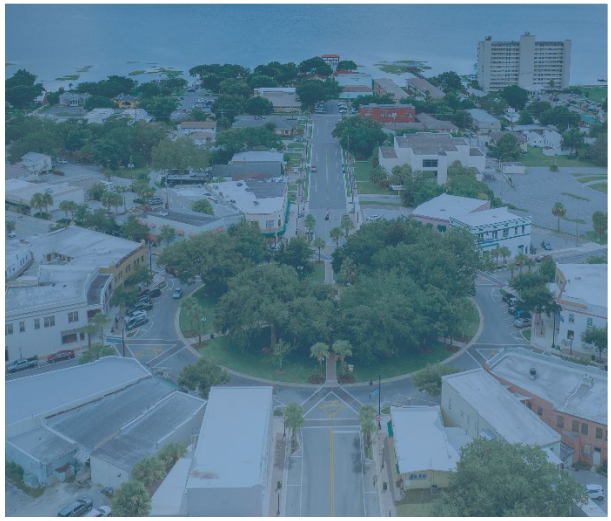
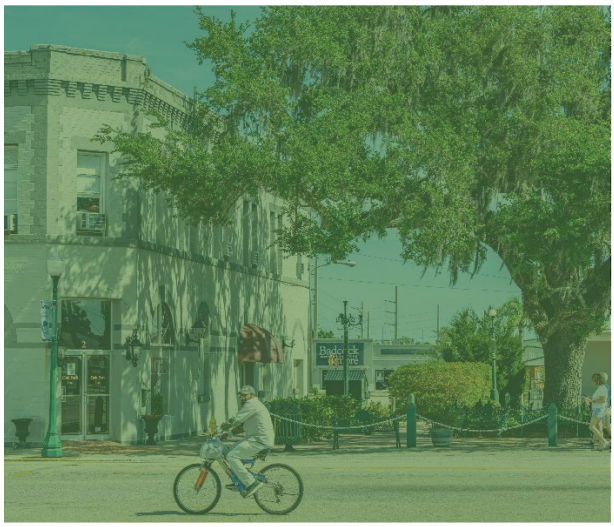



# LONG RANGE 2050 TRANSPORTATION PLAN

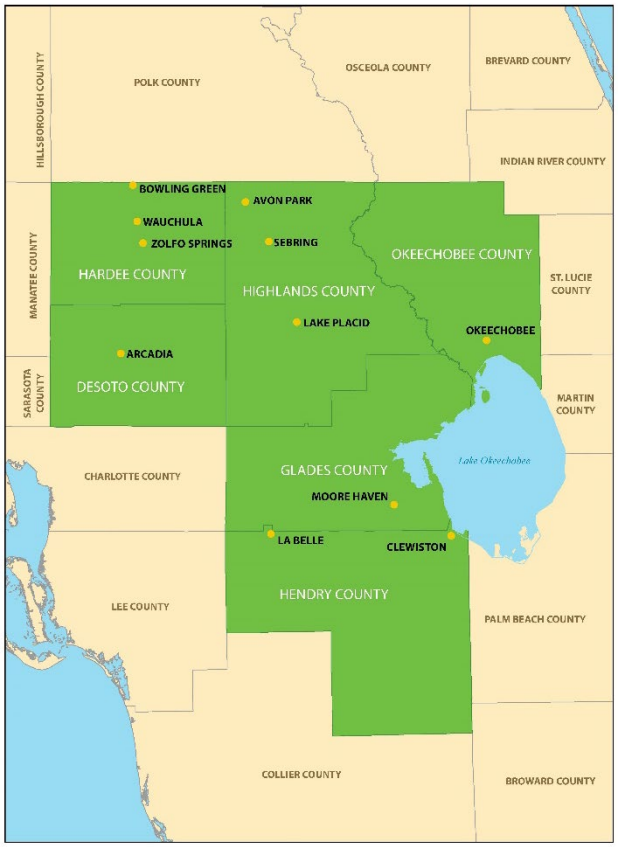
HRTPO
Heartland Regional
Transportation Planning Organization

Draft for Public Comment: February 3, 2026
Scheduled for Adoption: March 11, 2026

[Hold for Resolution]

# 1) Introduction

*Vision: Tomorrow's transportation system will connect the Heartland's communities, providing choices to move people and goods efficiently, safely, and reliably, while supporting a competitive economy.*




The Heartland Regional Transportation Planning Organization (HRTPO) is the Metropolitan Planning Organization (MPO) for the Heartland region of Florida, serving the six counties of DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee, as well as the urbanized area of Highlands County, including the Cities of Sebring and Avon Park. The HRTPO provides a collaborative forum for local elected officials, their staff, industry experts, and the public to work together to improve transportation throughout the Heartland region.

As the MPO for the Heartland of Florida, the HRTPO has prepared the Heartland 2050 Long Range Transportation Plan (LRTP), the region's blueprint for transportation investment through the year 2050. The Plan was developed in accordance with current federal surface transportation legislation, Florida state requirements, the Florida Transportation Plan, and all adopted local government comprehensive plans.

Stakeholders in the process include the Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), local governments in the region, the six counties of DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee, and the general public.

## Federal & State Requirements

The Long Range Transportation Plan (LRTP), referred to in federal rule as the metropolitan transportation plan, is the required, long-term policy and investment roadmap that guides how a metropolitan area will manage, operate, and develop an intermodal transportation system over at least a 20-year planning horizon. Federal law establishes the LRTP's core intent: to promote the safe and efficient development, management, and operation of surface transportation systems that meet the mobility needs of people and freight, foster economic growth and development, and consider resiliency needs.

## Federal framework

Federal regulations require metropolitan planning organizations (MPOs) to develop LRTPs using a performance-driven, outcome-based approach. The process must be continuous, cooperative, and comprehensive (often referred to as "3 C"), and it must consider the federal planning factors established in regulation. In practice, that means the LRTP is not just a list of projects. It is a documented decision framework that connects community goals to measurable outcomes, and then to strategies and investments.

Federal rules also specify what the MPO must include in the LRTP. At a minimum, the plan must cover current and projected travel demand for the existing and planned facilities that form an integrated system (such as principal arterials, major roadways where applicable, transit, intercity bus, bike and pedestrian facilities, intermodal connectors, and other essential infrastructure), operational and management strategies, consideration of the congestion management process (when relevant), strategies to preserve and maintain the system, environmental mitigation discussions, and a financially constrained plan showing how projects can be implemented, including system-level operations and maintenance revenues and costs. It must also incorporate performance measures, targets, and a system performance report.

## Florida Requirements

Florida law reinforces these federal requirements and adds statewide expectations for consistency and coordination. Each MPO must develop an LRTP with at least a 20 year horizon, and the plan must include both long-range and short range strategies, consistent with state and federal requirements. Florida statute also emphasizes prevailing principles for LRTP development, including preserving existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility.

## Plan Development

The Heartland Region 2050 LRTP is organized around two key tasks that guide the development of a long-range, multimodal program:

**Forecast and Evaluate Transportation Demand**

- Driven by growth, policy direction, technology changes, and public feedback.

**Align Priorities with Expected Funding**

- Matches needs to expected funding from federal, state, and local sources

### Public Participation in the Planning Process

Public participation is a core part of developing the 2050 LRTP for Florida's Heartland Region. Through an open and collaborative process, the 2050 LRTP development was grounded in the adopted Public Participation Plan and supported by active involvement from the TPO Board, Technical Advisory Committee, and Citizens Advisory Committee. The process included outreach to required stakeholders and consultation.

*Public input reinforced the importance of safety, practical rural mobility, and expanded options for people who do not drive, and these themes helped shape the goals, strategies, and priorities of the LRTP.*

The Heartland TPO conducted LRTP outreach consistent with the adopted Public Participation Plan developed under 23 CFR 450.316(a). The approach emphasized early involvement, multiple ways to participate, and clear documentation of comments received and responses provided. Activities and participation opportunities were designed to meet people where they are, using multiple channels and formats.

*Leadership and Advisory Involvement*

The LRTP was guided and shaped through the ongoing involvement of the TPO governance and advisory structure

- **HRTPO Board** | The TPO Board provided policy direction, reviewed interim deliverables, and considered public input when confirming plan priorities and major decisions.
- **Technical Advisory Committee** | The Technical Advisory Committee provided technical guidance on data, assumptions, needs, and performance considerations.
- **Citizens Advisory Committee** | The Citizens Advisory Committee provided community perspective, helped highlight lived experience, and supported outreach by amplifying participation opportunities.

## What We Heard

**Safety concerns on major corridors and within town centers**

Across the Heartland Region, comments often referenced concerns about high speeds, frequent crashes, and stressful travel conditions on major corridors that also function as local main streets in some communities. In towns, people also expressed concern about safe crossings and conditions for walking and bicycling.

**Transit and mobility needs, especially for non-drivers**

Across communities, comments frequently reflected a strong reliance on personal vehicles and limited awareness of everyday public transportation options. People described difficulty making basic trips without a car and noted that older adults and people with disabilities can face significant barriers to independence.

**Rural context and limited alternatives**

A recurring theme across counties was the challenge of long distances on two-lane roadways and limited route choices. Comments reflected the reality that many residents must use the same key corridors for most trips, which can magnify the effects of crashes, closures, and work zones.

## After Adoption

Once adopted, the LRTP becomes the legally required foundation for subsequent programming and funding decisions.

1. **Basis for the TIP and inclusion in the STIP**
   Federal policy ties the LRTP directly to the development of the Transportation Improvement Program (TIP). The LRTP sets the long-term priorities and financial framework, and the TIP implements that plan by programming near-term funded projects. A project's ability to advance into the TIP, and then into the Statewide Transportation Improvement Program (STIP), depends on consistency with the adopted LRTP, its goals, and its fiscal constraint requirements.

2. **Performance reporting and target alignment**
   After adoption, the LRTP is the primary regional document that links investment priorities to performance measures and targets. It establishes the baseline and forecasted conditions, documents targets (including alignment with state and transit provider targets where required), and provides a system performance report that becomes the reference point for future updates and for how projects are prioritized over time.

3. **Coordination with statewide policy and "outer years" expectations**
   The LRTP is also used by state and federal partners to ensure that longer range "outer years" planning is fiscally constrained and consistent with statewide direction.

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*The LRTP is the adopted, performance based, financially constrained blueprint that connects goals to measurable outcomes and provides the required basis for programming projects, demonstrating fiscal constraint, coordinating with state and transit performance plans, and maintaining eligibility for federal transportation funding.*

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# 2) People & Places

The counties of the Heartland share a rich cultural history and unique natural resources that provide dynamic opportunities and challenges in the coming decades. The six HRTPO counties are within the South-Central Rural Area of Opportunity (RAO), which is defined as a region composed of rural communities that have been adversely affected by extraordinary economic events or natural disasters and designated as such by the State of Florida.

Across the Heartland counties, residents consistently describe transportation as a key factor in quality of life, and they show a clear desire to strengthen mobility options in practical, community-centered ways. People value the region's connected small towns and rural character, but they also emphasize that daily life is highly car-dependent and that many households, especially older adults, people with disabilities, and residents without reliable vehicles, face real barriers reaching jobs, healthcare, groceries, and community activities.

# County Profiles

## DeSoto County

| | |
|---|---|
| **Population (2020 Census):** | 33,976 |
| **Square Miles:** | 639 |
| **Municipalities:** | City of Arcadia |
| **Airports:** | 1 |
| **Transit:** | DART and Paratransit |
| **Lane Miles:** | 514.84 |
| **Businesses:** | 543 |
| **Jobs:** | 5,809 |
| **Occupied Housing:** | 12,656 |
| **Zero-Vehicle Households:** | 670 |

## Glades County

| | |
|---|---|
| **Population (2020 Census):** | 12,126 |
| **Square Miles:** | 987 |
| **Tribal Lands:** | Brighton Seminole Indian Reservation |
| **Municipalities:** | City of Moore Haven |
| **Airports:** | 0 |
| **Transit:** | STREAM and Paratransit |
| **Lane Miles:** | 387.52 |
| **Businesses:** | 129 |
| **Jobs:** | 997 |
| **Occupied Housing:** | 4,560 |
| **Zero-Vehicle Households:** | 93 |

## Hardee County

| | |
|---|---|
| **Population (2020 Census):** | 25,327 |
| **Square Miles:** | 638 |
| **Municipalities:** | City of Wauchula, City of Bowling Green, Town of Zolfo Springs |
| **Airports:** | 1 |
| **Transit:** | Paratransit |
| **Lane Miles:** | 647.64 |
| **Businesses:** | 424 |
| **Jobs:** | 4,761 |
| **Occupied Housing:** | 8,148 |
| **Zero-Vehicle Households:** | 433 |

## Hendry County

| | |
|---|---|
| **Population (2020 Census):** | 39,619 |
| **Square Miles:** | 639 |
| **Tribal Lands:** | Big Cypress Indian Reservation |
| **Municipalities:** | City of Clewiston, City of LaBelle |
| **Airports:** | 1 |
| **Transit:** | STREAM and Paratransit |
| **Lane Miles:** | 514.84 |
| **Businesses:** | 738 |
| **Jobs:** | 7,262 |
| **Occupied Housing:** | 13,944 |
| **Zero-Vehicle Households:** | 1,067 |

## Highlands County

| | |
|---|---|
| **Population (2020 Census):** | 101,235 |
| **Square Miles:** | 1,106 |
| **Municipalities:** | City of Sebring, City of Avon Park, Town of Lake Placid |
| **Airports:** | 2 |
| **Transit:** | Paratransit |
| **Lane Miles:** | 1,678.92 |
| **Businesses:** | 2,111 |
| **Jobs:** | 22,520 |
| **Occupied Housing:** | 45,943 |
| **Zero-Vehicle Households:** | 2,525 |



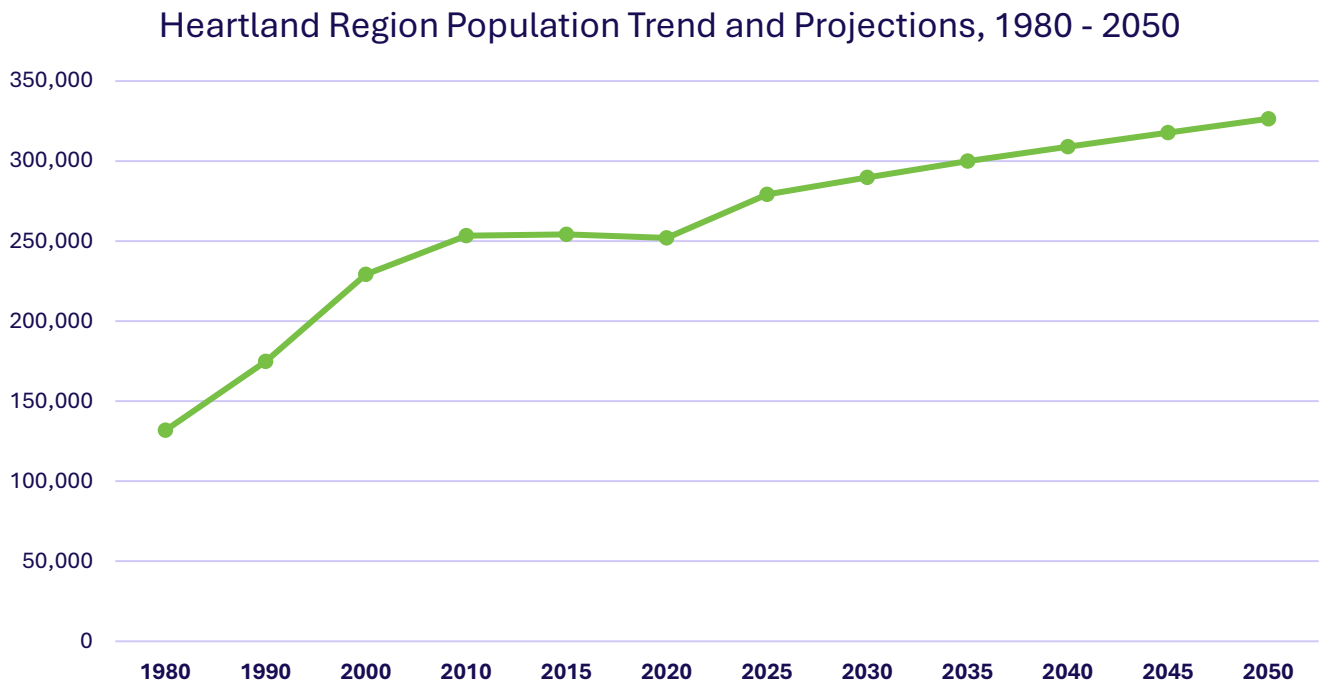
## Okeechobee County

| | |
|---|---|
| **Population (2020 Census):** | 39,644 |
| **Square Miles:** | 892 |
| **Municipalities:** | City of Okeechobee |
| **Airports:** | 1 |
| **Transit:** | Paratransit |
| **Lane Miles:** | 535.77 |
| **Businesses:** | 906 |
| **Jobs:** | 7,858 |
| **Occupied Housing:** | 15,187 |
| **Zero-Vehicle Households:** | 605 |

# 3) Trends

The Heartland 2060 Vision was updated in 2019/2020 and serves as the basis of socioeconomic data and trends for this plan in alignment with the base year used for model validation. The region has more than doubled in population since 1980 and is projected to grow from 251,927 (2020) to 389,450 by 2050 (+54.6%), while employment grows more modestly to 121,794 by 2050 (+14.4%) and remains concentrated in Highlands as the primary job hub. At the same time, the Heartland is aging faster than Florida and the U.S., has lower per capita disposable income than statewide and national averages, and reflects rural travel realities where most commuters drive alone or carpool and transportation costs consume a larger share of household budgets.

