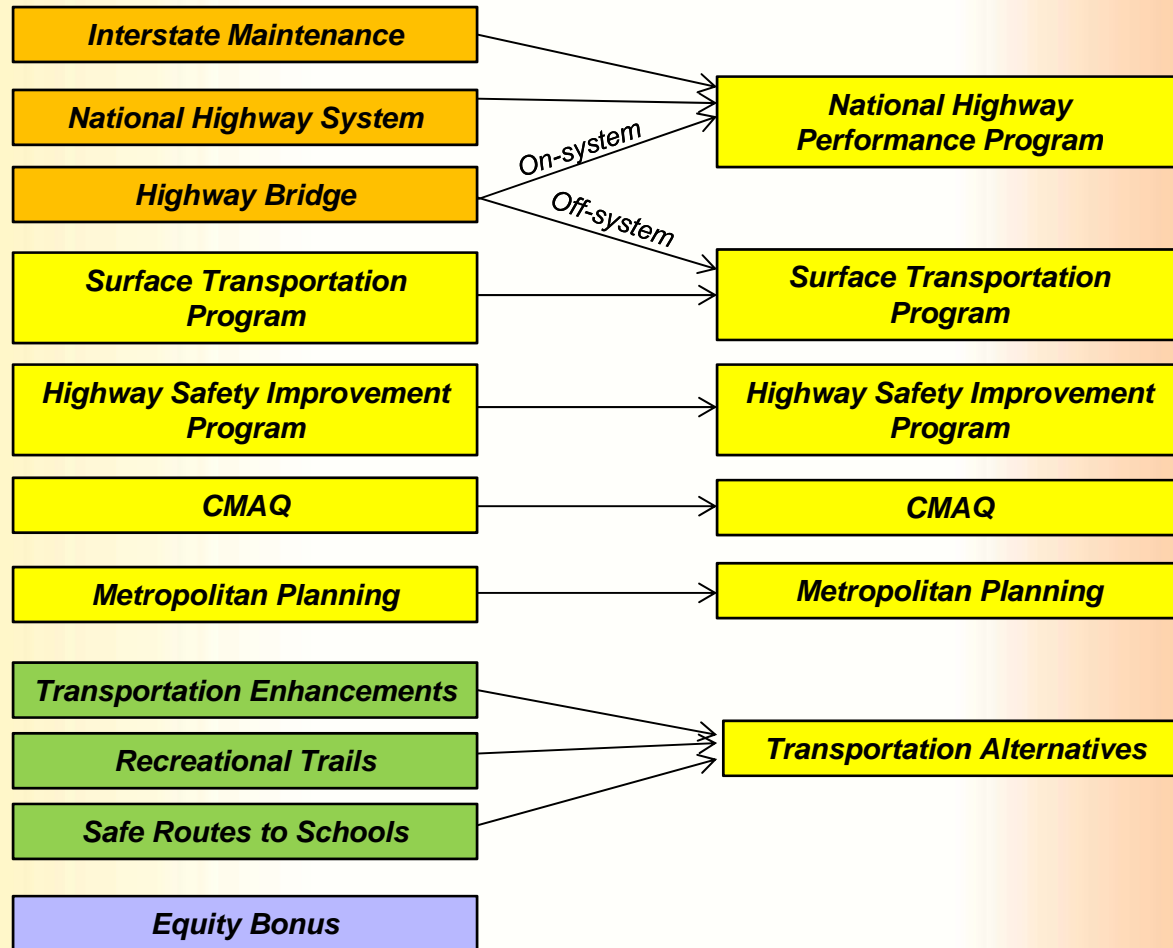
Highway Program Structure

- ◆ Other Formula Funding
 - ✓ Transportation Alternatives
 - ✓ Ferry Boats and Terminal Facilities
- ◆ Discretionary Programs
 - ✓ Tribal High Priority Projects (new)
 - ✓ Projects of National and Regional Significance
 - ✓ On-the-Job Training
 - ✓ Disadvantaged Business Enterprise
 - ✓ Highway Use Tax Evasion
 - ✓ Work Zone Safety

Highway Program Consolidation

2012 (SAFETEA-LU)

2013 (MAP-21)



Transit Program Structure

- ◆ Urbanized Area Formula Grants
- ◆ Bus and Bus Facilities Formula Grants
- ◆ State of Good Repair Grants
- ◆ Fixed Guideway Capital Investment Grants
- ◆ Rural Formula Grants
- ◆ Enhanced Mobility of Seniors and Individuals with Disabilities

Transportation Safety and Surface Transportation Policy

- ◆ Title I – Motor Vehicle and Highway Safety Improvement Act
- ◆ Title II – Commercial Motor Vehicle Safety Enhancement Act of 2012
- ◆ Title III – Hazardous Materials Transportation Safety Improvement Act of 2012
- ◆ Title IV – Sport Fish Restoration and Recreational Boating Safety Act of 2012
- ◆ Title V – Miscellaneous

Research and Education

- ◆ Highway Research and Development
- ◆ Technology and Innovation Deployment
- ◆ Training and Education
- ◆ Intelligent Transportation Systems
- ◆ University Transportation Research
- ◆ Bureau of Transportation Statistics

Performance Management

- ◆ Declaration of Policy – Performance-based planning and programming
- ◆ National Goals
 1. Safety
 2. Infrastructure Condition
 3. Congestion Reduction
 4. System Reliability
 5. Freight Movement and Economic Vitality
 6. Environmental Sustainability
 7. Reduced Project Delivery Delays

Performance Management

- ◆ USDOT will establish measures in consultation with State DOTs, MPOs and other stakeholders
 - ✓ Rulemaking within 18 months
 - ✓ 90 day comment period

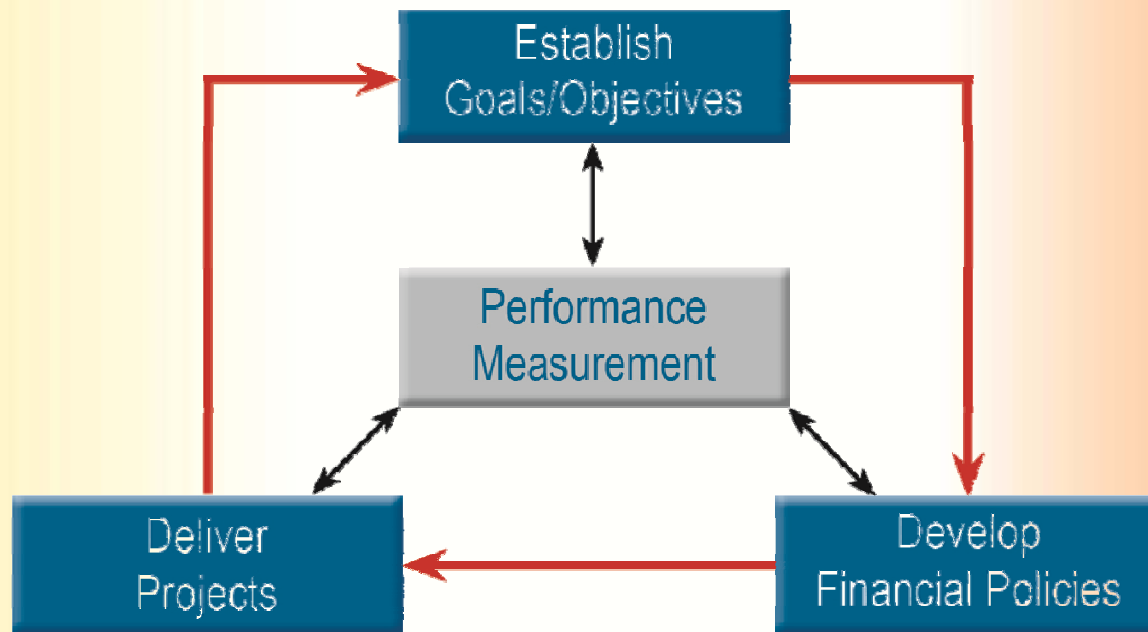
- ◆ States, MPO and transit operators will:
 - ✓ Set targets for each measure
 - ✓ Incorporate in plans and programs
 - ✓ Report progress