*Together, these trends mean the LRTP must prioritize a cost-feasible strategy focused on preserving and operating the existing system, improving safety (especially for older adults and on rural corridors), strengthening coordinated and demand-response mobility for essential trips, and maintaining reliable connections between communities, employment centers, healthcare, freight routes, and the region's service-based economy as growth continues through 2050.*



## Population By Year, 1980 – 2025

Population growth in the Heartland counties has been steady over the long term, rising from 131,777 residents in 1980 to 270,399 in 2025, more than doubling over 45 years. Growth has not been uniform across the region: Highlands County remains the largest and grew from 47,526 (1980) to 107,956 (2025), while Hendry County shows a notable recent jump, reaching 47,085 in 2025 after accelerating between 2023 and 2025. The 2020 Census year shows a dip across several counties compared to 2019, reflecting known census/estimate shifts, followed by renewed increases through 2025.

| Year | DeSoto | Glades | Hardee | Hendry | Highlands | Okeechobee | Heartland Total |
|---|---|---|---|---|---|---|---|
| 1980 | 19,039 | 5,992 | 20,357 | 18,599 | 47,526 | 20,264 | 112,738 |
| 1990 | 23,865 | 7,591 | 19,499 | 25,773 | 68,432 | 29,627 | 150,922 |
| 2000 | 32,209 | 10,576 | 26,938 | 36,210 | 87,366 | 35,910 | 197,000 |
| 2010 | 34,862 | 12,884 | 27,731 | 39,140 | 98,786 | 39,996 | 218,537 |
| 2011 | 34,708 | 12,812 | 27,653 | 38,908 | 98,712 | 39,870 | 217,955 |
| 2012 | 34,408 | 12,671 | 27,762 | 38,132 | 98,955 | 39,805 | 217,325 |
| 2013 | 34,517 | 12,658 | 27,519 | 37,808 | 97,616 | 39,330 | 214,931 |
| 2014 | 34,426 | 12,852 | 27,712 | 37,895 | 99,818 | 39,828 | 218,105 |
| 2015 | 34,777 | 12,853 | 27,645 | 38,096 | 100,748 | 40,052 | 219,394 |
| 2016 | 35,141 | 13,047 | 27,637 | 38,370 | 101,531 | 40,806 | 221,391 |
| 2017 | 35,621 | 13,087 | 27,426 | 39,057 | 102,138 | 41,140 | 222,848 |
| 2018 | 35,520 | 13,002 | 27,296 | 39,586 | 102,525 | 41,120 | 223,529 |
| 2019 | 36,065 | 13,121 | 27,385 | 40,120 | 103,434 | 41,808 | 225,868 |
| 2020 | 33,976 | 12,126 | 25,327 | 39,619 | 101,235 | 39,664 | 217,971 |
| 2021 | 34,031 | 12,130 | 25,269 | 40,540 | 102,065 | 39,148 | 219,152 |
| 2022 | 34,748 | 12,273 | 25,544 | 40,633 | 103,102 | 39,385 | 220,937 |
| 2023 | 34,974 | 12,591 | 25,645 | 40,985 | 104,385 | 39,591 | 223,197 |
| 2024 | 35,487 | 12,815 | 25,883 | 45,413 | 106,109 | 40,230 | 230,450 |
| 2025 | 35,947 | 13,055 | 26,042 | 47,085 | 107,956 | 40,314 | 234,452 |

## Population Forecast, 2020 – 2050

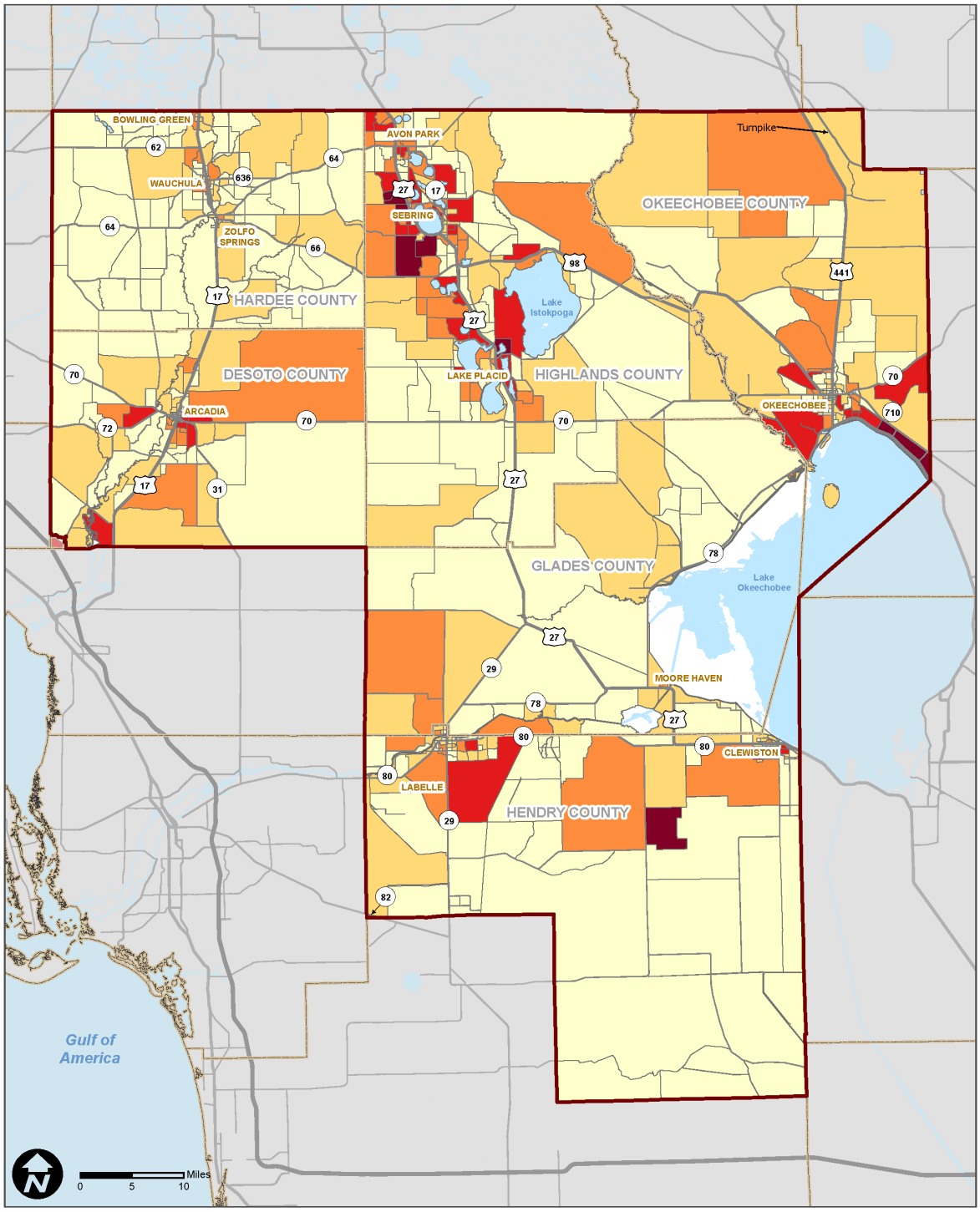
The development of population control was one of the first steps in the 2050 socioeconomic data forecast. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts by county. These forecasts, prepared for each county, provide three countywide forecasts: low, medium and high. In addition, population forecasts developed as part of the Heartland 2060 Effort were considered as well.
Upon review of the datasets described above and coordination with local agencies, it was determined that population forecasts from the previous LRTP process had been overly aggressive and that future growth would be steadier. Therefore, population totals for 2050 closely reflect those developed in the 2045 LRTP.

Looking ahead, the region is projected to grow substantially from 251,927 (2020) to 389,450 by 2050, an increase of 137,523 people (+54.6%). Every county is expected to add population, with the largest numeric increase in Highlands (+47,810; +47.2%) and the fastest percentage growth in Glades (+80.7%), followed by Hendry (+60.7%) and DeSoto (+58.3%).

| County | 2020 Census | 2050 Estimate | Change | % Change |
|---|---|---|---|---|
| **DeSoto** | 33,976 | 53,793 | 19,817 | **58.30%** |
| **Glades** | 12,126 | 21,907 | 9,781 | **80.70%** |
| **Hardee** | 25,327 | 39,350 | 14,023 | **55.40%** |
| **Hendry** | 39,619 | 63,668 | 24,049 | **60.70%** |
| **Highlands** | 101,235 | 149,045 | 47,810 | **47.20%** |
| **Okeechobee** | 39,644 | 61,687 | 22,043 | **55.60%** |
| **Total** | **251,927** | **389,450** | **+137,523** | **54.60%** |

# Heartland Regional TPO

## Population Density (2019)




**Legend**

- HRTPO Boundary
- County Boundaries
- Interstate
- US Highways
- State Roads
- County Roads
- City Limits

Population Density (Base Year)

- 0 - 214
- 214 - 560
- 560 - 1118
- 1118 - 2128
- 2128 - 3202


HRTPO Heartland Regional Transportation Planning Organization

Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org



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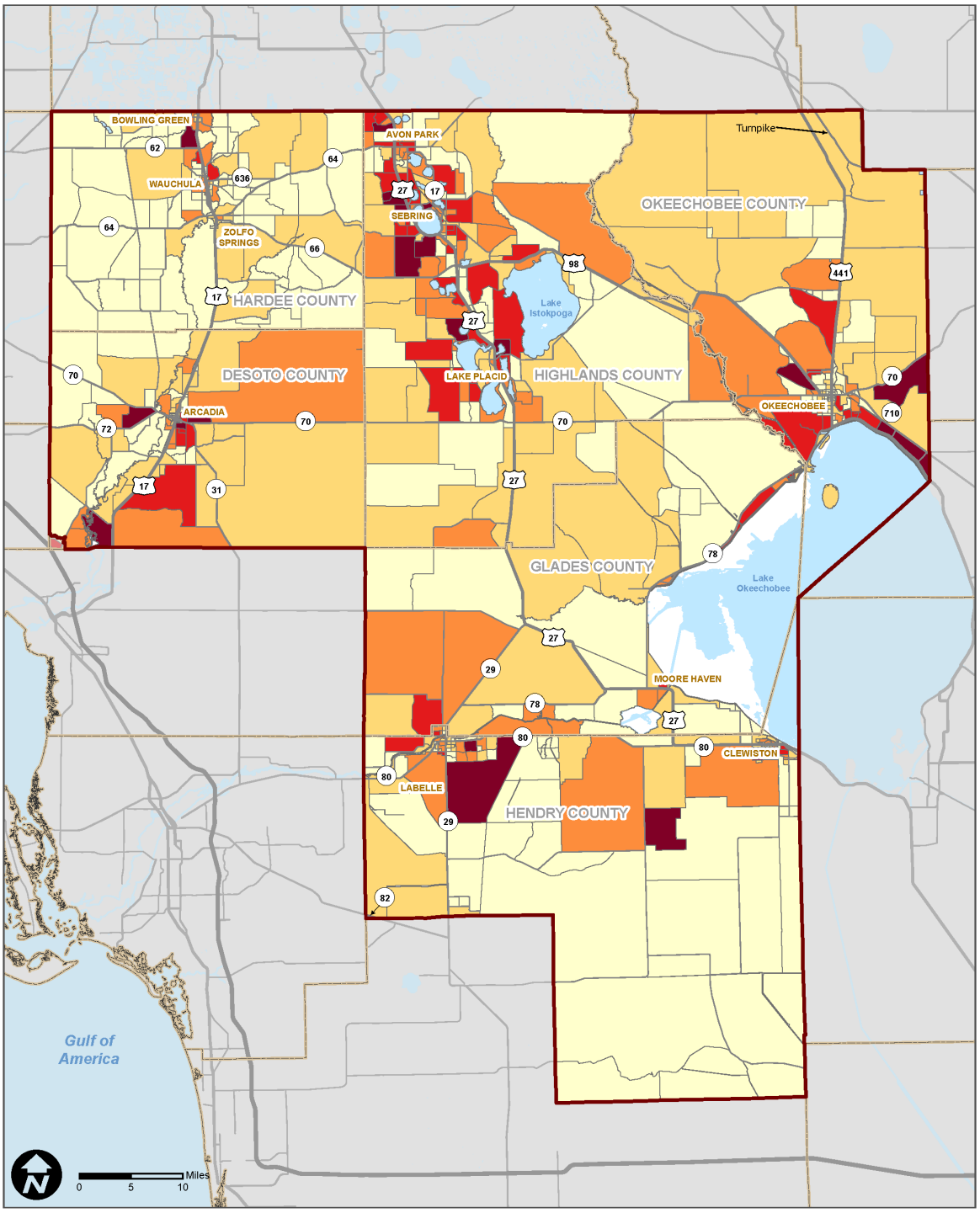
# Heartland Regional TPO

## Population Density 2050




**Legend**

- HRTPO Boundary
- County Boundaries
- Interstate
- US Highways
- State Roads
- County Roads
- City Limits

Population Density 2050

- 0 - 278
- 278 - 710
- 710 - 1310
- 1310 - 2313
- 2313 - 5284


HRTPO
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## Population by Age Projections, 2020-2050

Age trends point to a dual challenge: supporting youth- and workforce-related mobility needs in several counties while also planning for sustained, above-average aging, especially in Highlands.

| | | DeSoto | Glades | Hardee | Hendry | Highlands | Okeechobee | Florida | US |
|---|---|---|---|---|---|---|---|---|---|
| Ages 0 - 14 | 2020 | 15.89% | 12.41% | 21.28% | 22.35% | 14.64% | 18.66% | 16.69% | 18.37% |
| | 2025 | 15.36% | 11.49% | 20.94% | 21.85% | 14.74% | 19.35% | 16.63% | 17.87% |
| | 2030 | 15.74% | 12.08% | 21.30% | 21.65% | 15.24% | 20.37% | 16.57% | 17.58% |
| | 2035 | 16.30% | 12.82% | 21.63% | 21.27% | 15.53% | 20.96% | 16.37% | 17.34% |
| | 2040 | 16.48% | 12.78% | 21.11% | 20.44% | 15.31% | 21.11% | 16.01% | 17.04% |
| | 2045 | 16.30% | 12.10% | 20.11% | 19.64% | 14.79% | 20.81% | 15.62% | 16.76% |
| | 2050 | 15.83% | 11.03% | 19.31% | 19.16% | 14.26% | 20.33% | 15.25% | 16.53% |
| Ages 15-24 | 2020 | 10.95% | 10.21% | 13.77% | 12.75% | 9.07% | 11.41% | 12.06% | 12.91% |
| | 2025 | 9.40% | 10.77% | 12.24% | 11.85% | 8.55% | 10.32% | 11.81% | 12.52% |
| | 2030 | 9.42% | 10.09% | 11.66% | 11.63% | 8.36% | 10.54% | 11.55% | 12.13% |
| | 2035 | 8.90% | 8.53% | 10.99% | 11.24% | 8.15% | 10.86% | 11.47% | 11.80% |
| | 2040 | 9.00% | 8.30% | 11.34% | 11.49% | 8.56% | 11.38% | 11.52% | 11.74% |
| | 2045 | 9.42% | 8.72% | 12.11% | 11.66% | 8.97% | 11.83% | 11.46% | 11.70% |
| | 2050 | 9.69% | 8.80% | 12.14% | 11.24% | 8.93% | 12.09% | 11.27% | 11.57% |
| Ages 25-64 | 2020 | 50.36% | 49.96% | 48.23% | 50.88% | 40.60% | 50.83% | 50.57% | 51.88% |
| | 2025 | 50.39% | 51.85% | 48.71% | 50.78% | 39.93% | 50.32% | 49.28% | 50.65% |
| | 2030 | 48.99% | 53.57% | 47.44% | 49.70% | 39.35% | 49.18% | 48.21% | 49.67% |
| | 2035 | 48.95% | 55.67% | 46.88% | 49.59% | 40.00% | 49.11% | 47.98% | 49.45% |
| | 2040 | 48.98% | 56.34% | 46.57% | 49.42% | 40.78% | 48.94% | 48.08% | 49.53% |
| | 2045 | 49.02% | 56.50% | 46.83% | 49.68% | 41.55% | 48.96% | 48.44% | 49.70% |
| | 2050 | 48.95% | 56.14% | 47.92% | 49.63% | 41.90% | 49.09% | 48.53% | 49.67% |
| Ages 65+ | 2020 | 22.80% | 27.42% | 16.72% | 14.02% | 35.69% | 19.10% | 20.68% | 16.84% |
| | 2025 | 24.85% | 25.89% | 18.11% | 15.52% | 36.79% | 20.01% | 22.27% | 18.96% |
| | 2030 | 25.85% | 24.26% | 19.60% | 17.02% | 37.04% | 19.91% | 23.66% | 20.62% |
| | 2035 | 25.85% | 22.98% | 20.51% | 17.89% | 36.33% | 19.08% | 24.19% | 21.41% |
| | 2040 | 25.54% | 22.58% | 20.97% | 18.66% | 35.35% | 18.57% | 24.40% | 21.70% |
| | 2045 | 25.26% | 22.68% | 20.95% | 19.03% | 34.70% | 18.40% | 24.48% | 21.83% |
| | 2050 | 25.53% | 24.03% | 20.63% | 19.96% | 34.91% | 18.49% | 24.96% | 22.23% |

## Disposable Personal Income and Transportation Affordability, 2020 - 2050

Per capita disposable personal income (after-tax income available to spend or save) is a helpful indicator for understanding transportation affordability and the ability of households to absorb rising costs such as fuel, insurance, vehicle maintenance, and tolls. This is particularly important in rural regions, where longer trip lengths, limited modal options, and fewer "no-car" choices can increase the share of household budgets devoted to transportation.

In the Heartland region, projected per capita disposable personal income increases steadily over the planning horizon, from $27,759 (2020) to $74,597 (2050). Even with that growth, the region remains below statewide and national averages throughout the period shown. For context, the Heartland value is approximately 83 percent of Florida's in both 2020 and 2050, and about 59–61 percent of the U.S. in those same years (based on the table values provided). This gap matters because lower after-tax income, combined with rural travel patterns, can translate into a higher transportation cost burden for many households.

| Per Capita Disposable Income | 2020 | 2025 | 2030 | 2035 | 2040 | 2045 | 2050 |
|---|---|---|---|---|---|---|---|
| **DeSoto** | $23,787 | $28,528 | $33,738 | $39,970 | $47,415 | $56,176 | $66,604 |
| **Glades** | $24,096 | $27,432 | $31,579 | $36,957 | $43,575 | $51,524 | $61,307 |
| **Hardee** | $25,911 | $30,566 | $35,960 | $42,741 | $50,724 | $59,950 | $70,447 |
| **Hendry** | $30,054 | $34,538 | $39,708 | $46,253 | $54,241 | $63,575 | $74,856 |
| **Highlands** | $32,954 | $39,209 | $46,418 | $54,892 | $65,072 | $77,354 | $92,158 |
| **Okeechobee** | $29,750 | $35,268 | $41,594 | $49,172 | $58,322 | $69,334 | $82,211 |
| **Heartland** | **$27,759** | **$32,590** | **$38,166** | **$44,998** | **$53,225** | **$62,986** | **$74,597** |
| **Florida** | $33,388 | $39,187 | $45,822 | $53,922 | $63,796 | $75,716 | $90,072 |
| **US** | $47,284 | $55,257 | $64,091 | $74,977 | $88,209 | $104,108 | $123,087 |

Household transportation spending is consistently higher—and takes a larger share of the household budget—in rural areas, reflecting longer trip lengths, fewer travel options, and greater dependence on personal vehicles. In 2024, urban households spent $13,057 per year on transportation out of $79,068 in total annual spending, while rural households spent $14,418 out of $76,300 total. That means rural households spent about $1,361 more per year on transportation even though their total annual spending was lower.

Transportation also accounted for a larger share of overall household spending in rural areas. In 2024, transportation represented 16.5% of total annual spending for urban households, compared to 18.9% for rural households—an indicator of a higher transportation "cost burden" in rural communities.

| Area | Total annual spending (dollars) | Transportation spending per household (dollars) | Transportation spending as a percent of total spending | Vehicles per household | Households with no vehicles (percent) |
|---|---|---|---|---|---|
| **Urban** | 79,068 | 13,057 | 16.5 | 1.7 | 13.0 |
| **Rural** | 76,300 | 14,418 | 18.9 | 2.5 | 6.0 |

Vehicle ownership patterns reinforce this dynamic. Rural households averaged 2.5 vehicles per household, compared to 1.7 in urban areas, and rural areas had a much lower share of households with no vehicles (6.0%) than urban areas (13.0%). In other words, rural households are more likely to rely on multiple vehicles to meet daily needs, and fewer households can realistically function without a car.

*Transportation is not only a mobility issue, but also a household affordability issue. LRTP strategies that emphasize system preservation, safety improvements, cost-effective operations, and targeted multimodal options (where feasible) can help reduce the transportation cost burden by improving reliability, reducing crash-related costs, and expanding practical choices for key trips.*

## Florida Registrations by Type, 2016 – 2023

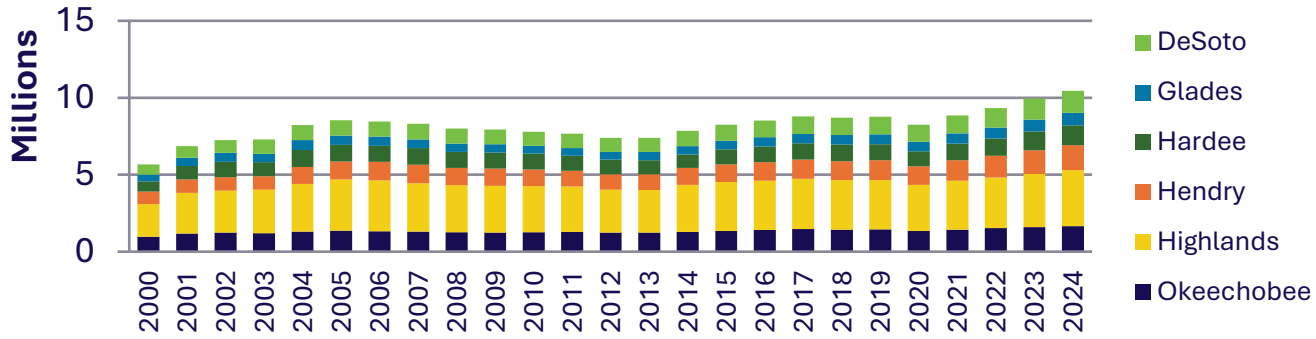
Florida's vehicle registrations grew overall from 2016 to 2023, but the biggest shift was electrification: electrified vehicles more than tripled from about 228,800 to 726,700, increasing from roughly 1.4% to 3.9% of total registrations. Gasoline vehicles also grew (about 13.9 million to 16.1 million), while diesel remained essentially flat.

For a mostly rural LRTP like the Heartland's, this means the system will remain gasoline-dominant for many years, but electrified vehicles will become a more meaningful share over the planning horizon as costs decline and ranges improve. The practical planning response should then focus on reliable corridor and destination charging at key crossroads, town centers, major employers, public facilities, and along primary regional routes so residents and visitors can travel between communities and reach essential services.

| Florida Registrations | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|
| **EV registrations** | 228,800 | 249,000 | 271,700 | 296,000 | 329,100 | 414,800 | 552,500 | 726,700 |
| **Gas Vehicle Registrations** | 13,929,200 | 14,267,800 | 14,541,500 | 14,726,700 | 14,925,500 | 15,595,900 | 15,846,500 | 16,136,500 |
| **Diesel Vehicle Registrations** | 353,300 | 369,900 | 386,500 | 408,500 | 433,700 | 336,900 | 343,500 | 351,800 |
| **Total Vehicle Registrations** | 16,600,317 | 16,959,269 | 17,496,002 | 17,833,720 | 18,464,506 | 19,180,165 | 19,663,462 | 18,583,200 |

## Daily Vehicle Miles Traveled, 2000 – 2024

Vehicle miles traveled (VMT) measures the amount of travel for all vehicles in a geographic region over a given period of time. VMT is calculated by adding up all the miles driven by all the cars and trucks on all the roadways in a region. This metric plays an integral role in the transportation planning, policy-making, and revenue estimation processes due to its ability to indicate travel demand and behavior.




| Daily Vehicle Miles | DeSoto | Glades | Hardee | Hendry | Highlands | Okeechobee | Heartland |
|---|---|---|---|---|---|---|---|
| **2000** | 670,422 | 445,106 | 655,919 | 810,469 | 2,127,793 | 964,549 | 5,674,258 |
| **2005** | 988,864 | 604,437 | 1,088,166 | 1,145,919 | 3,333,255 | 1,370,039 | 8,530,680 |
| **2010** | 917,476 | 497,666 | 1,045,482 | 1,079,455 | 2,992,432 | 1,266,898 | 7,799,409 |
| **2015** | 1,039,064 | 559,951 | 985,157 | 1,146,219 | 3,177,586 | 1,342,987 | 8,250,964 |
| **2020** | 1,099,430 | 619,945 | 980,006 | 1,194,239 | 2,997,091 | 1,349,014 | 8,239,725 |
| **2024** | 1,448,032 | 814,010 | 1,277,983 | 1,628,789 | 3,629,173 | 1,664,684 | 10,462,671 |

## Workforce & Industries

The Heartland economy remains service-heavy and becomes even more so by 2050. Health Care and Social Assistance is the standout: it's already one of the largest sectors in 2025 and grows the most by 2050, which fits the region's aging profile and reinforces the importance of reliable access to medical hubs and supportive services. Several other service sectors also show growth, especially Professional, Scientific, and Technical Services, Other Services (except public administration), Administrative/Support and Waste Services, and Real Estate and Rental/Leasing, suggesting continued expansion in local-serving jobs and business support activity concentrated around town centers and corridors.

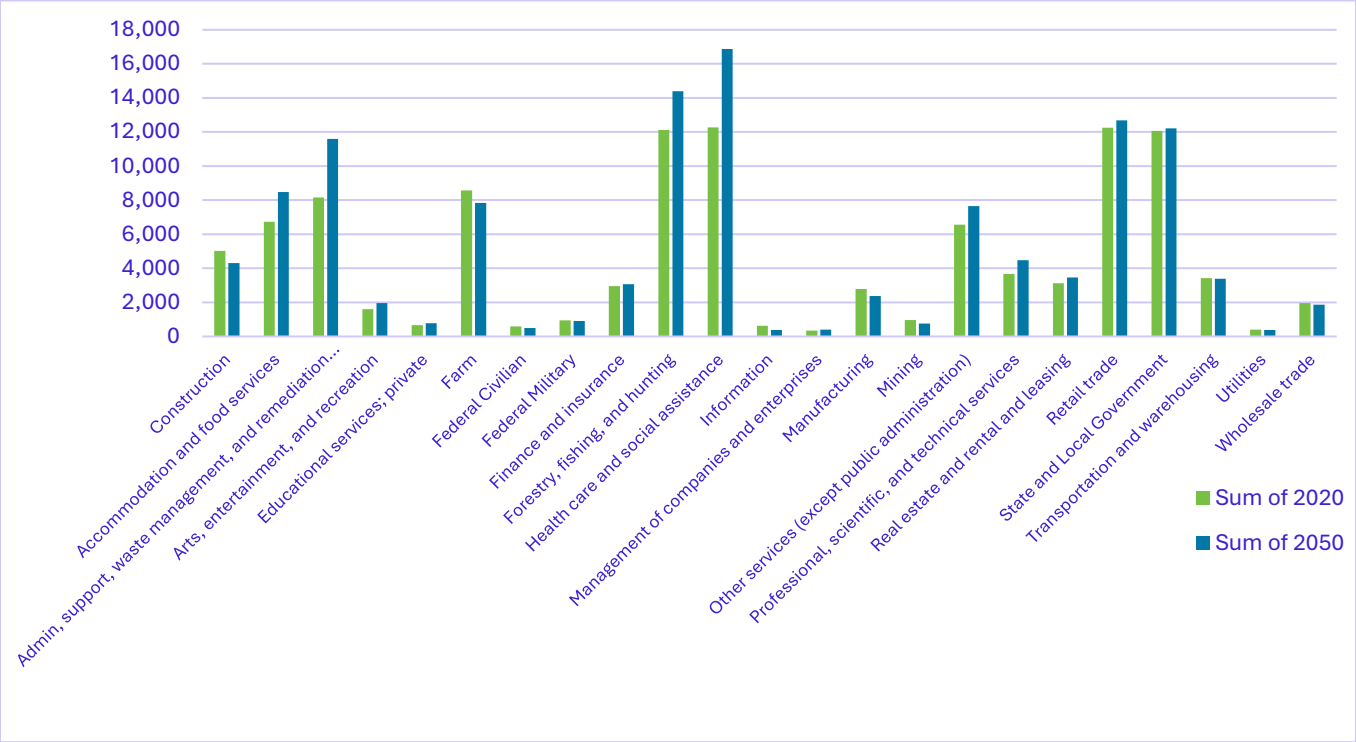
*Future travel demand is likely to be driven less by heavy industrial expansion and more by daily service trips—healthcare, support services, and local employment—making system preservation, safety, and dependable connections between communities and key destinations especially important.*

### Total Employment Projections, 2020 - 2050

Total employment in the Heartland counties is growing steadily to 121,794 by 2050 (about +15,338 jobs, +14.4% from 2025). Most of that growth is expected to concentrate in Highlands County (+7,565; +17.8%), reinforcing its role as the region's primary employment hub, with additional gains in Okeechobee (+2,388; +14.2%) and Hendry (+2,470; +12.5%). Compared to broader benchmarks, the Heartland's long-term growth rate is lower than Florida (about +19.7% from 2025 to 2050) and roughly comparable to the United States overall (about +13.8%).

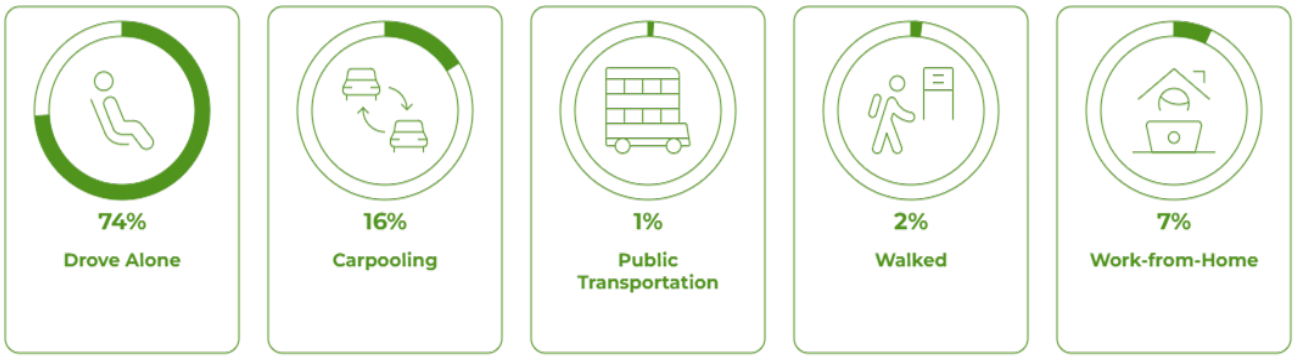
| Total Employment | 2020 | 2025 | 2030 | 2035 | 2040 | 2045 | 2050 |
|---|---|---|---|---|---|---|---|
| **DeSoto** | 13,893 | 13,841 | 13,882 | 14,211 | 14,632 | 15,058 | 15,515 |
| **Glades** | 3,171 | 3,116 | 3,112 | 3,173 | 3,259 | 3,344 | 3,435 |
| **Hardee** | 10,810 | 10,598 | 10,556 | 10,737 | 10,988 | 11,239 | 11,520 |
| **Hendry** | 19,972 | 19,734 | 19,803 | 20,307 | 20,934 | 21,553 | 22,204 |
| **Highlands** | 42,193 | 42,386 | 43,144 | 44,638 | 46,320 | 48,079 | 49,951 |
| **Okeechobee** | 16,841 | 16,781 | 16,929 | 17,383 | 17,954 | 18,549 | 19,169 |
| **Heartland** | **106,880** | **106,456** | **107,426** | **110,449** | **114,087** | **117,822** | **121,794** |
| **Florida** | 12,518,791 | 12,624,676 | 12,848,312 | 13,314,500 | 13,891,077 | 14,481,996 | 15,111,221 |
| **US** | 203,252,525 | 200,729,821 | 200,650,736 | 205,600,237 | 212,764,279 | 220,371,582 | 228,492,776 |

## Heartland Forecast Employment by Industry, 2025 & 2050




## Heartland Region Travel to Work by Mode, 2024

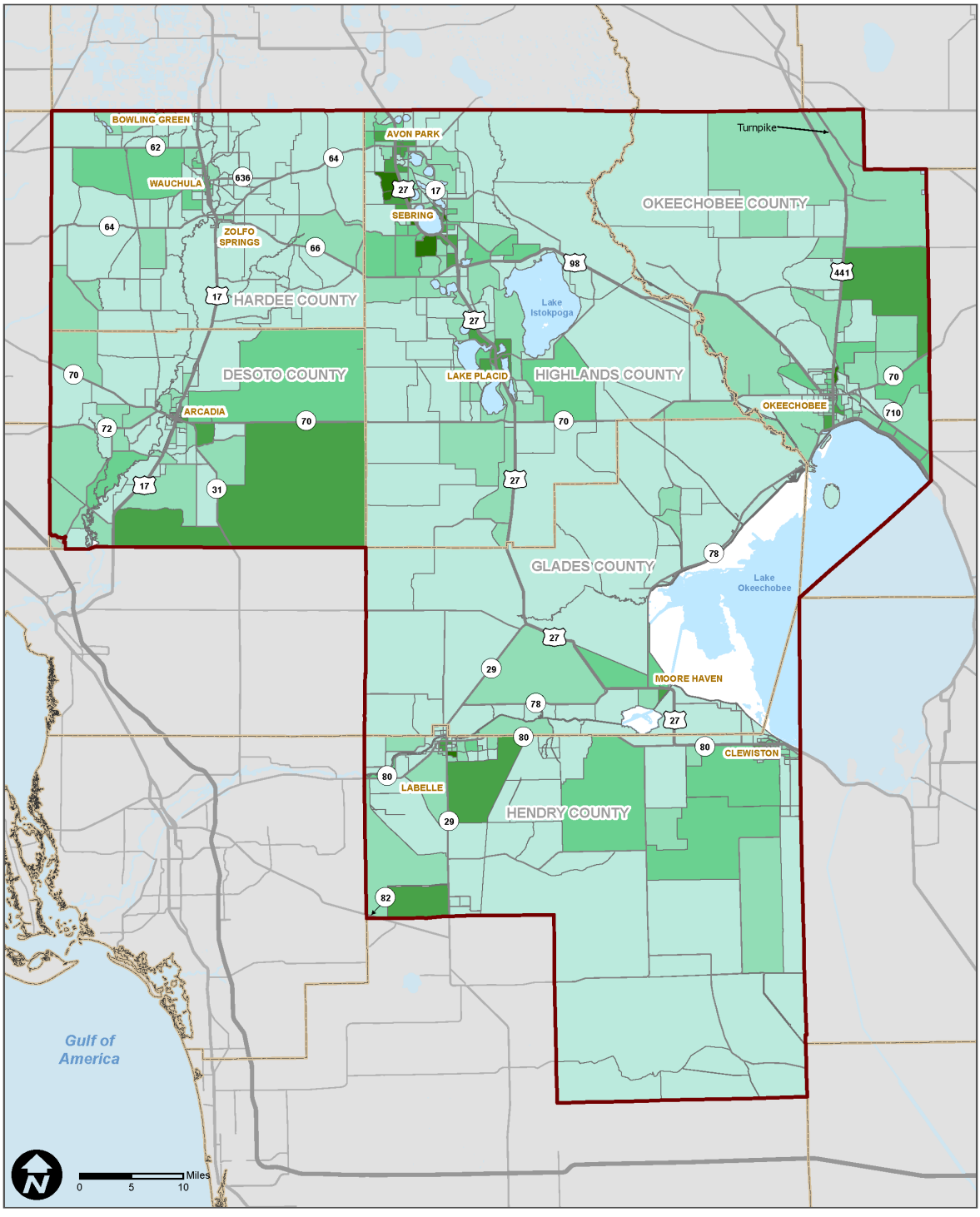
In 2024, commute travel in the Heartland region is overwhelmingly auto-oriented: 68,098 workers (about 74%) drive alone, and 14,702 (about 16%) carpool, meaning roughly 9 in 10 commuters rely on a personal vehicle. Only 1,028 workers (about 1%) use public transportation, 2,077 (about 2%) walk, and 5,951 (about 7%) work from home.




| Drove Alone | Carpooled | Public Transportation | Walked | Work-from-Home |
|---|---|---|---|---|
| 68,098 | 14,702 | 1,028 | 2,077 | 5,951 |

# Heartland Regional TPO

## Employment Density (2019)




**Legend**

- HRTPO Boundary
- County Boundaries
- Interstate
- US Highways
- State Roads
- County Roads
- City Limits

Employment Density (Base Year)