Performance Measures

Limited to the following:

- ◆ National Highway System (NHS)
 - ✓ Measures for pavement condition and performance of the Interstate System (IS) and NHS
 - ✓ Measures for NHS bridge condition
 - ✓ Minimum Levels for IS pavement condition
- ◆ Highway Safety - Serious injuries and fatalities
- ◆ CMAQ - Traffic congestion and mobile source emissions
- ◆ Freight - Measures to assess freight movement on the IS
- ◆ Transit – Safety and State of Good Repair measures

FDOT's Performance-Based Planning and Programming Process



FDOTPerforms.org

Questions

Is the TIGER grant program
included in MAP-21?

Questions

Will performance results be used to determine the future funding each state receives?

MAP-21: What It Means for Florida

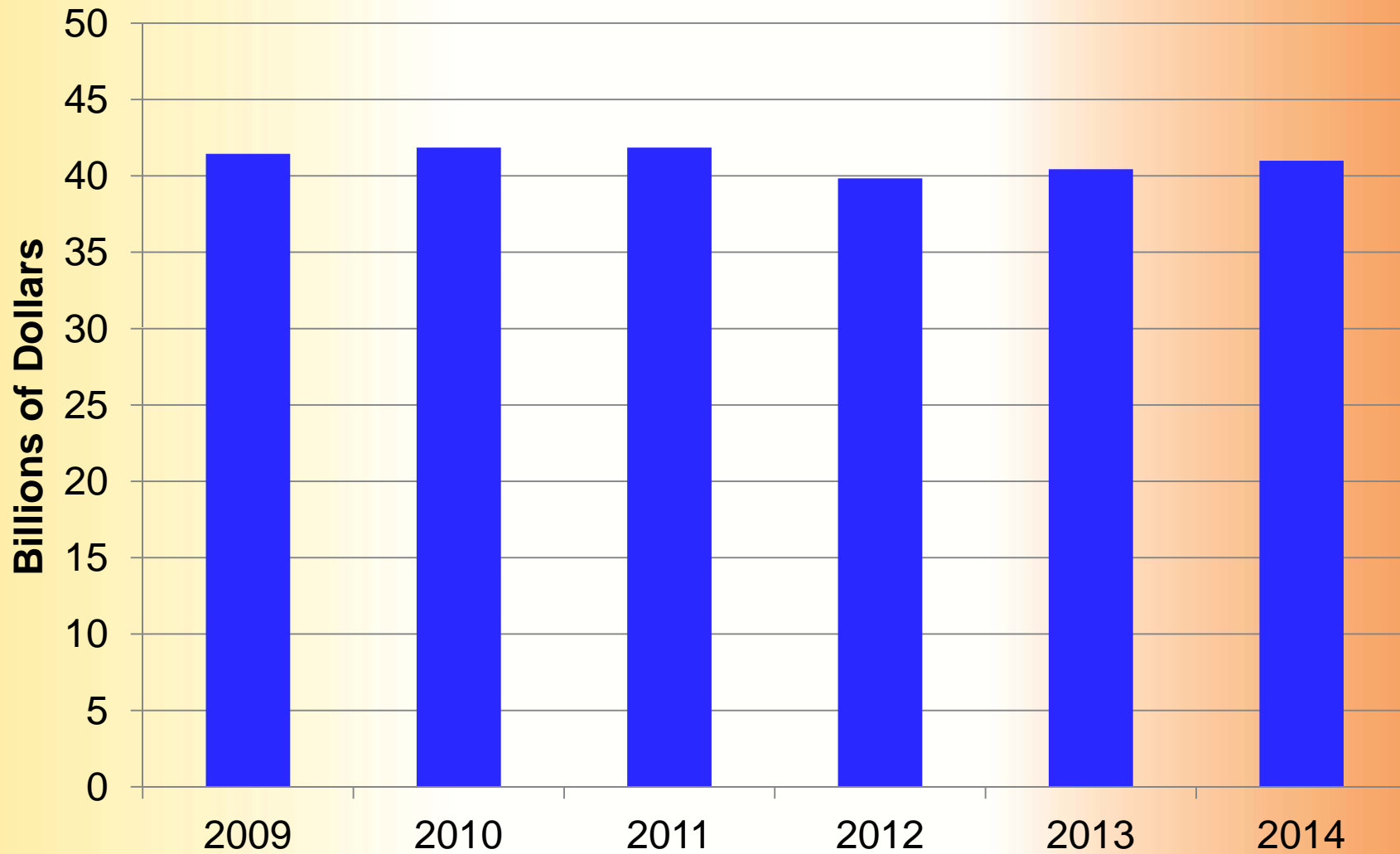
James Jobe
Federal Aid Manager
Office of Work Program
and Budget