- 0 - 56
- 56 - 159
- 159 - 326
- 326 - 647
- 647 - 1488

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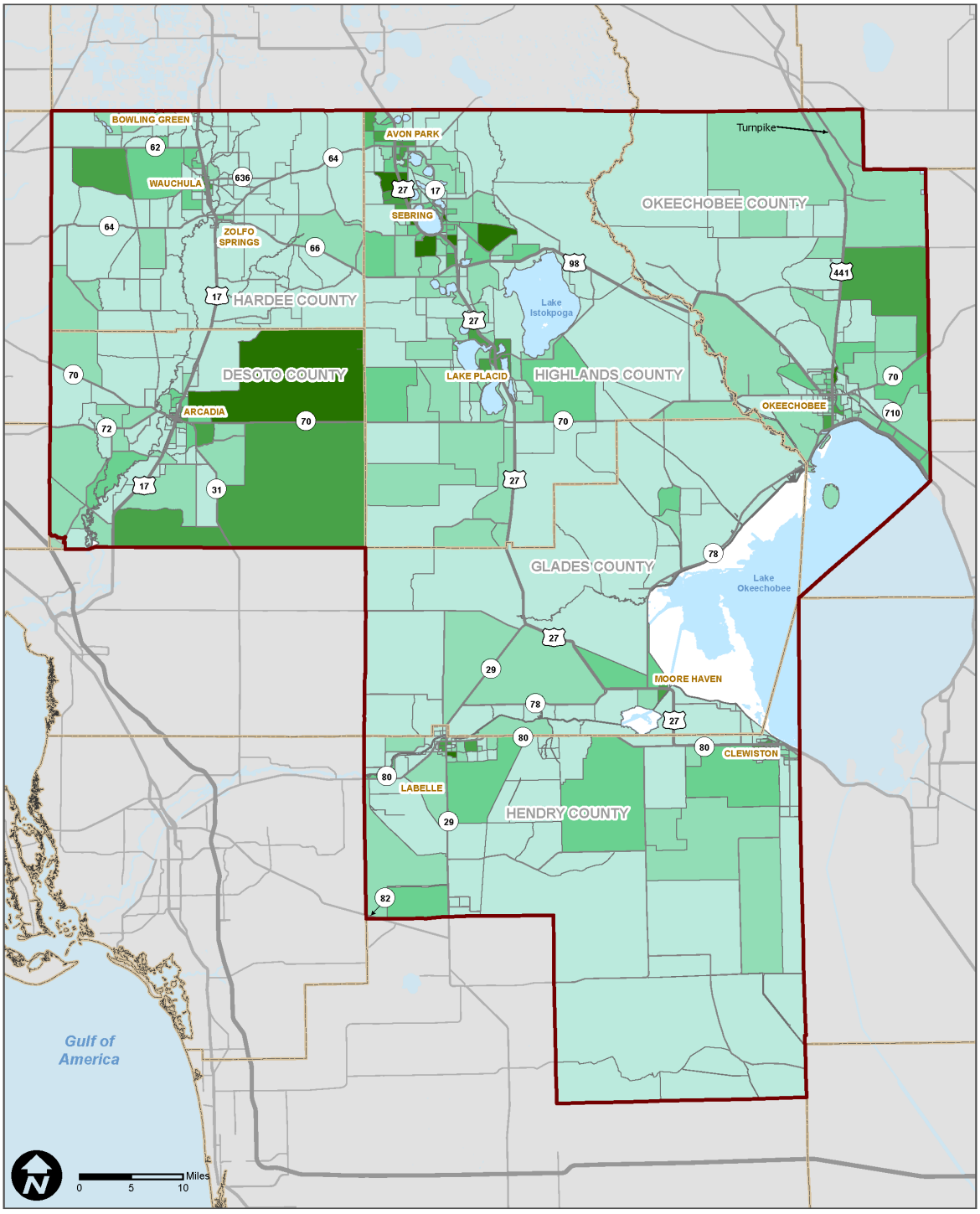
# Heartland Regional TPO

## Employment Density 2050




**Legend**

- HRTPO Boundary
- County Boundaries
- Interstate
- US Highways
- State Roads
- County Roads
- City Limits

Population Density 2050

- 0 - 113
- 113 - 293
- 293 - 583
- 583 - 1118
- 1118 - 2190

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## Agriculture

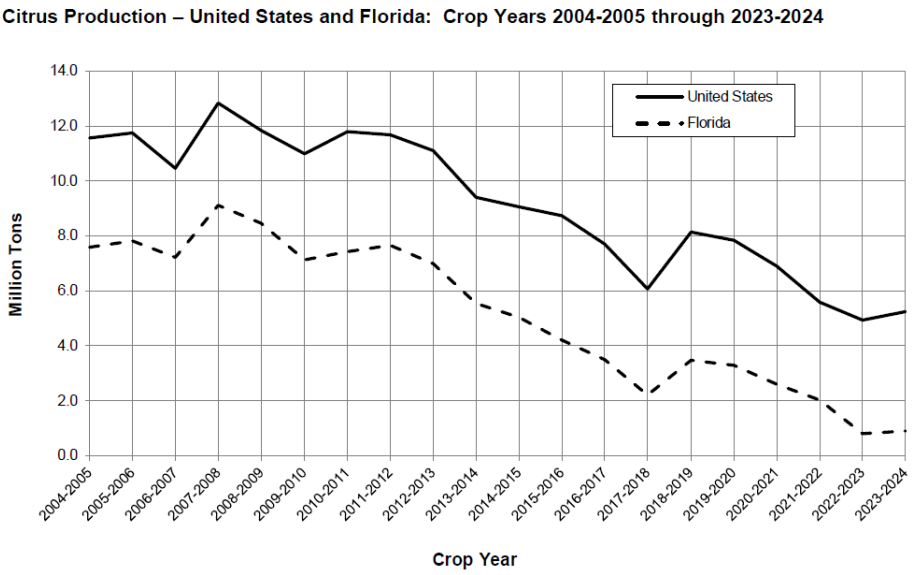
Agriculture is the 2nd largest driver of Florida's economy, and likely the largest driver for the Heartland's economy. It employs nearly 1.4 million people statewide, contributing over $130 billion to the state's economy.

*Market Value and Employment of Farms by County*

| County | Number of Farms | Acreage | Market Value of Agricultural Products Sold | % of Employment in Ag, Natural Resources, and Food Industries |
|---|---|---|---|---|
| **DeSoto** | 761 | 334,799 | $168,291,000 | 47.7 |
| **Glades** | 354 | 428,689 | $78,207,000 | 49.1 |
| **Hardee** | 1,038 | 376,939 | $204,662,000 | 62.8 |
| **Hendry** | 436 | 433,113 | $329,492,000 | 77.7 |
| **Highlands** | 989 | 375,798 | $196,677,000 | 33.4 |
| **Okeechobee** | 599 | 297,439 | $235,881,000 | 49.7 |

Not only does agriculture contribute to Florida's economy, but it also provides a suite of ecosystem services including purification of air and water, wildlife habitat, flood protection, and tourism opportunities.

However, the long-term decline in Florida citrus production has meaningful implications for transportation planning, particularly in rural and agricultural regions where citrus has historically driven freight movement, employment, and supporting land uses. As production volumes fall, demand for truck trips associated with harvesting, processing, packing, and distribution may decrease or shift geographically, affecting traffic patterns on farm-to-market roads, state highways, and freight corridors.



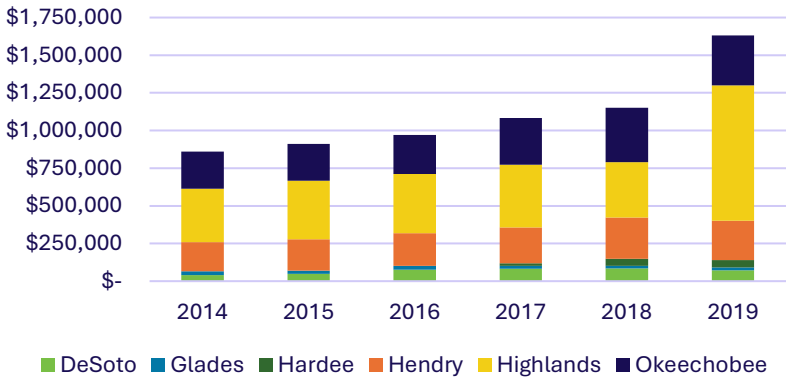

This can change pavement wear, safety needs, and investment priorities, especially where infrastructure was designed to support higher agricultural freight volumes. At the same time, declining citrus acreage often leads to land-use transitions, such as conversion to other crops, residential development, or conservation, which can introduce new travel demands, different vehicle mixes, and altered peak travel times. For long-range transportation planning, these trends underscore the importance of aligning freight forecasts, roadway investment strategies, and land-use assumptions with evolving agricultural conditions to ensure infrastructure remains cost-effective, resilient, and responsive to changing economic drivers.

## Tourism & Ecotourism

An important component of the Comprehensive Economic Strategy (CEDS) for the region and the basis for the Heartland 2060 regional vision is tourism and ecotourism. The proximity and access to tourist destinations throughout the Heartland region were considered in the development of the LRTP. Projects that support tourism may include, but not be limited to, roadway, transit, pedestrian, bikeways, trails, or water access.

The Tourism and Ecotourism Economy is specifically located in the region along waterways such as the Peace and Kissimmee Rivers, lakes such as Okeechobee and Jackson, unique habitats like the northern Everglades and the Lake Wales Ridge, and parks like Highlands Hammock State Park and Paynes Creek Historic State Park.

*Heartland Tourist Development Tax Revenues, Fiscal Year Ending June 30, 2000 - 2019*




| County | Local Option Transient Rental Tax Rate |
|---|---|
| **DeSoto** | 3.00% |
| **Glades** | 2.00% |
| **Hardee** | 2.00% |
| **Hendry** | 3.00% |
| **Highlands** | 4.00% |
| **Okeechobee** | 3.00% |

# 4) Regional Transportation Network

## Roads

### The Regional Roadway Network

The Regional Roadway Network for the Heartland region consists of roadways of regional significance, including facilities that are part of the Strategic Intermodal System (SIS) as well as non-SIS roads, both on and off the state highway system. Together, these roads form an interconnected network that links cities and crosses county boundaries, serves a high volume of motorists, and provides access to major activity centers and public facilities.

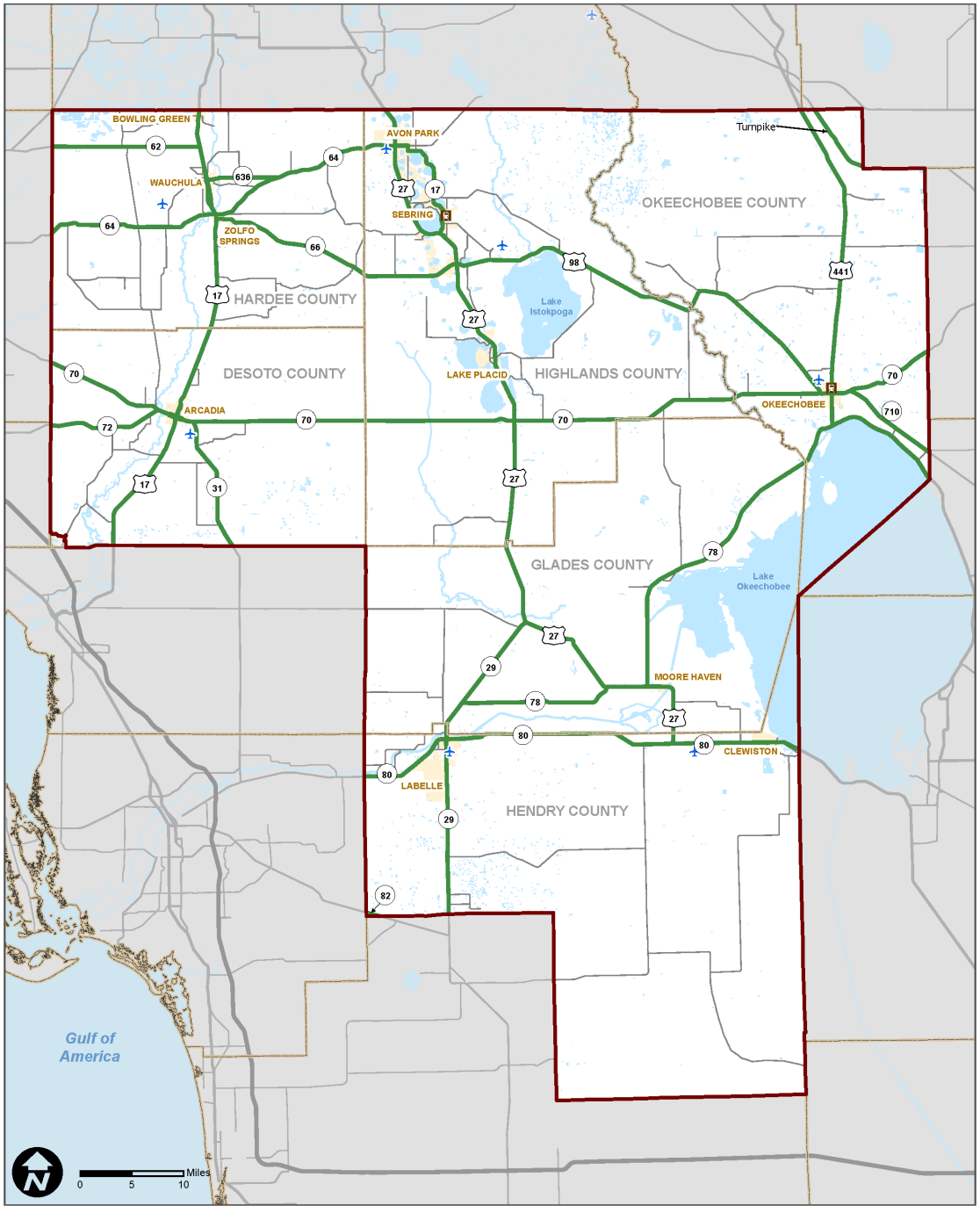
The following factors were considered in the creation of the Heartland Regional Roadway Network:

- U.S. and State designated roadways
- Transportation facility or service that is a part of the Strategic Intermodal System (SIS)
- Transportation facility or service that is part of the region's economic development infrastructure and provides linkages to regional activity centers or the facility is designated as a regional freight mobility corridor
- Transportation facility or service that serves as an evacuation route as designated by the appropriate regional planning council
- Major transportation facility (i.e. arterial) or service that crosses county boundaries
- Transportation facility or service that is used by a significant number of people who live or work outside the county in which the facility or service is located

Because the Regional Roadway Network is comprised of US Routes and State Roads, most of which are on the Florida Strategic Intermodal System (SIS), coordinating with the Florida Transportation Plan (FTP) and short- and long-range SIS Plans are foundational to developing the HRTPO's LRTP. The FTP is undergoing an update to the year 2055. It is the intent to maintain consistency with the vision, policies and strategies of the updated FTP.

# Heartland Regional TPO

## Regional Roadway Network




**Legend**

- HRTPO Boundary
- County Boundaries
- Interstate
- US Highways
- State Roads
- County Roads
- City Limits
- Regionally Significant Roadways

**Intermodal Facility**

- Airports (Public)
- Amtrak Stations

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# Modal Options

In addition to the Regional Roadway Network, the Heartland region is connected through other transportation modes, including limited public transportation, bicycle and pedestrian systems, airports, rail, and freight. . These modes of transportation provide connections within the Heartland region as well as linkages to adjacent regions, the state, and the country as well as globally.

Public input reflects optimism that targeted improvements can make a meaningful difference. Residents point to opportunities to build existing services (such as coordinated transportation and paratransit), improve awareness of available options, and explore modest, high-impact transit solutions.

## Transit

### Fixed-Route Services

**DeSoto Arcadia Regional Transit (DART) |** A deviated fixed-route public transit service in and around the City of Arcadia, which began in November of 2012, and is operated by the Community Transportation Coordinator with rural public transit funds administered by the CFRPC. This service provides the community with a free, reliable mobility option and access to a variety of activities and destinations and continues to report strong ridership.

**STREAM |** A deviated fixed-route public transit service in Glades and Hendry County that includes three routes and provides service Monday – Friday is operated by the Community Transportation Coordinator, Hendry County.

### Transportation Disadvantaged Program & Paratransit Services

Within the six counties that comprise the HRTPO, there is door-to-door paratransit service through the Transportation Disadvantaged (TD) program and rural public transit funding, which covers two distinct transit planning areas:

- **Glades and Hendry Counties -** As of January 1, 2021, the CTC for this service area is Hendry County through an agreement with Glades County. The service area is served by Stream, the Hendry Glades Transportation System.
- **DeSoto, Hardee, Highlands, and Okeechobee Counties -** The CTC for this service area is MTM Transit, a private for-profit provider and the TD planning agency is the CFRPC who also administers rural public transit funds FTA 5310 and FTA 5311 and federally funded transit vehicles deployed to the system.

### Planning & Mobility

**Highlands Transit Plan |** The Highlands Transit Plan is HRTPO's Transit Development Plan (TDP) for the Sebring-Avon Park Urbanized Area in Highlands County. As a result of the 2010 Census, and subsequently becoming part of the HRTPO, the urbanized area of Highlands County is eligible to file a grant application for, and receive, Federal Transit Administration (FTA) 5305(d) Transit Planning Funds. With the designation of the Sebring – Avon Park Urbanized Area, comes the State of Florida requirement to develop a Transit Development Plan (TDP). A Transit Development Plan (TDP) is a 10-year horizon plan intended to support the development of an effective multimodal transportation system for the State of Florida.

**Workforce Transportation Support |** CareerSource Heartland, the Regional Workforce Board in DeSoto, Hardee, Highlands, and Okeechobee, provides gas cards to eligible participants in the Welfare Transition program and Workforce Investment and Opportunity Act (WIOA) eligible youth served through its career centers. Based on available funding and customer need, gas cards may also be provided to WIOA eligible adults and dislocated workers.

**Heartland Rural Mobility Plan |** The Heartland Rural Mobility Plan was initiated in 2007 and updated in 2018. The study area for the plan included the six counties that comprise the HRTPO, along with the four communities of Belle Glade, Pahokee and South Bay in Palm Beach County, and Immokalee in Collier County. Geographically, it included approximately 5,000 square miles and a diverse population of about 300,000 with a wide range of mobility needs. It mirrored the South Central Florida Rural Area of Critical Economic Concern (RACEC), which is now known as a Rural Area of Opportunity (RAO).

Mobility coordination and implementation is staffed by the Central Florida Regional Planning Council (CFRPC) in partnership with the Florida Department of Transportation (FDOT) District One. This coordination between stakeholders and service providers, as well as connecting disadvantaged residents of the Heartland region to transportation services, seeks to improve efficiency in all programs and operations while increasing mobility options for the entire Heartland region.

**Heartland Rides** | In response to the need for a comprehensive information resource on transportation and mobility options in the region, Heartland Rides was developed with stakeholder engagement and support. Designed as a mobility resource, Heartland Rides serves as a one-stop source to connect the general public, older adults, people with disabilities, and individuals from low-income households who need transportation with available transportation options in the Heartland region. Information is available online and by phone to help connect individuals with transportation providers and get them to the places necessary to live a healthy life including medical appointments, employment, education, and other life-sustaining services.

## Aviation, Rail, and Freight

The Central Florida region's logistics industry, including aviation, rail, and freight movement, has experienced a large amount of growth in the past several years, unhindered by other industry disruptions or natural disasters, and will continue to be a major component of the region's economic future. Freight, rail, and aviation are vital to the longterm resiliency of the region and are necessary for stable growth, as they positively impact the economy and serve as major employers while positioning the region as a trade hub. *Logistics and Aviation are identified as target industries for the region and will be vital to economic growth for years to come. These industries must be supported and considered when planning for transportation as they are all interconnected.*

**Aviation |** The aviation industry has shown significant potential in recent years and is identified as continuing to have regional impact in the future. The region currently has a relatively significant talent pipeline in place to support the aviation industry, with educational programs dedicated to trainings and certifications. The region's airports continue to be opportunity areas for the region, with development and investment ongoing, expanding operations and activities, and continued employment. Two of the region's airports (Sebring Airport and AirGlades) are expected to have economic impact on trade and logistics, and employment, in the years to come.

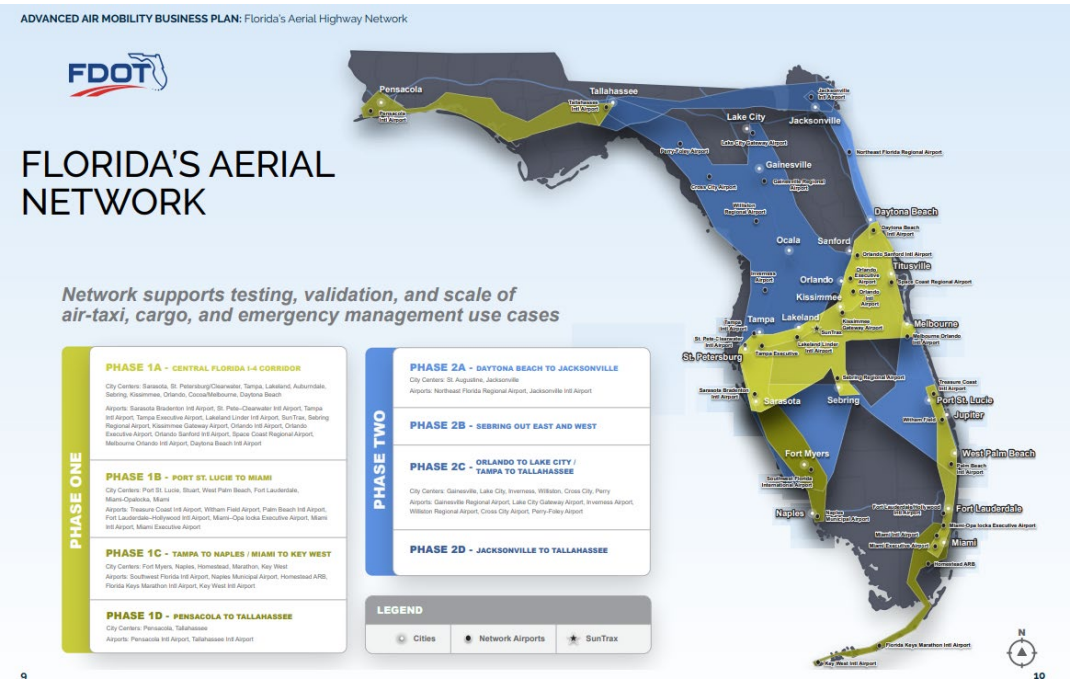
- **DeSoto County | Arcadia Municipal Airport** is located on the southeast side of Arcadia. Arcadia Municipal is served by two runways. In its current role, the airport concentrates primarily on serving general aviation aircraft. The airport presently focuses on recreational activity and flight training.
- **Hardee County | Wauchula Municipal Airport** has one paved runway. In its current role, the airport primarily serves general aviation aircraft.
- **Hendry County | AirGlades Airport** is served by one active runway. In its current role, the airport focuses primarily on serving the area's general aviation needs. AirGlades Airport focuses heavily on business flights, flight training, recreation, and air taxi operations. A logistics center is under development, which would serve as cargo operations and movement for perishable goods.
- **Hendry County | LaBelle Municipal Airport** is served by one runway. LaBelle Municipal Airport currently serves as a general aviation airport. The airport focuses primarily on serving recreational aircraft.
- **Highlands County | Avon Park Executive Airport** is served by two asphalt runways. In its current role, the airport focuses primarily on serving general aviation aircraft. The airport currently focuses on recreational aircraft activity and flight training with a growing corporate presence becoming more evident.
- **Highlands County | Sebring Regional Airport** is served by two intersecting runways. In its current role, Sebring Airport Authority (SAA) focuses primarily on serving the community and generating economic activity. The Sebring Airport serves as a multimodal logistics center, accommodating the ability to move goods on roadways and via rail in addition to serving aviation needs. The airport is also designated as a Foreign Trade Zone (FTZ).
- **Okeechobee County | Okeechobee County Airport** is comprised of two active asphalt runways. In its current role, Okeechobee County Airport serves the general aviation needs of the local population. There is a particularly high concentration of flight training at the field.

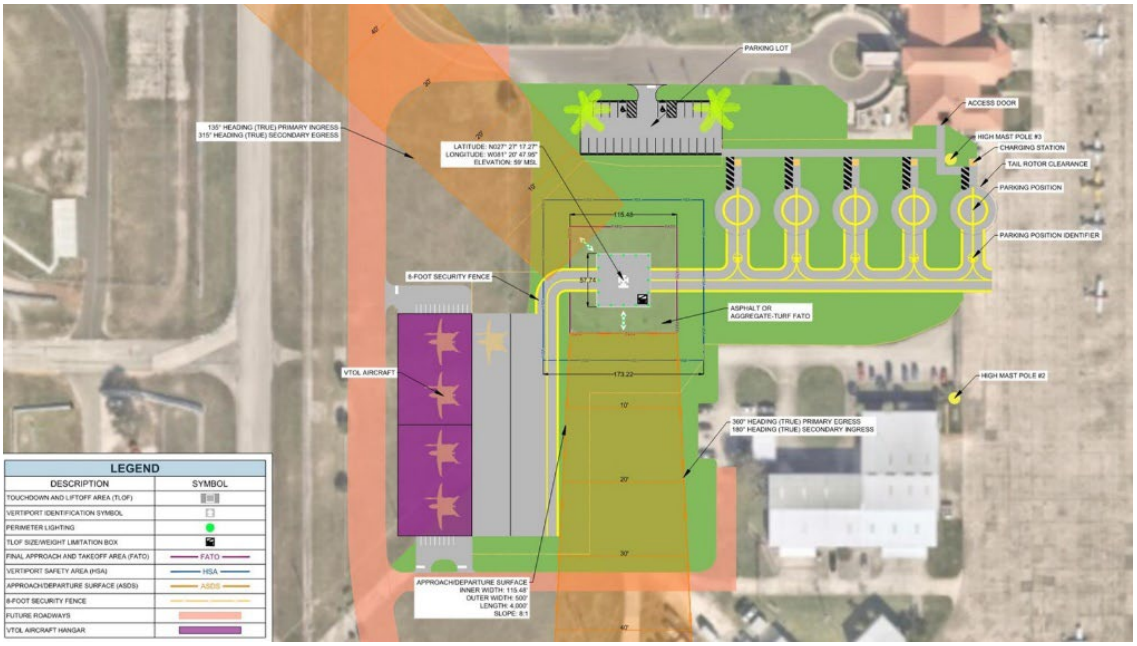
**Advanced Air Mobility (AAM) |** The Florida Department of Transportation's Advanced Air Mobility Business Plan – *Florida's Aerial Highway Network* outlines a vision for a new statewide transportation system designed to complement Florida's existing highway and aviation networks. FDOT is investing in capital improvements to prepare for a new way of connecting cities through a system of "highways in the sky," featuring dedicated aerial travel lanes and strategically located vertiports that function as aerial on-ramps and off-ramps. This network is intended to provide faster, more flexible travel options for both business and leisure trips while reducing pressure on congested corridors.

The first phase of deployment focuses on the I-4 corridor, where high travel demand between major metropolitan areas makes early implementation feasible. Planned initial routes include Orlando–Tampa, Orlando–Space Coast, Orlando–SunTrax, and Tampa–SunTrax. The expansion of the SunTrax campus is planned to serve as Florida's headquarters for AAM testing, including eVTOL maintenance, research, and development. This initial intercity network is expected to catalyze the emerging AAM market and attract additional public and private investment as the system expands to new corridors across the state.

Highlands County's strong travel connections with Polk, Osceola, and Orange counties position Sebring to serve as a regional vertiport hub linking the Heartland Region to the Orlando and Tampa enhance medical and business travel options, and strengthen the Heartland's connectivity to Florida's major markets.

*Sebring Regional Airport is identified as part of Phase 1A of Florida's AAM network. The FDOT AAM forecast projects approximately 2,300 to 15,000 annual AAM passenger trips in Highlands County by 2027, reflecting early adoption levels typical of new aviation technologies. Early AAM service is expected to begin as a premium, business-oriented regional connector rather than mass transit, focusing on medium-distance trips between rural, small-urban, and major metropolitan areas.*

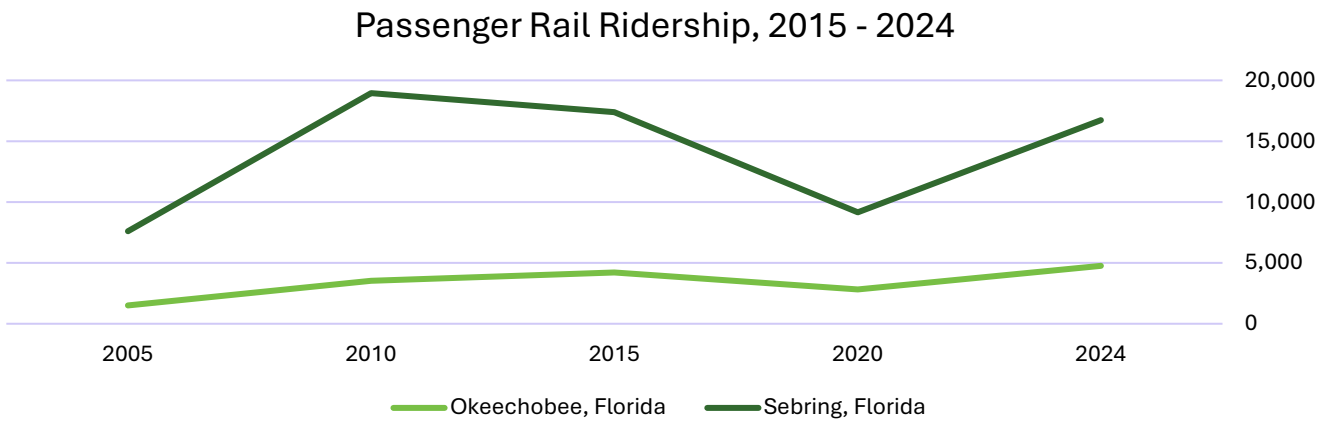



*Vertiport Design Concept for Sebring Regional Airport*

**Rail |** Unlike most other modes of transportation in Florida, the rail network is almost entirely owned and operated by the private sector. The rail network traverses the state and serves most of the major cities while providing access to seaports, citrus plants, phosphate facilities, power plants, and other vital industries. Rail in the Heartland region includes both freight and passenger service.

- Passenger Rail - Passenger rail service is provided through Amtrak. Sebring has four daily Amtrak services at Sebring Station on the Amtrak Silver Meteor and the Amtrak Silver Star which have routes between New York and Miami.
- Freight Rail - CSX Transportation (CSXT) owns more than 53 percent of the statewide railroad track mileage in the Heartland region. CSX and Seminole Gulf Railway serve DeSoto County. CSX serves Hardee County. South Central Florida Express serves the counties of Glades, Hendry, Highlands and Okeechobee in the Heartland region.



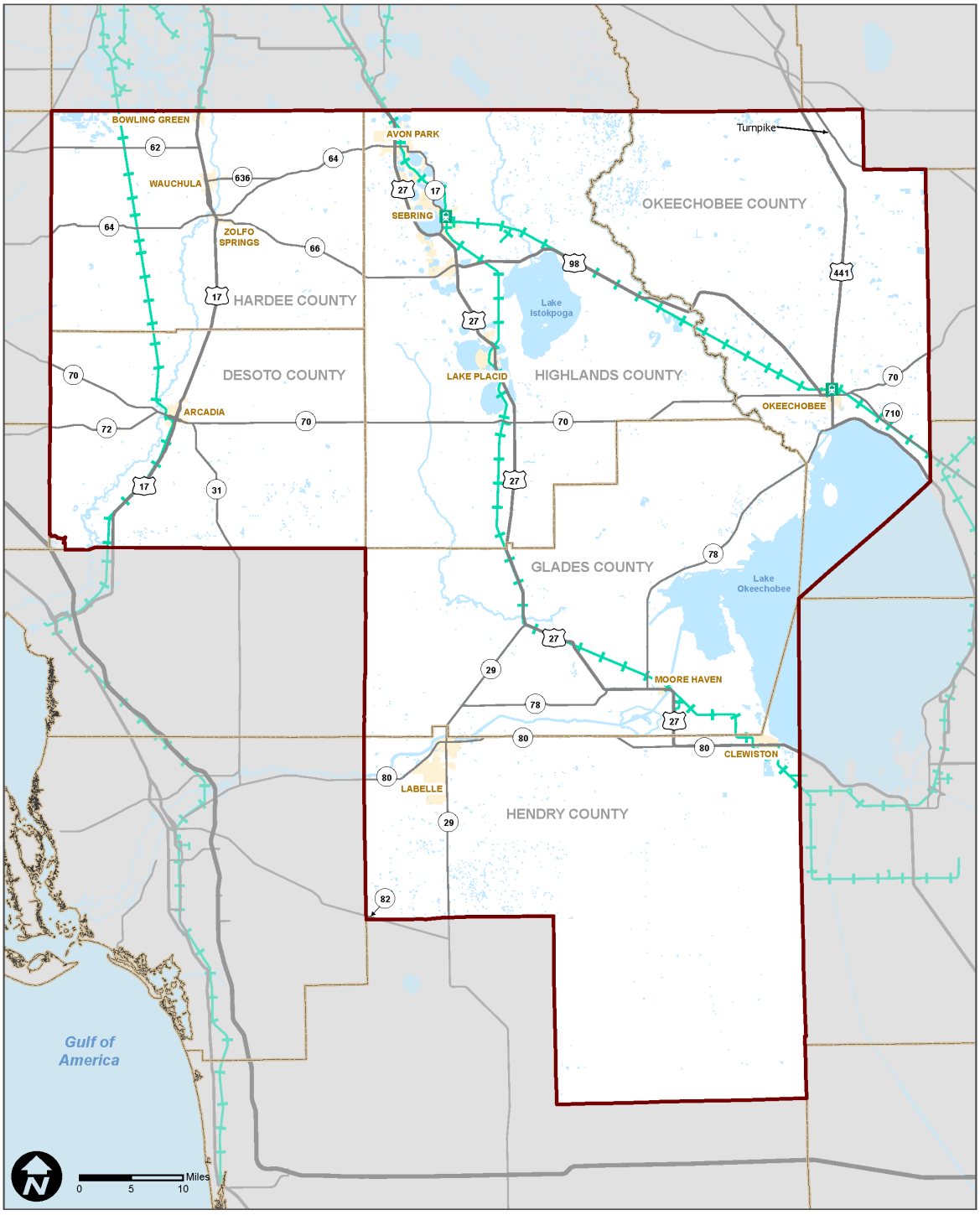
**Freight |** Freight and the movement of goods are important issues in the Heartland region as we plan for the expansion of the logistics and manufacturing industry clusters. As new and existing projects expand and come online, these regional changes will affect freight and roadway patterns and must be addressed. The economic development impacts of these activities are key to the Heartland region and are incorporated into the Comprehensive Economic Development Strategies (CEDS) that have been adopted in the Central Florida and Southwest Florida Economic Development Districts (EDD) of the Heartland.

The continued growth of the logistics and manufacturing employment centers will steadily increase the need for an integrated freight and roadway network that will support the increased population, total employment, and capitalize on the region's opportunity to grow as a trade hub.


Americas Gateway Logistics Center located on US 27 in Glades County is an emerging Logistics Center that will export and distribute manufactured goods by linking road and rail. The Sebring Multimodal Logistics Center and Commerce Park has many businesses on site including local, national, and international, and is located at the Sebring Regional Airport, which encompasses 2,000 acres with a Foreign Trade Zone designation. It includes the fuel farm, Industrial Park, and Sebring International Raceway, currently operated by NASCAR. Other key projects, investments, and opportunities identified in the region that impact the need for freight corridor improvements include the Hardee County Commerce Center, the US 17 South Distribution Center located in DeSoto County, Airglades Airport in Hendry County proposed as a major air cargo hub, and the Okeechobee Commerce Center/Okeechobee County Airport Area.