Funding and Finance Tools

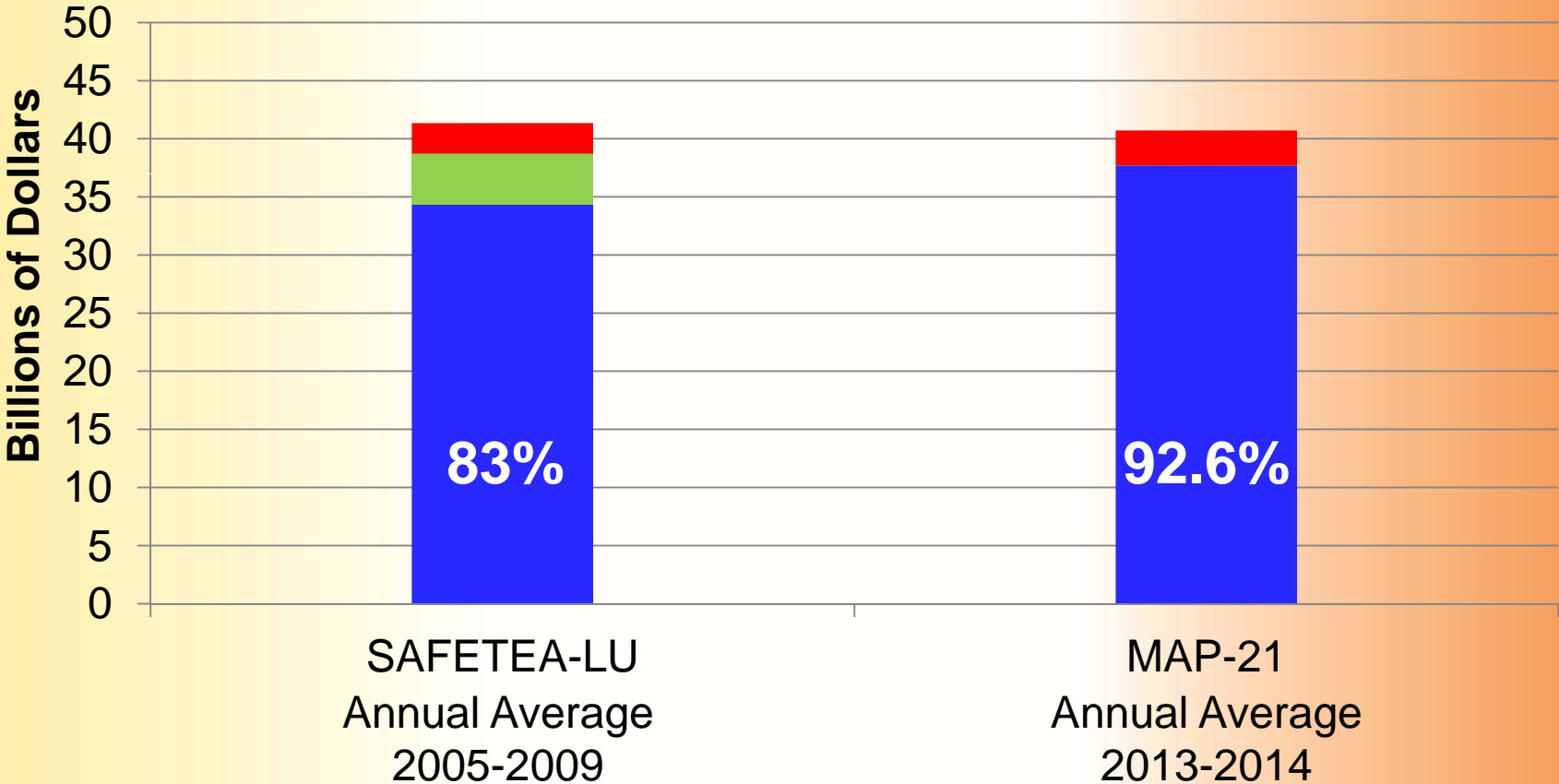
- ◆ MAP-21 Funding
- ◆ Key Project Funding Options
- ◆ Finance Tools
- ◆ Other Programs and Tools

National Highway Funding



National Highway Funding

■ Apportioned by Formula ■ Earmarked by Congress ■ Allocated by USDOT

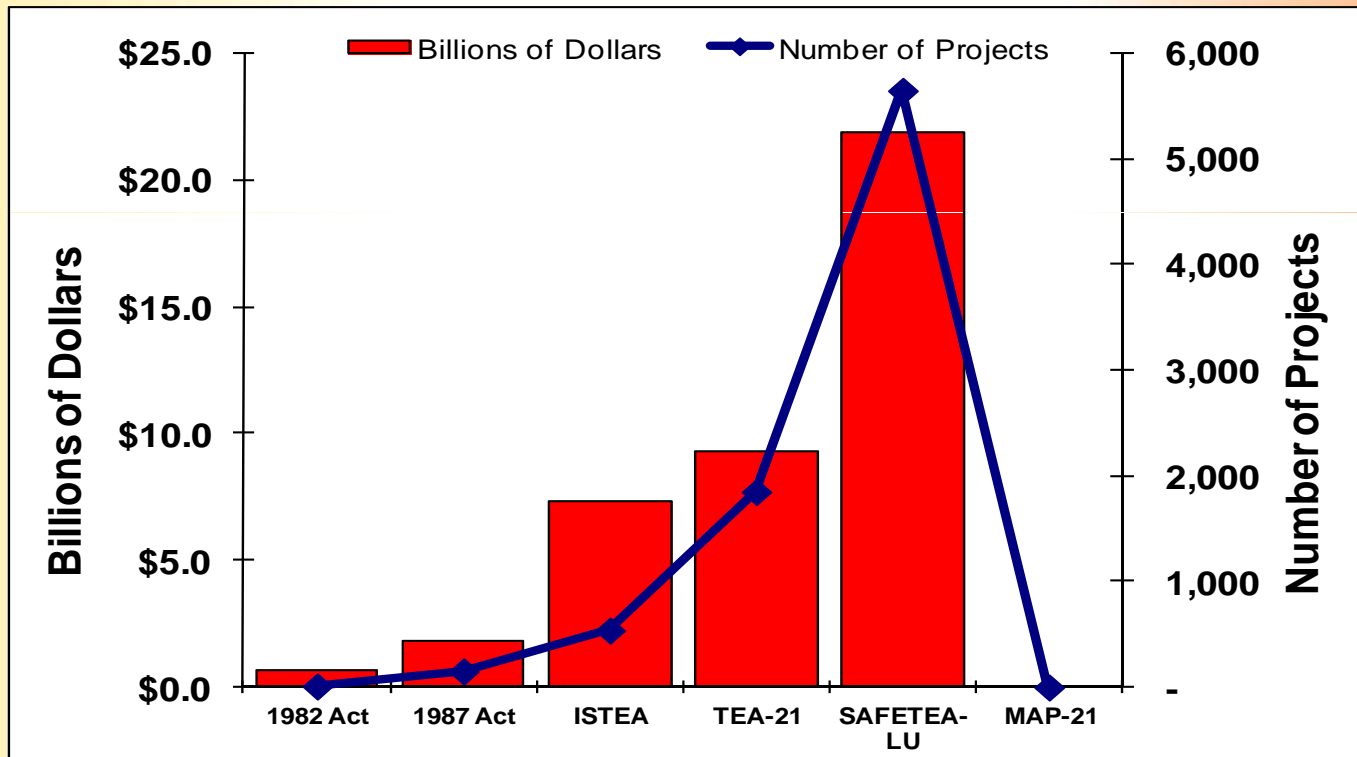


National Highway Funding

Purpose	Millions of Dollars	
	FFY 2013	FFY 2014
Apportioned Programs	37,477	37,798
TIFIA	750	1,000
Federal Lands Transportation & Access	550	550
FHWA Administration	454	440
Tribal Transportation	450	450
Research	400	400
Territorial & Puerto Rico Highways	190	190
Emergency Relief	100	100
Ferry Boats & Terminals	67	67

Earmark History

MAP-21 Breaks the Earmarking Trend



Florida Highway Funding

Purpose	Millions of Dollars	
	FFY 2013	FFY 2014
National Highway Performance Program	1,117	1,126
Surface Transportation Program	514	518
Highway Safety Improvement Program	123	124
Congestion Mitigation & Air Quality Program	14	13
Metropolitan Planning	20	20
Transportation Alternatives	49	50
Total Apportionments	1,835	1,851