# Heartland Regional TPO

## Rail – Passenger and Freight




**Legend**

- HRTPO Boundary
- County Boundaries
- Interstate
- US Highways
- State Roads
- City Limits
- Railroads
- Amtrak Stations

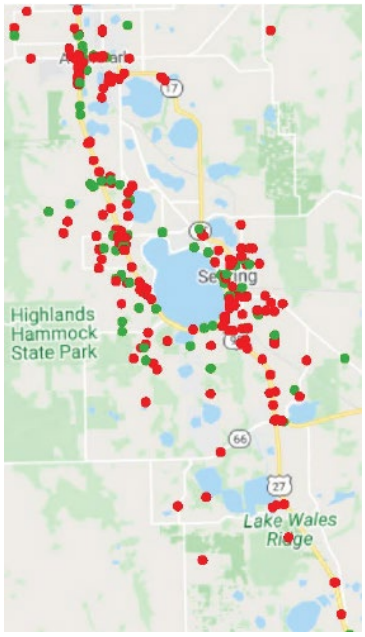
HRTPO Heartland Regional Transportation Planning Organization


Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org


Date: 1/13/2026 Created By: Matt Bushey | Document Path: D:\Projects\Heartland_TPO\LRTP_Mapping\2050 Long Range Transportation Plan\2050 Long Range Transportation Plan.aprx

## Bicycle and Pedestrian System

The HRTPO adopted the Bicycle and Pedestrian Safety Plan (BPSP) in June 2019, which identifies the areas in the Heartland region that have the greatest opportunity to reduce pedestrian and bicycle fatalities, injuries, and crashes. The five-year plan will guide the stakeholders concerned with improving pedestrian and bicycle safety, including law enforcement, local governing agencies, and pedestrian and bicycle safety advocates. The BPSP was developed in coordination with the HRTPO Technical Advisory Committee and Citizens Advisory Committee, as well as coordination with staff from each city and county government in the HRTPO region. The plan includes:




**Goals |** The HRTPO supports the Florida Department of Transportation's (FDOT) statewide safety performance target of zero Nonmotorized Fatalities and Serious Injuries. This target of zero serves as the singular goal of the BPSP.

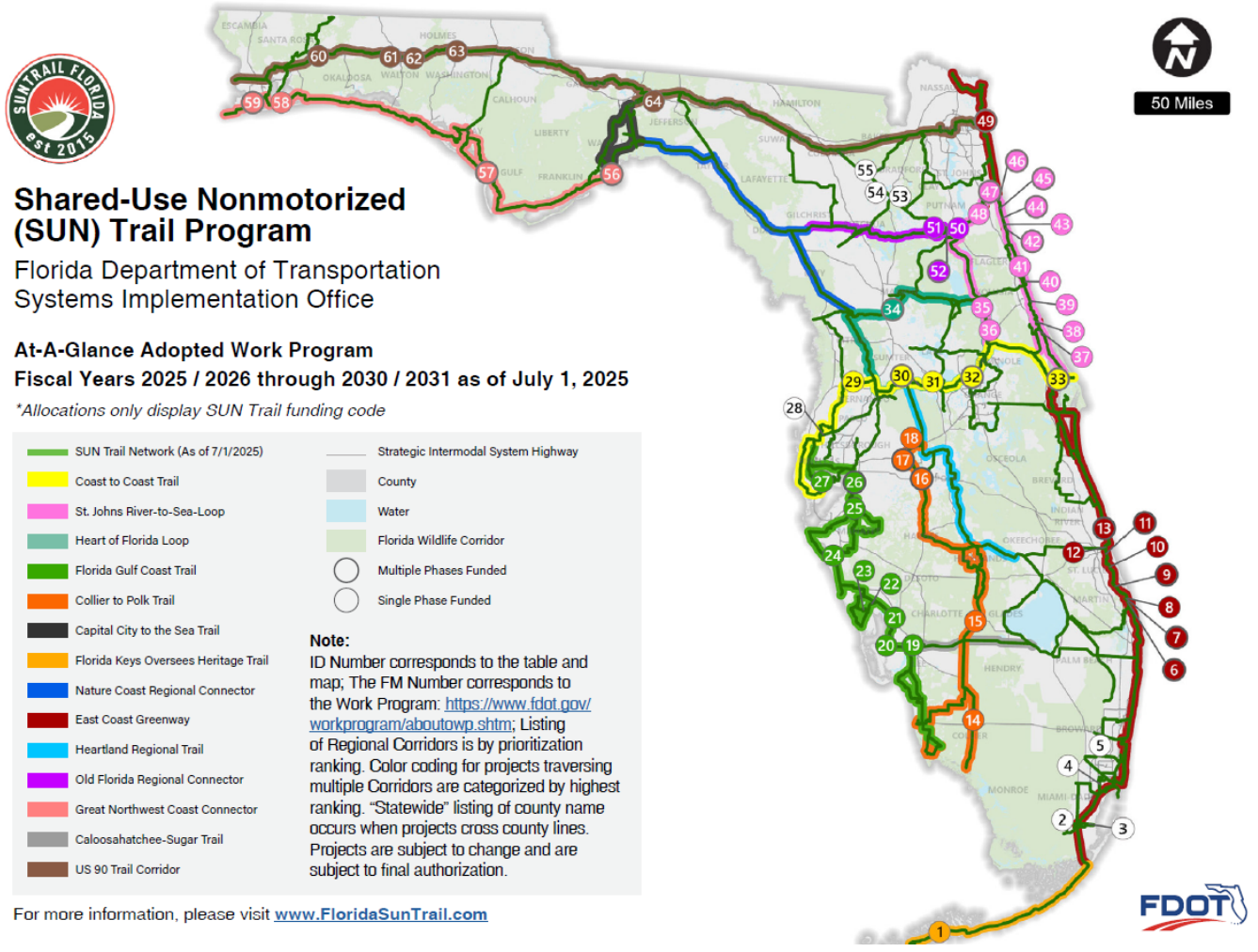
**Existing Facilities & Conditions |** An inventory of relevant transportation infrastructure that identifies existing bicycle and pedestrian facilities and conditions, safety data, and planned, prioritized, and proposed projects in the region was developed as an interactive online map.

**Action Plan |** The Action Plan is a summary of proposed projects and study areas throughout the region that have indicated need on the basis of number of incidents in the past ten years, proximity to schools, and enhancements to environmental justice areas.

**Next Steps |** Using information, resources, funding sources, and the HRTPO Project Priorities, projects identified in the Action Plan will be advanced for potential design and construction.

## Trails

**Multi-Use Trails & Blueways |** The Florida Greenways and Trails System Plan establishes the vision for implementing a connected statewide system of greenways and trails for recreation, conservation, alternative transportation, healthy lifestyles, a vibrant economy and a high quality of life. The Multi-Use Trails and Blueways Map depicts the rails system within the Heartland that primarily parallels the Regional Roadway Network. SUN Trail is a funding source to implement a network of recreational trails, specifically the paved component of the Florida Greenways and Trails System (FGTS) Plan and specifically support the transportation needs of bicyclists and pedestrians on statewide and local trails.



# 5) Goals & Strategies

The 2050 Long Range Transportation Plan, LRTP, provides a coordinated, long term framework for transportation decisions and investments across Florida's Heartland Region, including DeSoto, Hardee, Glades, Hendry, Highlands, and Okeechobee counties. A clear vision and meaningful goals are essential to:

- Align transportation investments with community values and regional priorities
- Provide consistent direction across jurisdictions and across all modes
- Support a transparent, performance driven approach to evaluating and prioritizing projects
- Ensure the LRTP remains consistent with federal and state requirements and guidance

The Heartland 2050 LRTP vision and goals were developed to align with federal planning requirements, including the Infrastructure Investment and Jobs Act and the national planning factors in 23 CFR 450.306(a) and (b), statewide guidance in the Florida Transportation Plan 2055, and regional priorities established in Heartland 2060. Local government comprehensive plans and the successful objectives from the region's prior LRTPs, including 2040 and 2045, also significantly informed this planning effort. A matrix of how this Plan's goals and strategies align with the federal planning factors is included in Appendix D.

**Consistency with Local Plans and Future Land Use**

A core expectation of the LRTP is consistency, to the maximum extent feasible, with local government comprehensive plans, including future land use elements and adopted goals, objectives, and policies.

- ✓ Reviewing adopted comprehensive plans and future land use maps to understand planned growth patterns.
- ✓ Considering how transportation projects support planned development, redevelopment, conservation, and economic development areas.
- ✓ Coordinating with local jurisdictions to understand planned land use changes and infrastructure needs.
- ✓ Prioritizing investments that reinforce safe, efficient access to existing and planned community activity centers.

**Federal Planning Factors as the Foundation**

The LRTP goals and strategies reflect the federal planning factors described in 23 CFR 450.306(a) and (b), including:

- Economic Vitality
- Safety
- Security
- Mobility for all people and freight
- Environmental Quality
- Travel and Tourism
- Multimodal Connectivity
- System Efficiency and Operations
- System Preservation
- Resiliency and Reliability, including stormwater impacts

*The four Heartland LRTP goals, Safe, Connected, Quality, and Resilient, highlight regional priorities and local needs while addressing the Federal Planning Factors.*

## Safe | Eliminate traffic fatalities and serious injuries on all public roads while increasing security for all.

Roadway safety is a concern, and people recognize that major corridors are essential lifelines, while expressing support for continued efforts to improve operations, manage speeds, and make corridors safer for everyone, including pedestrians and cyclists.

### Strategies

- **Address High-Crash Locations:** Prioritize projects that improve safety in high-crash locations and corridors.
- **Emergency Preparedness**: Provide safe and reliable transportation options during emergencies.
- **System Security**: Increase the security of the transportation system for both motorized and non-motorized users.
- **Safety Education:** Support and promote driver, bicycle, and pedestrian safety education.

### Opportunities, Plans & Projects Supporting this Goal

- **Safe Streets for All:** Incorporate the findings of the Regional Safety Action Plan and other local safety plans to guide how investments are prioritized.
- **Community Traffic Safety Teams (CTSTs)**: Encourage participation in CTSTs to enhance coordinated efforts to improve traffic safety and education locally.
- **Context Classification**: Identify existing and future Context Classifications for roadways to support realistic, safe, and effective speed zones and non-motorized facilities.

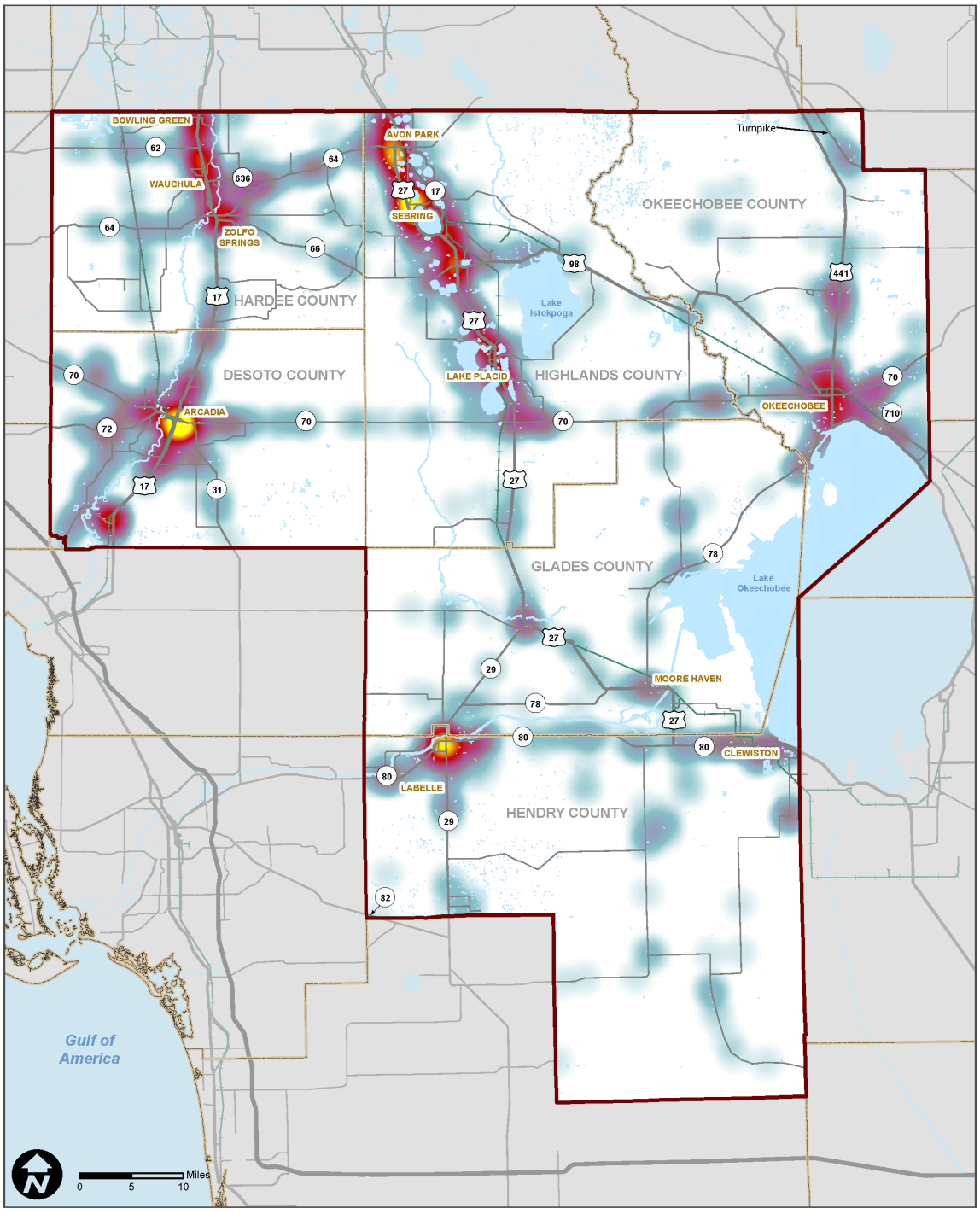
### Safety Performance Measures and Targets

The Heartland Regional TPO recognizes the importance of linking goals, objectives, and investment priorities to establish performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. The Heartland Regional TPO agreed to support FDOT's highway safety targets on January 29, 2025. By adopting FDOT's targets, the Heartland Regional TPO agrees to plan and program projects that help FDOT achieve these targets.

| Heartland Regional TPO Performance Measures | Five-Year Rolling Average | | | | Target |
|---|---|---|---|---|---|
| | 2016-2020 | 2017-2021 | 2018-2022 | 2019-2023 | |
| **Number of Fatalities** | 80.8 | 90.2 | 94.6 | 93.6 | 0 |
| **Rate of Fatalities per 100 Million VMT** | 2.572 | 2.848 | 2.948 | 2.854 | 0 |
| **Number of Serious Injuries** | 463.6 | 413 | 358.2 | 320.2 | 0 |
| **Rate of Serious Injuries per 100 Million VMT** | 14.722 | 13.039 | 11.235 | 9.834 | 0 |
| **Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries** | 37 | 37.6 | 36.8 | 35.2 | 0 |

# Heartland Regional TPO

## Fatalities & Serious Injuries - Year 2020-2024




**Legend**

- HRTPO Boundary
- County Boundaries
- Interstate
- US Highways
- State Roads
- County Roads

Fatalities & Serious Injuries

- Sparse
- Dense

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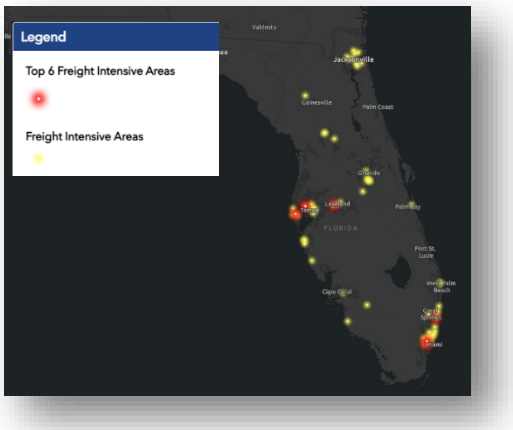
# Connected | Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

## Strategies

- **Multimodal Accessibility:** Plan and design multimodal transportation systems that are accessible to all users.
- **Goods Movement**: Improve connections to ports, rail, airports, and intermodal logistics facilities for efficient freight movement.
- **Regional Connectivity**: Strengthen connections between major activity centers within the Heartland Region
- **Travel & Tourism**: Enhance travel and tourism by improving the user experience and promoting regional attractions.

## Opportunities, Plans & Projects Supporting this Goal

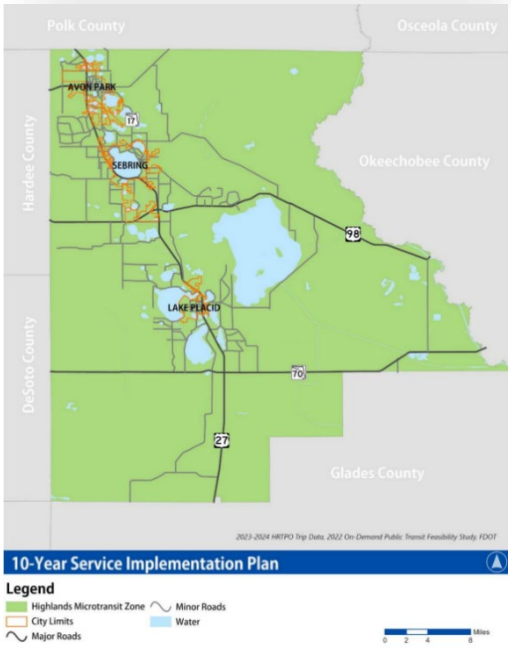
- **The Freight Mobility and Trade Plan (FMTP)** is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The Heartland region is located between the top six Freight Intensive Areas in Florida, and they are connected by many freight corridors, including US 27 that is designated as a Critical Freight Corridor.
- **Highlands Transit Plan:** Adopted in October 2024, the Highlands Transit Plan explored three service options. The preferred option would implement an App-Based On-Demand Transit Program within Highlands County.




*Highlands Transit Plan,*
*Recommended Plan Service Characteristics*

| Service Type | Description | Service Span | Days of Service | Service Area Population | Estimated Annual Trips |
|---|---|---|---|---|---|
| MOD | **Countywide MOD Zone** | 7:00 AM – 7:00 PM | Mon-Fri | 101,200 | 93,444 |
| | | 8:00 AM – 5:00 PM | Saturday | | |

| Anticipated Revenue Hour | Trips per Revenue Hour | Operating Cost Per Trip | Estimated Wait Times | Number of Vehicles |
|---|---|---|---|---|
| 107,640 | 0.9 | $92.14 | 40 | 6 |



# Quality | Maintain and develop transportation options that are in good repair, user-friendly, and supportive of healthy, active lifestyles.

## Strategies

- **Public Involvement**: Encourage early and proactive public engagement, offering diverse opportunities for participation.
- **Congestion Reduction & Reliability**: Reduce congestion and promote system reliability.
- **Land Use Coordination**: Coordinate land use and transportation planning to support multiple modes.
- **Efficient Operations**: Promote efficient system management and operations.