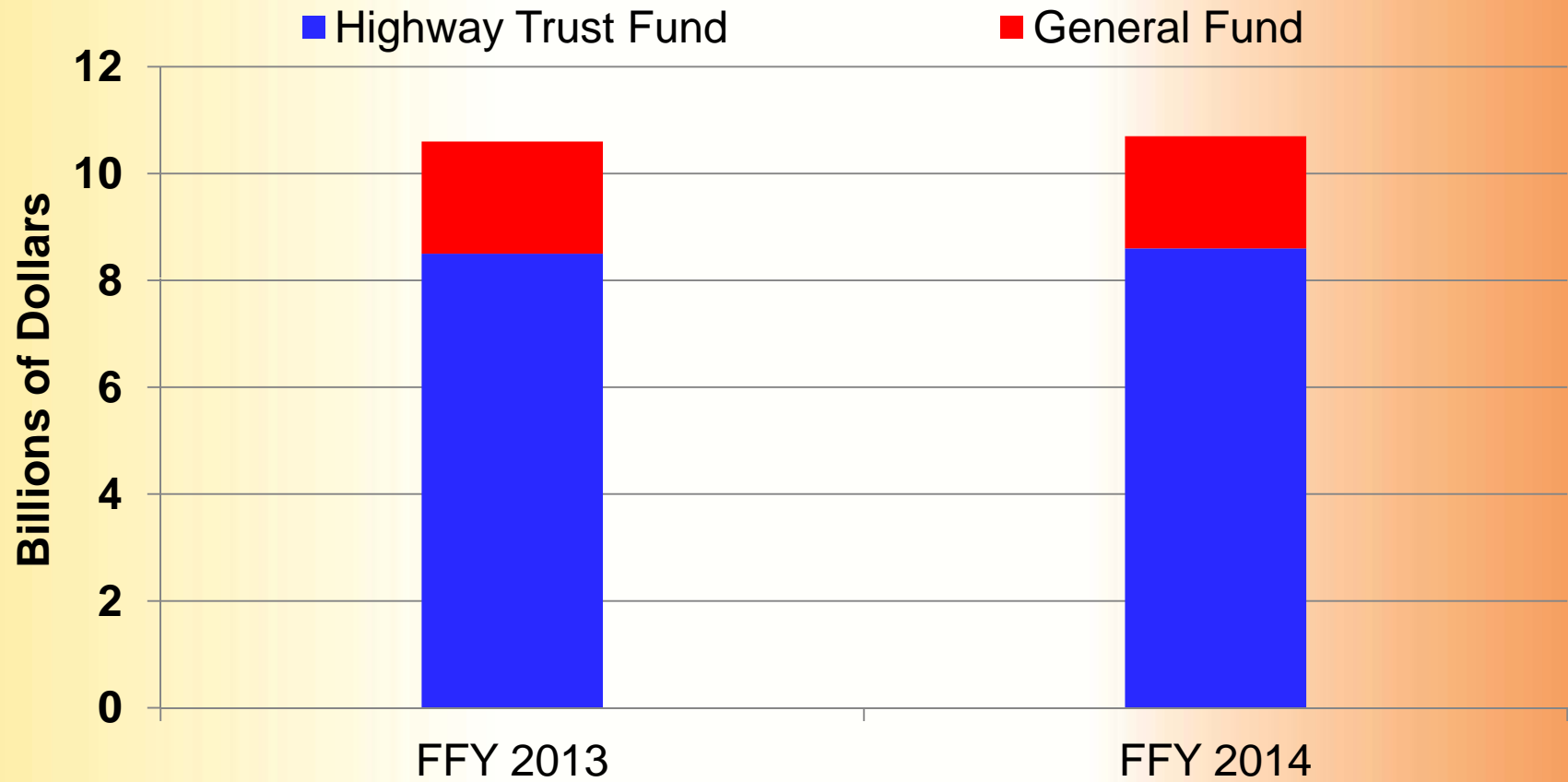
2011 Total Apportionments = \$1,966 Million

2012 Total Apportionments = \$1,835 Million

Florida Equity

- ◆ Rate of Return (ROR) compares percent of funds received to percent of funds contributed
- ◆ Florida ROR
 - ✓ 91¢ on Highway Account (2010)
 - ✓ 68¢ for Mass Transit Account (2010)
 - ✓ 93¢ for highway formula funds (MAP-21)
- ◆ MAP-21 guarantee of 95% of Highway Trust Fund payments has no effect for Florida or other donor states

Transit Funding



Surface Transportation Program

- ◆ MAP-21 continues the STP Program
- ◆ Transportation Enhancements Program eliminated; no longer a 10% set-aside
- ◆ 50% can be used in any area of the state
- ◆ Remaining 50% sub-allocated to geographic areas:
 - ✓ Over 200,000 population – large urban
 - New areas: Lakeland, Winter Haven, Kissimmee
 - ✓ Under 200,000 population – small urban
 - ✓ Under 5,000 population – rural
 - Up to 15% can be used on minor collectors

Surface Transportation Program

- ◆ STP eligible activities (those in **bold** are new with MAP-21):
 - ✓ Construction, reconstruction, rehabilitation, resurfacing, **preservation**, restoration, or operational improvements for highways
 - ✓ Replacement, rehabilitation, **preservation, protection** for bridges and tunnels on any public road
 - ✓ New bridges and **tunnels** on a federal aid highway
 - ✓ **Inspection of bridges and tunnels**
 - ✓ Transit, carpool, parking and **vehicle charging** facilities, bicycle and pedestrian walkways
 - ✓ Highway and transit safety infrastructure improvements
 - ✓ Highway and transit planning, R&D, technology transfer
 - ✓ Traffic monitoring, management and control facilities

Surface Transportation Program

- ◆ STP eligible activities (those in **bold** are new with MAP-21):
 - ✓ Environmental restoration activities
 - ✓ **Transportation Alternatives**
 - ✓ **Congestion pricing projects and strategies**
 - ✓ **Recreational trails projects**
 - ✓ **Ferry boats and terminals**
 - ✓ **Development and implementation of state asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads**
 - ✓ **Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.**

Surface Transportation Program

- ◆ Bridges off the federal aid system
 - ✓ Now a set-aside from the STP Program
 - ✓ Mandatory set-aside equal to 15% of the State's FFY2009 Bridge Program (\$21.1 million)
 - ✓ Set-aside must come from the 50% of STP funds for any area of the state
- ◆ Bridges on the federal aid system
 - ✓ National Highway System (NHS): funded by National Highway Performance Program (NHPP)
 - ✓ Not on the NHS: funded by STP

Congestion Mitigation & Air Quality Program

- ◆ MAP-21 continues “CMAQ”
- ◆ Florida continues to be in attainment
(No nonattainment or maintenance areas)
- ◆ Next assessment in Fall 2013
- ◆ Funds used on any STP-eligible project
(Any Title 23 U.S.C eligible project)
- ◆ New performance-based features
 - ✓ Used to assess traffic congestion and emissions
 - ✓ Only applies to nonattainment or maintenance areas

Transportation Alternatives

- ◆ Consolidates many types of eligible projects into Transportation Alternatives (TA), eliminating programs:
 - ✓ Transportation Enhancements
 - ✓ Recreational Trails
 - ✓ Safe Routes to School
 - ✓ Scenic Byways (a Discretionary program)
- ◆ Funded with 2% set-aside from state's formula apportionments

Transportation Alternatives

- ◆ 50% of funds sub-allocated to geographic areas:
 - ✓ Over 200,000 population – large urban
(MPOs will select projects via competitive process)
 - ✓ Under 200,000 population – small urban
 - ✓ Under 5,000 population – rural

- ◆ The state and MPOs for large urban areas must develop a competitive application process for TA project funding
 - ✓ The state is not an eligible applicant
 - ✓ MPOs are not eligible applicants

Transportation Alternatives

- ◆ Eligible applicants for TA funds:
 - ✓ Local government
 - ✓ Regional transportation authority
 - ✓ Transit agency
 - ✓ Natural resource or public land agency
 - ✓ School district, local education agency, school
 - ✓ Tribal government
 - ✓ Any other local or regional government entity* with responsibility or oversight of transportation or recreational trails that the state determines to be eligible, consistent with program goals

* Other than the state or an MPO

Transportation Alternatives

- ◆ Eligible projects and activities:
 - ✓ Trail facilities (on or off-road) and sidewalks for pedestrians and other non-motorized forms of transportation
 - ✓ Projects to provide safe routes for non-drivers
 - ✓ Turnouts, overlooks and viewing areas
 - ✓ Environmental mitigation activities
 - ✓ Community improvement projects
 - Outdoor sign removal
 - Vegetation management
 - Preservation & rehabilitation of historical transportation facilities
 - Archaeological activities relating to project impacts
 - ✓ “Boulevards”

Transportation Alternatives

- ◆ Recreational Trails projects
 - ✓ State may “opt out” of Rec Trails Program for any federal fiscal year, but may still do recreational trails projects within TA program
 - ✓ If state opts to continue Rec Trails Program, the state must:
 - Obligate amount equal to Recreational Trails apportionment for FFY2009 (\$2.6 million) each year
 - Sub-allocate for motorized and non-motorized trail use:
 - 40% for recreational trail or related projects that facilitate diverse recreational trail use within a recreational trail corridor, trailside, or trailhead (for either or both motorized or non-motorized use)
 - 30% for uses relating to motorized recreation
 - 30% for uses relating to non-motorized recreation

Tolling

- ◆ Prohibition of I-4 tolling removed
- ◆ States now have statutory right to toll (within federal parameters)
- ◆ Central principle of new FHWA policy: there shall be no net loss of free, non-HOV lane capacity on a highway
- ◆ Continues requirements for first use of toll revenues for debt service, return on investment, O&M, payments under PPP agreement. Any remaining is excess toll revenues.
 - ✓ Any excess can be used on Title 23 eligible projects
- ◆ Electronic toll collection (ETC) interoperability required
 - ✓ 4 year deadline for all toll facilities on federal aid highways

Transportation Infrastructure Financing and Innovation Act (TIFIA)

- ◆ Authorizes \$750 million in 2013 and \$1 billion in 2014
- ◆ Maximum share of project financing up from 33% to 49%
- ◆ Eliminates subjective eligibility criteria; simplified criteria should lead to more objective project selection
- ◆ Projects may be grouped to meet minimum thresholds
- ◆ Introduces “master credit agreement” concept
 - ✓ Maximum amounts, general terms, conditions for future projects
 - ✓ Locks in contingent commitment and improves project financial planning for projects secured by common security agreement

Other Programs

- ◆ Projects of National and Regional Significance
- ◆ Federal Lands Programs
- ◆ Emergency Relief Program

Transfer of Federal Funds

- ◆ May transfer up to 50% of annual apportionment from one core program category to another:
 - ✓ National Highway Performance Program
 - ✓ Congestion Management & Air Quality Program
 - ✓ Surface Transportation Program
 - ✓ Highway Safety Improvement Program
 - ✓ Transportation Alternatives set-aside

- ◆ Exceptions: Geographically allocated Surface Transportation Program and Transportation Alternatives funds may not be transferred

Transfer of Federal Funds

- ◆ Continues transfer provisions for:
 - ✓ Transfer of highway funds to transit projects
 - ✓ Transfer of transit funds to highway projects
 - ✓ Transfer of highway funds to another state for multi-jurisdictional projects

Questions

What is the timeline and process that Florida is using to make decisions about implementation of MAP-21, esp. those provisions that give Governor flexibility to shift money around?

Questions

The MPOs (larger than 200,000) will get their sub-allocation to run their competitive grant program, separate from the State TA program.

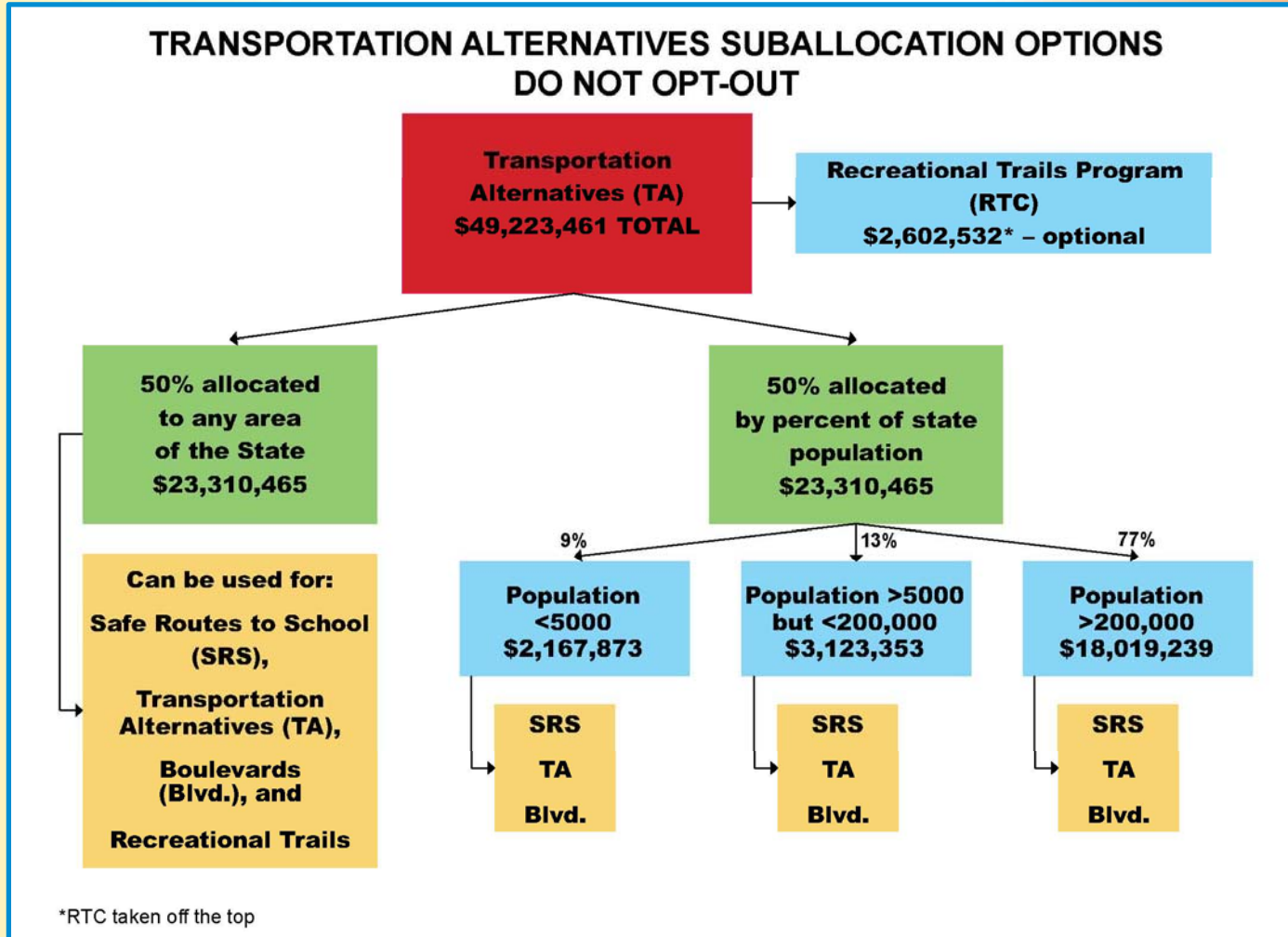
When will those sub-allocations be made?