## Opportunities, Plans & Projects Supporting this Goal

- **Congestion Management:** Congestion Management improves traffic operations and safety through the use of either strategies that reduce travel demand or the implementation of operational improvements. The improvements can be implemented in a relatively short time frame (within 5-10 years) compared to more traditional capacity improvements, such as adding additional travel lanes, which can take more than 10 years to implement and cost significantly more.
- **Real-Time Data:** As availability increases, real-time data tools can support evidence-based decisions by showing how cars and freight travel across the region, by time of day, season, route choice, and even during incidents or special events. Data sources like traffic sensors, anonymized GPS-based travel time data, truck probe data, weigh-in-motion systems, and signal and transit data can reveal recurring bottlenecks, safety hot spots, freight reliability issues, and how traffic shifts when construction or crashes occur. With a clearer picture of travel patterns, we can target improvements where they'll have the biggest impact while also tracking performance over time to confirm whether investments are delivering measurable results.

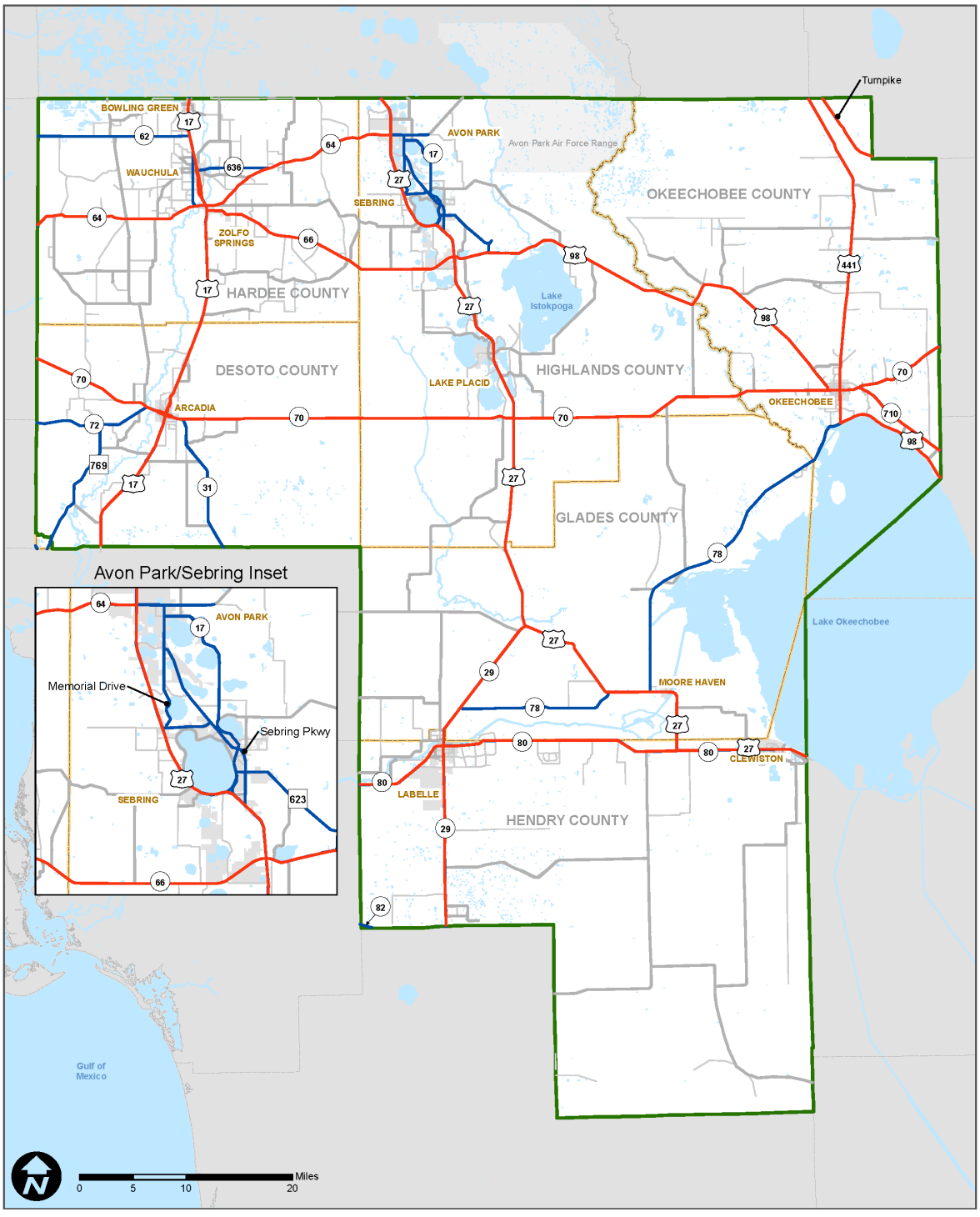
## Quality Performance Measures and Targets (PM3)

In the Heartland Regional TPO region, reliability on the non-Interstate system decreased from 99.7% to 98.8%. This is the only metric that is reported in the HRTPO region since no interstates exist in the MPO boundaries.

The Heartland Regional TPO agreed to support FDOT's PM3 targets on June 18, 2025. By adopting FDOT's targets, the Heartland Regional TPO agrees to plan and program projects that help FDOT achieve these targets.

| Heartland Regional TPO Performance Measures | 2019 | 2020 | 2021 | 2022 | 2023 | Target |
|---|---|---|---|---|---|---|
| Percent of person miles traveled on the non-Interstate NHS that are reliable | 99.7% | 99.4% | 99.4% | 98.9% | 98.8% | ≥60% |

# Heartland Regional TPO
## Congestion Management Process Network




**Legend**

- CMP Network - Key Regional Roadways
- CMP Network - Other Regional/Major Roadways
- Non-CMP Network - Other Network Roadways (Connected)
- Non-CMP Network - Other Network Roadways (Minor)
- HRTPO Boundary
- County Boundaries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Data Source: HRTPO 2015

## Resilient | Improve the resiliency and reliability of the transportation system for today and in the future, while protecting the environment and supporting economic vitality.

Resiliency includes the ability of the transportation system to adapt to changing conditions and prepare for, withstand, and recover from disruption. Disruptions are events and conditions that are often characterized as shocks and stresses. While weather and natural hazards such as hurricanes, wildfires, and sustained environmental changes such as sea level rise are often the most identified disruptions, other events such as cyberattacks and longer-term stresses such as economic downturns and pandemics also impact the transportation system.

### Strategies

- **Optimize Existing Facilities:** Maximize the use of current transportation infrastructure.
- **Stormwater Management:** Reduce or mitigate stormwater impacts from surface transportation.
- **Economic Competitiveness:** Support the region's economic vitality by enabling competitiveness, productivity, and access to national/international trade markets.
- **Environmental Stewardship:** Minimize and mitigate air and water quality impacts, and protect and preserve the environment.
- **Regional Consistency:** Align with the Heartland 2060: Building a Resilient Region Plan and other relevant regional plans.

### Opportunities, Plans & Projects Supporting this Goal

- **Avoidance of Environmental and Natural Systems Impacts:** As part of the Heartland 2060 cooperative effort, the concept of avoidance of impacts to the environment and natural systems in construction of new and expanded transportation infrastructure was established. To accomplish this, an extensive database was developed for the Heartland Region. Identified new and/or expanded roadways were proposed for locations outside of wetlands, floodplains, and prime habitat for endangered or threatened animal species.

### Resilient Performance Measures and Targets (PM2)

| Heartland Regional TPO Performance Measures | 2019 | 2020 | 2021 | 2022 | 2023 | Target |
|---|---|---|---|---|---|---|
| Percent of non-Interstate NHS pavements in good condition | 42.4 | n/a | 43.1 | 43.2 | 45.7 | ≥40% |
| Percent of non-Interstate NHS pavements in poor condition | .2 | n/a | .5 | .5 | .6 | <5% |
| Percent of NHS bridges (by deck area) in good condition | 81.8 | 78.9 | 56.9 | 49.8 | 49.0 | ≥50% |
| Percent of NHS bridges (by deck area) in poor condition | 0 | 0 | 0 | 0 | 0 | <5% |

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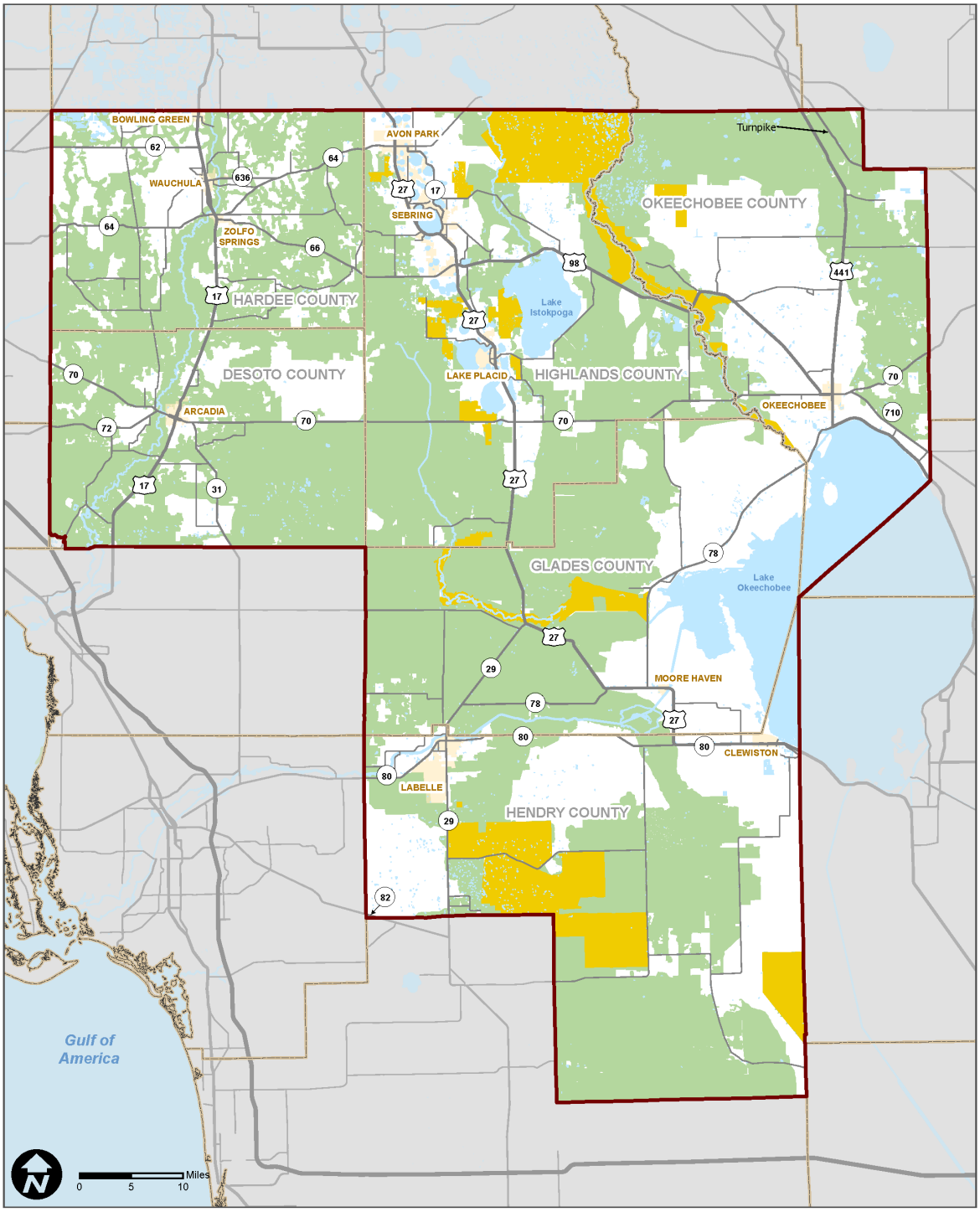
## Wildlife Corridor




**Legend**

- HRTPO Boundary
- County Boundaries
- Interstate
- US Highways
- State Roads
- County Roads
- City Limits
- Wildlife Management Areas
- Florida Wildlife Corridor

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# 6) Future Conditions

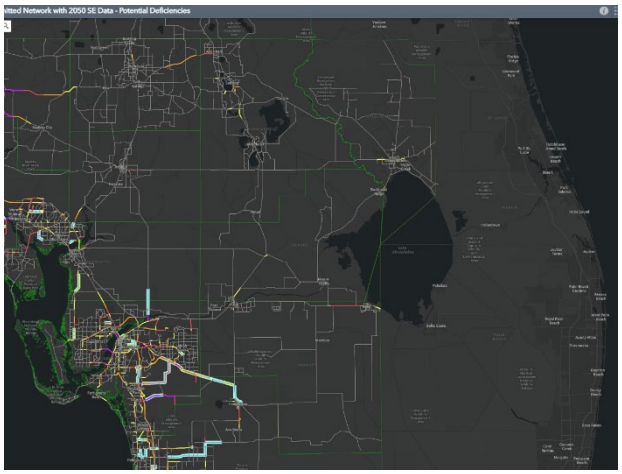
The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system. An assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters are also considered when evaluating future conditions.

Although an effective and efficient transportation system includes multiple modes of travel and offers a range of choices, automobiles for people and trucks for freight are expected to remain the dominant modes of transportation in the Heartland region both today and in the analysis year of 2050. As a result, it is important to evaluate the Regional Roadway Network to identify which roadways will carry the greatest number of trips within the region, support travel between counties within the region, and connect the Heartland region to other parts of the state. This evaluation also helps assess how well the roadway network meets current travel demand and how it is expected to perform in 2050.

## Establishing Travel Demand: Regional Planning Model

Roadway Needs through 2050 have been identified based on future travel demand. The evaluation of future travel demand was conducted through a collaborative process between FDOT District 1, the FDOT's modeling consultant and applicable MPO/TPO's using the District 1 Regional Planning Model (D1RPM). There are three main phases in model development:

- Base Year (2019): establishes a reference point for comparison when modeling forecast traffic
- Existing plus Committed Model: establishes need for the LRTP year by using 2050 socioeconomic projections on construction funded projects
- LRTP Year (2050): establishes a cost feasible network through a collaborative effort between the FDOT and its consultant and each MPO/TPO.



*Interactive dashboards and data visualization tools were developed to improve transparency, quality control, and collaboration throughout the modeling process. Dashboards for socioeconomic data, transit networks, roadway improvements, growth patterns, and potential network deficiencies allowed stakeholders to explore data spatially, filter by attributes, and better understand congestion, growth, and investment tradeoffs across the modeling alternatives.*

## Roadways Over Capacity

Roadway Needs through 2050 have been identified based on future travel demand. The evaluation of future travel demand was conducted through a collaborative process between the FDOT and MPO/TPO's using the District 1 Regional Planning Model (D1RPM). As part of the 2050 LRTP update, each District 1 MPO/TPO provided population and employment forecasts for use in the D1RPM. Employment and population values in the Heartland were described based on the processes described above.

| Type | Facility | County | Current Lanes | Current Capacity | Current Volume | Volume to Capacity | Suggested Improvement |
|---|---|---|---|---|---|---|---|
| SIS | SR 70 E of Arcadia | DeSoto | 2 | 17,700 | 22,304 | 1.3 | Add 2 lanes to build 4 (A2-4) |
| NON-SIS | Kings Hwy Charlotte C/L to SW Glenadine | DeSoto | 2 | 17,700 | 20,702 | 1.2 | Add 2 lanes to build 4 (A2-4) |
| NON-SIS | Kings Hwy SW Glenadine to Peace River St | DeSoto | 2 | 17,700 | 19,363 | 1.1 | Add 2 lanes to build 4 (A2-4) |
| SIS | SR 70 W of Arcadia | DeSoto | 2 | 24,200 | 25,979 | 1.1 | Add 2 lanes to build 4 (A2-4) |
| SIS | SR 29 Hendry C/L to Hickory Dr | Glades | 2 | 17,700 | 19,809 | 1.1 | Add 2 lanes to build 4 (A2-4) |
| SIS | SR 64 E Main St to Highlands C/L | Hardee | 2 | 17,700 | 19,773 | 1.1 | Add 2 lanes to build 4 (A2-4) |
| SIS | SR 17 Wauchula Hills | Hardee | 4 | 39,800 | 41,412 | 1 | Congestion Management |
| SIS | SR 29 LaBelle Bridge | Hendry | 2 | 17,700 | 29,575 | 1.7 | Add 2 lanes to build 4 (A2-4) |
| SIS | SR 29 S of SR 80 | Hendry | 2 | 18,500 | 26,889 | 1.5 | Add 2 lanes to build 4 (A2-4) |
| SIS | SR 29 N of SR 80 | Hendry | 2 | 18,500 | 22,212 | 1.2 | Add 2 lanes to build 4 (A2-4) |
| SIS | US 27 W of Clewiston | Hendry | 4 | 39,800 | 46,674 | 1.2 | Capacity Improvement |
| SIS | SR 29 S of Cowboy Way | Hendry | 2 | 17,700 | 18,623 | 1.1 | Add 2 lanes to build 4 (A2-4) |
| SIS | SR 64 Hardee C/L to US 27 | Highlands | 2 | 17,700 | 25,834 | 1.5 | Add 2 lanes to build 4 (A2-4) |
| NON-SIS | Lakeview Drive SE of Lake Jackson | Highlands | 2 | 17,700 | 22,768 | 1.3 | Congestion Management |
| NON-SIS | Kenilworth Blvd Sebring Pkwy to Industrial Way E | Highlands | 2 | 17,700 | 22,984 | 1.3 | Congestion Management |
| NON-SIS | Hwy 98 US 27 to 7th Ave W | Highlands | 2 | 17,700 | 19,943 | 1.13 | Congestion Management |
| NON-SIS | Sebring Parkway US 27 to 1st Roundabout | Highlands | 2 | 17,700 | 19,244 | 1.1 | Congestion Management |
| SIS | SR 70 from NW 32nd Ave to Hwy 98 N | Okeechobee | 2 | 17,700 | 21,609 | 1.2 | Add 2 lanes to build 4 (A2-4) |
| SIS | SR 70 across Taylor Creek | Okeechobee | 4 | 39,800 | 42,382 | 1.1 | Add 2 lanes to build 4 (A2-4) |