Can we assume that MPOs can proceed to develop a competitive grant program and process or are they supposed to wait for instructions from USDOT and/or FDOT? if so, when is that anticipated?

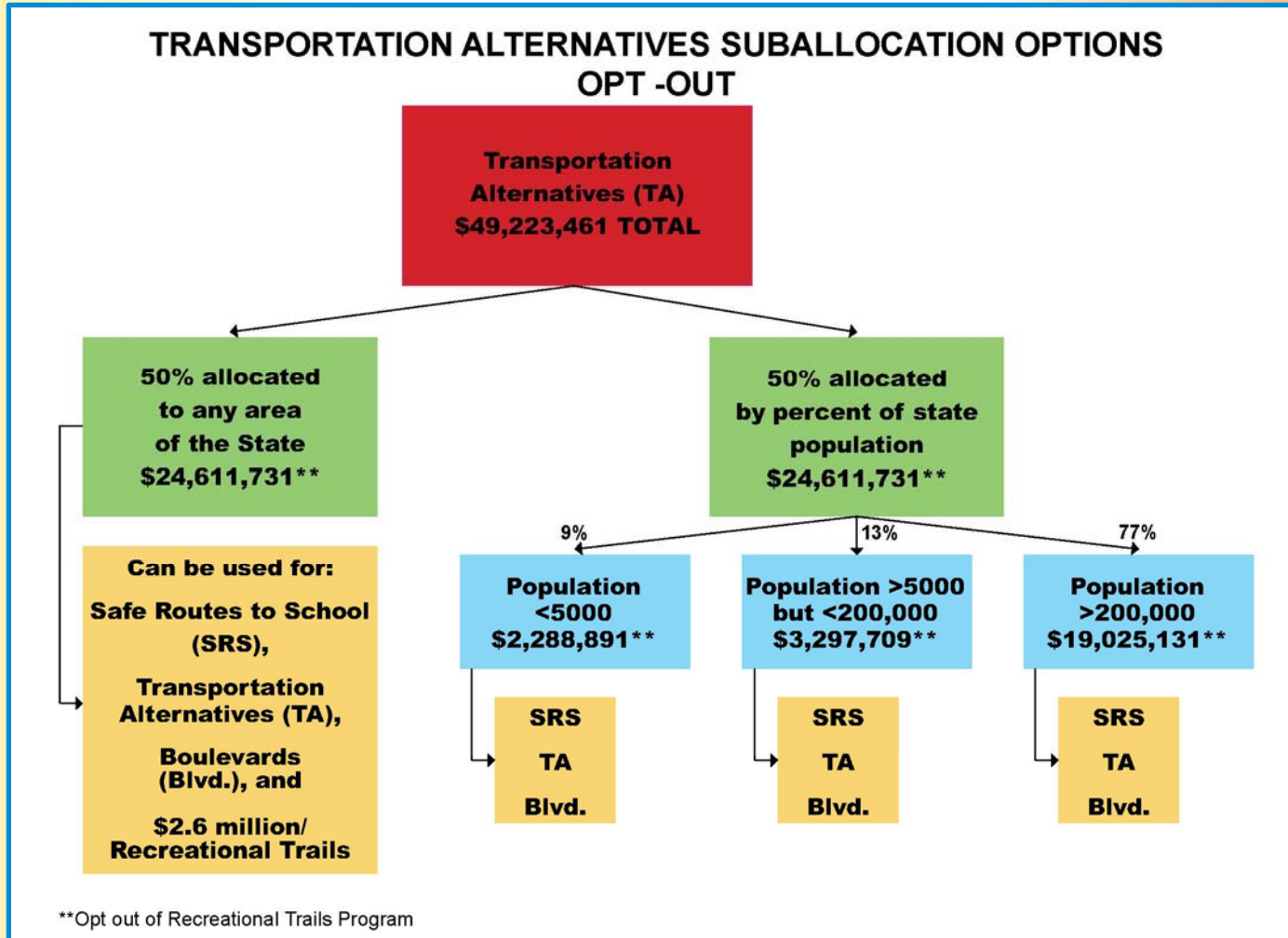
Questions

Does Florida's "opt out" mean you are not committed to funding Recreational Trails projects in the future?

Questions



Questions



Questions

Will you transfer funds to avoid reductions in funding for Transportation Alternatives?

MAP-21: What It Means for Florida

Joe Santos
State Safety Engineer



Safety

- ◆ Highway Safety Improvement Program
- ◆ Other National Safety Programs

Highway Safety Improvement Program

- ◆ Florida funding dramatically increased from \$90 million to \$123 million in FFYs 2013 and 2014
- ◆ Maintains current program structure
- ◆ Requires regular updates of the Strategic Highway Safety Plan
- ◆ USDOT to establish measures and states to set targets
 - ✓ Number of injuries and fatalities
 - ✓ Injuries and fatalities per vehicle miles traveled
- ◆ Strengthens link between Highway Safety Improvement Program and National Highway Traffic Safety Administration programs

Highway Safety Improvement Program

- ◆ Rail/Highway Crossings
 - ✓ Continues set-aside for:
 - Hazard Elimination
 - Protective Devices

- ◆ High Risk Rural Roads
 - ✓ Set-aside eliminated
 - ✓ Eligible for HSIP funds
 - ✓ Must obligate funds if the fatality rate on these roads increases

Highway Safety Improvement Program

- ◆ Program purpose
 - ✓ Reduce traffic fatalities and serious injuries on all public roads
 - ✓ Requires a data-driven, strategic approach
 - To improving highway safety
 - That focuses on performance

Highway Safety Improvement Program

◆ Funding Eligibility

- ✓ To use funds, must have a state highway safety improvement program under which the state:
 - Develops, implements, and updates a State Strategic Highway Safety Plan (SHSP)
 - Produces a program of projects or strategies to reduce identified safety problems; and
 - Evaluates the SHSP on a regularly recurring basis
- ✓ Highway safety improvement projects
- ✓ Workforce development, training, and education activities

Highway Safety Improvement Program

◆ Program eligibility

- ✓ Identification and analysis of highway safety problems and opportunities
 - Have in place a safety data system with the ability to perform safety problem identification and countermeasure analysis
 - Adopt strategic and performance-based goals
 - Advance the capabilities of the State for safety data collection, analysis, and integration

Highway Safety Improvement Program

◆ Special Rules

✓ High Risk Rural Road Safety

- If fatality rate increases over a 2-year period, state must obligate at least 200% of the FFY 2009 amount required for High Risk Rural Road Safety

✓ Older Drivers

- If traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 increase over a 2-year period, state must include strategies to address the increases in the update of the Strategic Highway Safety Plan

Other National Safety Funding

Purpose	Millions of Dollars	
	FFY 2013	FFY 2014
Section 402 Safety Programs	235	235
Section 403 Safety Research	110.5	113.5
Section 405 National Priority Safety Programs	265	272
National Driver Register	5	5
High Visibility Enforcement	29	29
USDOT Administrative Expenses	25.5	25.5

Title I – Motor Vehicle and Highway Safety Improvement Act

- ◆ Restructures NHTSA highway safety grant programs
 - ✓ Single grant application and reporting process
 - ✓ Adoption of performance measures
 - ✓ Establishment of planning and reporting requirements
- ◆ Prohibits state use of formula grant funds to pay for red light or speed cameras
- ◆ “National Priority Safety Programs” allocates funds across six incentive grant programs

National Priority Safety Programs Funding

Grant Programs	% of Funds
Occupant Protection	16
State Traffic Safety Information System Improvements	14.5
Impaired Driving Countermeasures	52.5
Distracted Driving	8.5
Motorcyclist Safety	1.5
Administrative Expenses	5

Division A, Title I, Subtitle D —Highway Safety

- ◆ Sec. 1401. Jason's law.
- ◆ Sec. 1402. Open container requirements.
- ◆ Sec. 1403. Minimum penalties for repeat offenders for driving while intoxicated or driving under the influence.
- ◆ Sec. 1404. Adjustments to penalty provisions.
- ◆ Sec. 1405. Highway worker safety.

Division C—Transportation Safety and Surface Transportation Policy

- ◆ Title I – Motor Vehicle and Highway Safety Improvement Act
- ◆ Title II – Commercial Motor Vehicle Safety Enhancement Act of 2012
- ◆ Title III – Hazardous Materials Transportation Safety Improvement Act of 2012
- ◆ Title IV – Sport Fish Restoration and Recreational Boating Safety Act of 2012
- ◆ Title V – Miscellaneous

Questions

When is the updated
Florida Strategic Highway Plan
expected to be available?

Questions

What is the future of the
Safe Routes to Schools Program
in Florida?

Questions

How can Florida improve
bicycle and pedestrian safety?

MAP-21: What It Means for Florida

Juan Flores
State Freight and
Logistics Administrator



Freight

- ◆ Senate proposed Freight Program not adopted
- ◆ Freight policy and goals established
- ◆ USDOT to establish National Freight Network
- ◆ USDOT to prepare National Strategic Freight Plan
- ◆ State Freight Plans encouraged

National Freight Policy and Goals

- ◆ It is the policy of the United States to
 - ✓ improve the condition and performance of the national freight network
 - ✓ ensure that the national freight network provides the foundation for the United States to compete in the global economy
 - ✓ and achieve each goal

National Freight Policy and Goals

◆ Goals

- ✓ Infrastructure improvements and operational improvements
- ✓ Safety, security, and resilience
- ✓ State of good repair
- ✓ Use advanced technology to improve safety and efficiency
- ✓ Performance, innovation, competition, and accountability
- ✓ Economic efficiency
- ✓ Reduce the environmental impacts

National Freight Network

- ◆ Primary freight network
 - ✓ Designated within one year
 - ✓ Based on inventory of freight volume
 - ✓ 27,000 centerline miles, existing roadways
 - ✓ 3,000 additional miles possible
 - ✓ Redesignation every 10 years
- ◆ Other portions of the Interstate System
- ◆ Critical rural freight corridors

National Freight Strategic Plan

- ◆ Developed within 3 years In consultation with state DOTs and stakeholders, 5 year updates
 - ✓ Condition and performance of national freight network
 - ✓ Highway bottlenecks
 - ✓ 20 year forecasts of freight volumes
 - ✓ Major trade gateways and freight corridors
 - ✓ Barriers to improved performance
 - ✓ Routes providing access to energy
 - ✓ Best practices for improving performance
 - ✓ Best practices for mitigating impacts
 - ✓ Process for multistate projects
 - ✓ Strategies for improving intermodal connectivity

State Freight Plans and Projects

- ◆ Secretary shall *encourage* each state to develop a plan containing immediate and long-range planning activities and investments for freight.
 - ✓ Increased federal share
 - On Interstate – Increase to 95%
 - Off Interstate – Increase to 90%
 - ✓ Project must meet these requirements
 - Demonstrate improvement made by project to the efficient movement of freight, and
 - Be identified in a State Freight Plan

Freight Projects

- ◆ Eligible projects include (but are not limited to):
 - ✓ Construction, reconstruction, rehabilitation, and operational improvements directly relating to improving freight movement
 - ✓ Intelligent transportation systems and other technology to improve the flow of freight
 - ✓ Efforts to reduce the environmental impacts of freight movement on the primary freight network
 - ✓ Railway-highway grade separation

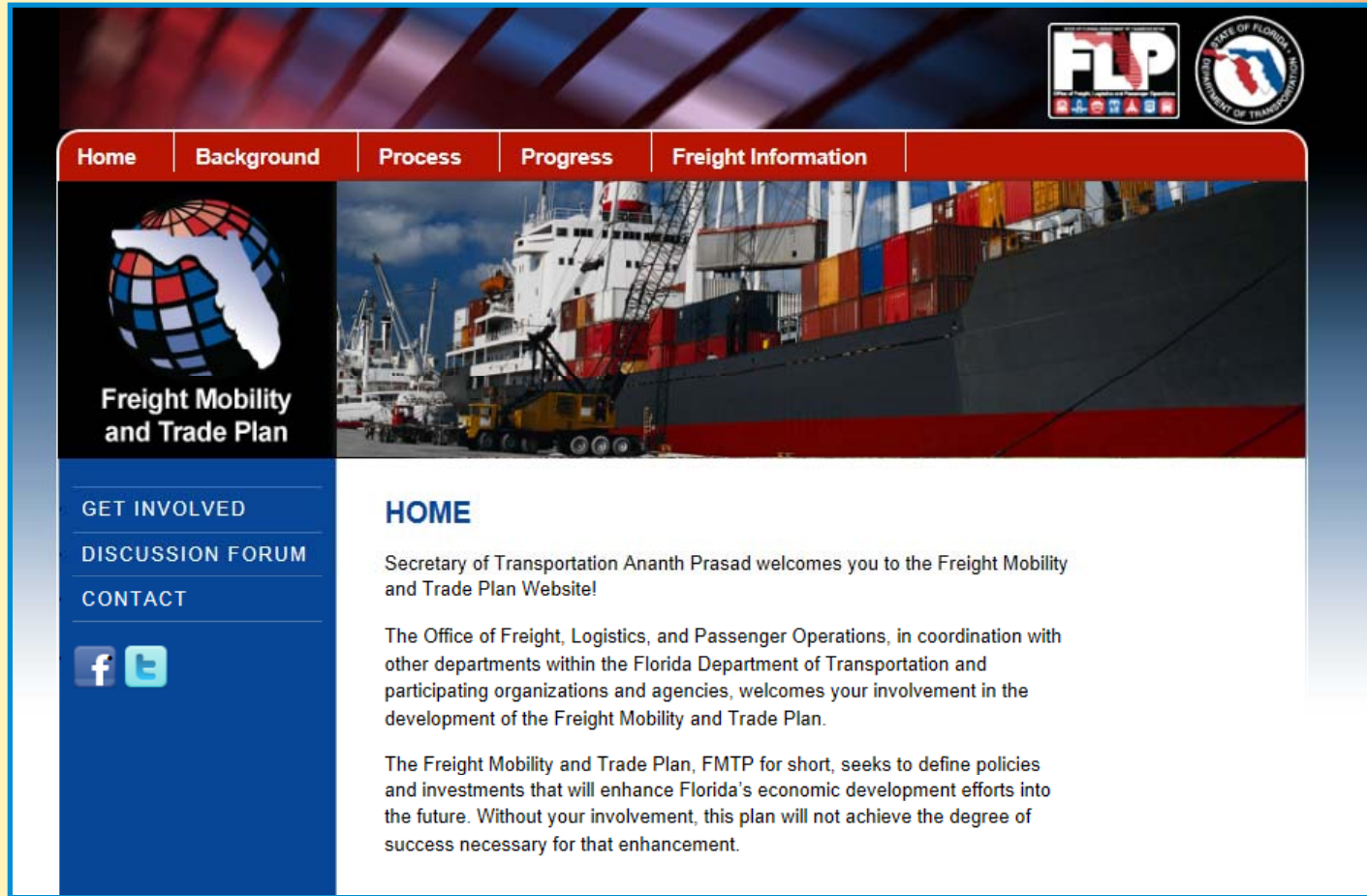
Freight Projects

- ◆ Eligible projects (continued):
 - ✓ Geometric improvements to interchanges and ramps
 - ✓ Truck-only lanes
 - ✓ Climbing and runaway truck lanes
 - ✓ Truck parking facilities
 - ✓ Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems
 - ✓ Improvements to freight intermodal connectors
 - ✓ Improvements to truck bottlenecks

Questions

When is the Florida Freight Plan expected to be completed?

Florida Freight Mobility and Trade Plan



Home Background Process Progress Freight Information

Freight Mobility and Trade Plan

GET INVOLVED
DISCUSSION FORUM
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f t

HOME

Secretary of Transportation Ananth Prasad welcomes you to the Freight Mobility and Trade Plan Website!

The Office of Freight, Logistics, and Passenger Operations, in coordination with other departments within the Florida Department of Transportation and participating organizations and agencies, welcomes your involvement in the development of the Freight Mobility and Trade Plan.

The Freight Mobility and Trade Plan, FMTP for short, seeks to define policies and investments that will enhance Florida's economic development efforts into the future. Without your involvement, this plan will not achieve the degree of success necessary for that enhancement.

FreightMovesFlorida.com

Questions

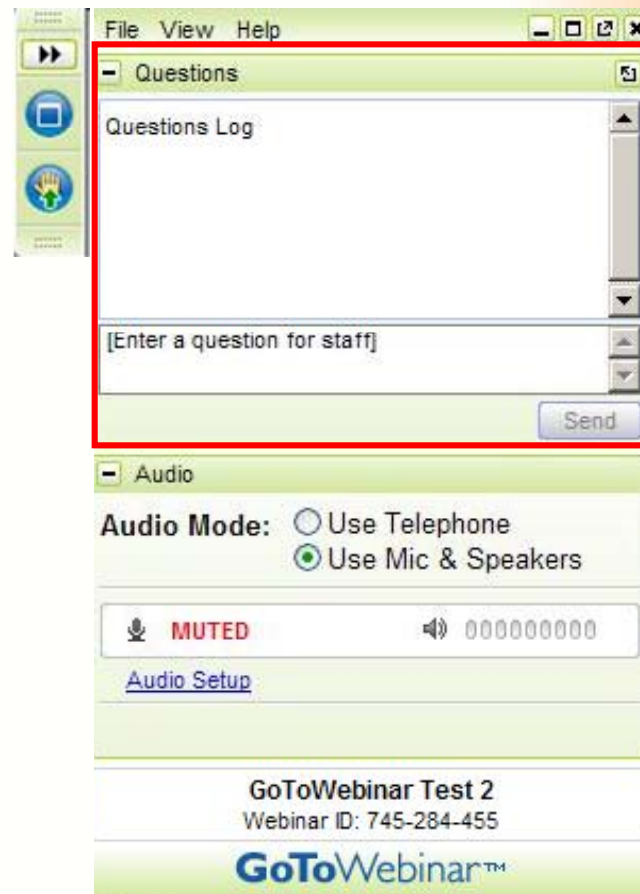
Will the Florida Plan be limited to highways?

MAP-21: What It Means for Florida

Rusty Ennemoser
Moderator



Questions and Answers



More Information



Florida Department Of Transportation

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Moving Ahead for Progress in the 21st Century Act (MAP-21)

About

H.R. 4348, the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) was passed in the Congress on June 29, 2012 and signed into law by the President on July 6. The bill extends federal highway and transit funding through federal fiscal year 2014. This page will be used to provide information on MAP-21 and Florida's implementation. There will be updates when further information becomes available.



MAP-21

- [H.R. 4348 Enrolled Bill - Final as Passed Both House and Senate](#) (in PDF format)
- [Conference Report, H.Rept. 112-557](#) (in PDF format)

Summaries

- [House-Senate Joint Explanatory Statement](#) including a summary of the bill (in PDF format)
- [Summary of estimated funding and other key issues affecting Florida](#) (in PDF format)
- [Summary of transit provisions](#) (in PDF format)
- [Federal Highway Administration](#)
- [Funding Tables, Federal Highway Administration](#)

Press Releases

- [House Committee on Transportation and Infrastructure, June 29, 2012](#)
- [Senate Committee on Environment and Public Works, June 29, 2012](#)
- [U.S. Secretary of Transportation Blog, July 2, 2012](#)
- [American Association of State Highway and Transportation Officials June 29, 2012](#)

For further information contact [David Lee](#) or phone (850) 414-4802
Sign up to receive "[TranPlan News](#)," email notices of planning news and Web site changes
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MAP-21-FL.com

Next Steps

- ◆ Part II of the Webinar begins at 2:00 pm EST
 - ✓ Use the same connection link and number
- ◆ Recording will be posted at MAP-21-FL.com
- ◆ Questions and answers will be posted at MAP-21-FL.com
- ◆ You will receive a follow-up survey by email

Thank you!!