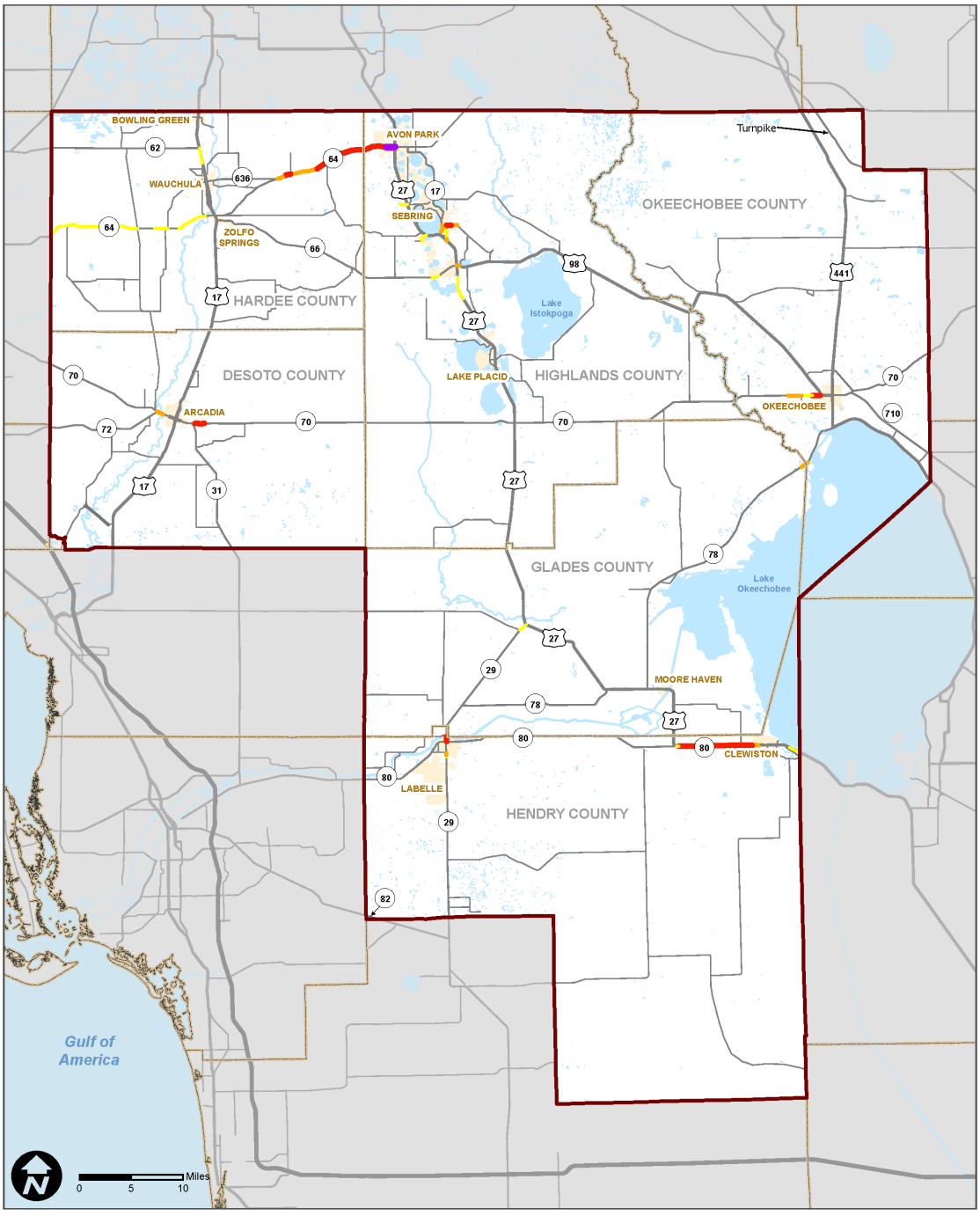
FDOT projects developed to address existing and projected congestion are summarized in the table below. Those construction funded projects, as well as those on the non-strategic intermodal system that are projected as cost affordable, are included in the Future Conditions map.

*Projects Programmed for Funding in the TIP (First 5 Years of Plan)*

| County | Item Number | Project Description | Type of Work | Total |
|---|---|---|---|---|
| DESOTO | 440342 | KINGS HIGHWAY FROM CHARLOTTE COUNTY LINE TO SW GLENADINE AVE | ADD LANES & RECONSTRUCT | $33.10 |
| HENDRY | 417878 | SR 29 FROM F ROAD TO COWBOY WAY | ADD LANES & RECONSTRUCT | $4.72 |
| HENDRY | 447938 | HELMS RD AT FORREY DR | INTERSECTION IMPROVEMENT | $1.98 |
| HENDRY | 452204 | FORREY DRIVE AT COWBOY WAY | INTERSECTION IMPROVEMENT | $2.58 |
| HIGHLANDS | 414506 | SR 70 FROM JEFFERSON AVE TO US 27 | ADD LANES & RECONSTRUCT | $6.44 |
| HIGHLANDS | 414506 | SR 70 FROM US 27 TO CR 29 | ADD LANES & RECONSTRUCT | $87.29 |
| HIGHLANDS | 449676 | SEBRING PKWY PHASE IV FROM SEBRING ROUNDABOUT TO ARBUCKLE CREEK RD | NEW ROAD CONSTRUCTION | $4.77 |
| HIGHLANDS | 451361 | US 27 AT SR 17 / SR 64 | INTERSECTION IMPROVEMENT | $1.17 |
| HIGHLANDS | 451362 | US 27 AT SEBRING PKWY | INTERSECTION IMPROVEMENT | $2.23 |
| OKEECHOBEE | 419344 | SR 710 FROM US 441 TO L-63 CANAL | NEW ROAD CONSTRUCTION | $130.44 |
| OKEECHOBEE | 447555 | SR-710/SW WARFIELD BLVD FR W OF SE 126 BL TO OKEECHOBEE/MARTIN CO LINE | INTERSECTION (NEW) | $17.96 |
| OKEECHOBEE | 453333 | SR-710/SW WARFIELD BLVD FR W OF SE 126 BL TO OKEECHOBEE/MARTIN CO LINE | ADD LANES & RECONSTRUCT | $4.08 |

# Heartland Regional TPO

## Future Conditions (2050)




**Legend**

- HRTPO Boundary
- County Boundaries
- Interstate
- US Highways
- State Roads
- County Roads
- City Limits

AADT/LOSD Generalized Service Volume

Volume/Capacity (VC)

- 1.5 and above
- 1.15 - 1.5
- 1 - 1.15
- 0.9 - 1

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# Setting Priorities

**Roadway Capacity Project Evaluation Considerations**

- Project status and previous investments
- Improve safety
- Existing congestion
- Environmental impact
- Emergency evacuation route
- Regional freight corridor
- Access to major activity or employment centers
- Provide reliable and efficient transportation options
- Multimodal connectivity

## Non-Strategic Intermodal System

On the non-Strategic Intermodal System (Non-SIS), the 2050 analysis identified six roadway segments where forecast traffic demand exceeds (or closely approaches) the practical capacity of the existing facility resulting in volume-to-capacity (V/C) ratios from 1.10 to 1.30. Four of the constrained segments are in Highlands County and are best suited for congestion management and operational strategies (such as intersection improvements, signal retiming and ITS systems applications), while two segments on Kings Highway in DeSoto County indicate a need for added through-lane capacity (widening from 2 lanes to 4 lanes, A2–4) to address projected deficiencies. Due to constraints in funding availability, the segment identified as SW Glenadine to Peace River Street has been split into two segments.

These findings help focus the LRTP's Non-SIS discussion on the specific corridors most likely to experience recurring congestion by 2050, while keeping flexibility to refine solutions through project development, corridor studies, and local context.

*Non-SIS Capacity Need Project Estimate Costs (Present Day, In Millions)*

| County | Facility | Improvement | Right of Way | Construction | Total |
|---|---|---|---|---|---|
| DeSoto | CR 769 Kings Hwy<br>Charlotte C/L - SW Glenadine | Add 2 lanes to build 4 (A2-4) | $9.89 | $30.9 | $40.7 |
| DeSoto | CR 769 Kings Hwy<br>SW Glenadine - Agnes St | Add 2 lanes to build 4 (A2-4) | $2.95 | $9.25 | $12.2 |
| DeSoto | CR 769 Kings Hwy<br>Agnes St - Peace River St | Add 2 lanes to build 4 (A2-4) | $1.0 | $4.5 | $5.5 |

## Strategic Intermodal System

In the six county Heartland region, the Regional Roadway Network is made up of primarily US and SR routes designated as part of the Strategic Intermodal system (SIS). The State of Florida Department of Transportation (FDOT) programs SIS projects and available revenue for SIS funding. Because SIS projects represent virtually all of the needed transportation capacity projects identified as over capacity for 2050 in the Heartland, the Strategic Intermodal System Funding Strategy, Long Range Cost Feasible Plan 2029-2045, 2018 Edition was used to determine the cost feasible projects shown in the following section. Funded improvements have identified construction funding by 2050 and are illustrated in the tables at the end of this document. Partially funded improvements do not have identified construction funding with the timeframe of the plan are illustrated below.

*SIS Capacity Needs Partially Funded (Costs in Millions)*

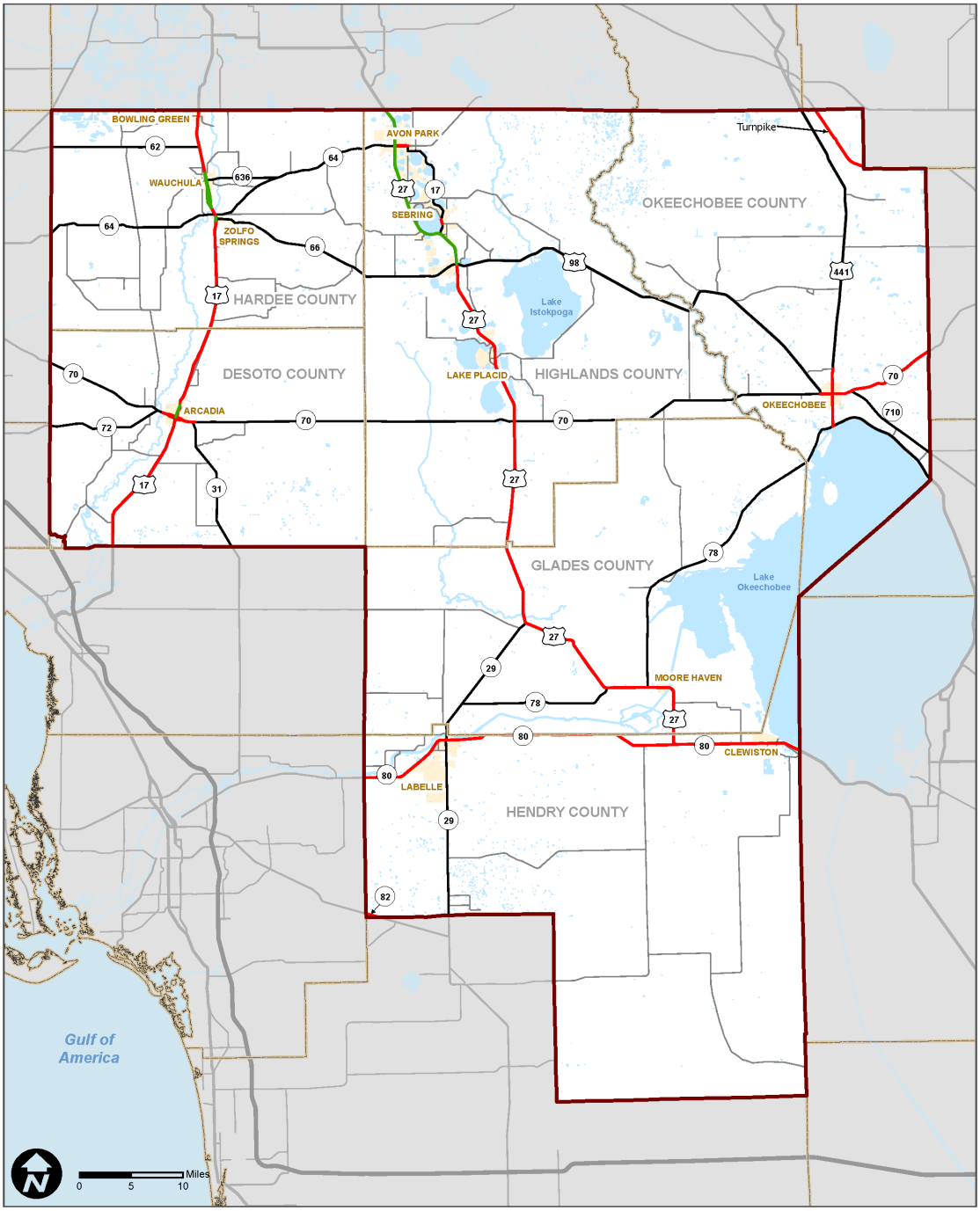
| County | Corridor/Facility | From–To | Improvement Type | Design | ROW | CST |
|---|---|---|---|---|---|---|
| DeSoto | SR 31 Extension | SR 70 – US 17 | New road (NR) | Complete | $10.50 | - |
| Highlands | SR 64 | Hardee/Highlands Co Line – US 27 | Add 2 lanes to build 4 (A2-4) | $5.90 | - | - |
| DeSoto | SR 70 | Manatee Co Line – W of Peace River (American Legion Rd) | Add 2 lanes to build 4 (A2-4) | $1.00 | - | - |
| DeSoto | SR 70 | CR 760 – County Line Rd | Add 2 lanes to build 4 (A2-4) | $9.80 | - | - |
| Okeechobee | SR 70 | NW 128th Ave – US 98 | Add 2 lanes to build 4 (A2-4) | $5.67 | - | - |
| DeSoto | SR 70 | E of SR 31 – CR 760 | Add 2 lanes to build 4 (A2-4) | $5.00 | $2.65 | - |
| Highlands | SR 70 | County Line Rd – Jefferson Ave | Add 2 lanes to build 4 (A2-4) | $9.10 | - | - |
| Okeechobee | SR 710 | US 98 – US 441 | New road (NR) | $4.10 | - | - |
| Okeechobee | SR 710 | E of L-63 – Sherman Wood Ranches | New road (NR) | $10.12 | - | - |
| Okeechobee | SR 710 | Sherman Wood Ranches – CR 417 | Add 2 lanes to build 4 (A2-4) | $0.84 | $0.54 | - |
| Okeechobee | SR 710 Western Bypass | SR 70 – US 98 | New road (NR) | $5.30 | $1.66 | - |

*Florida's Turnpike Capacity Needs Partially Funding*

| County | Facility | Improvement | Right of Way | Construction | Total |
|---|---|---|---|---|---|
| Okeechobee | Turnpike Mainline from MP 181 to 188.5 | Add 2 lanes to build 6 (A2-6) | $0 | $174 | $174 |

# Heartland Regional TPO

## Current Number of Lanes




**Legend**

- HRTPO Boundary
- County Boundaries
- Interstate
- US Highways
- State Roads
- County Roads
- City Limits

Number of Lanes

- 2 Lanes
- 4 Lanes
- 6 Lanes

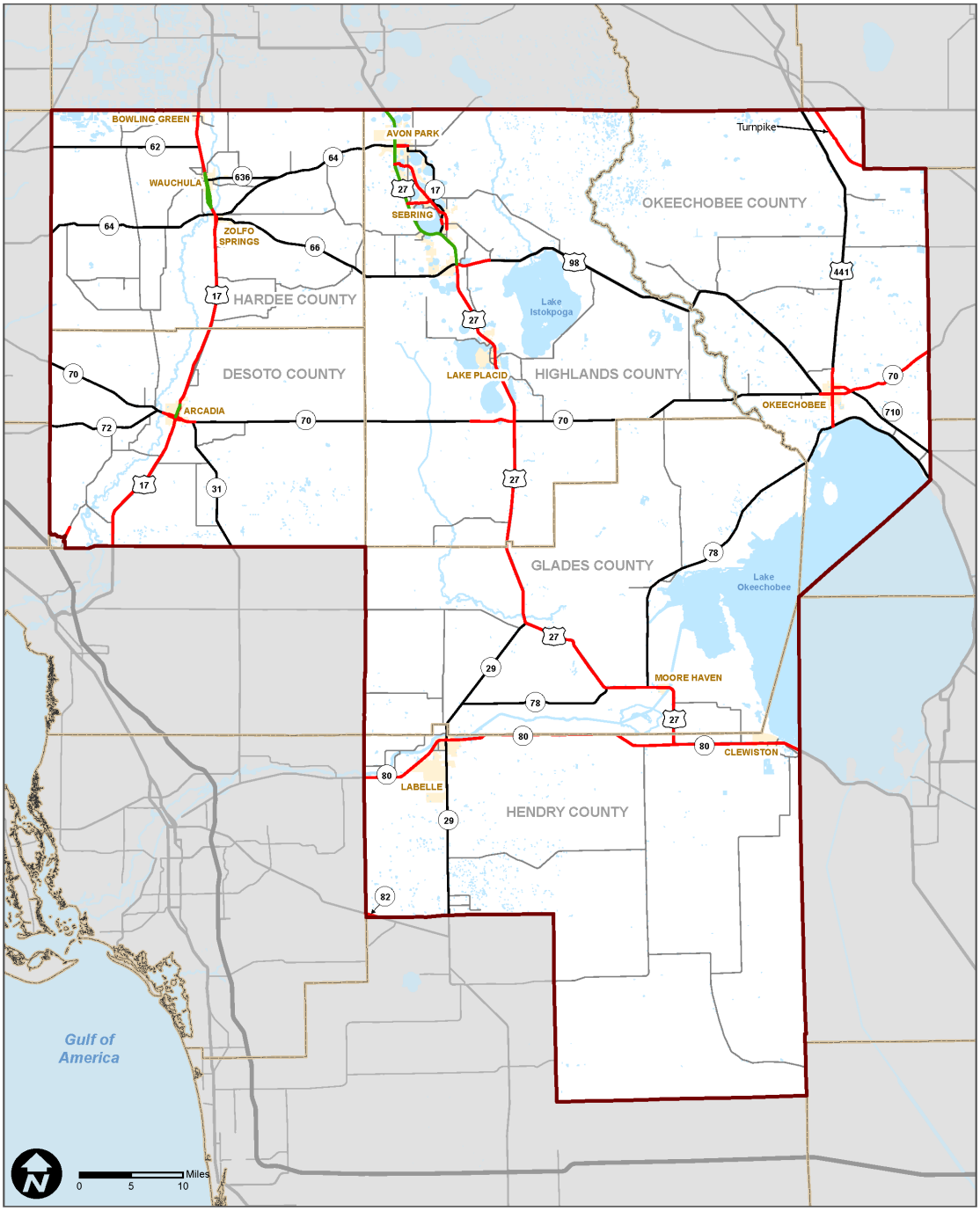
HRTPO Heartland Regional Transportation Planning Organization


Heartland Regional TPO
555 E Church Street, Bartow, FL 33830
863-534-7130
heartlandregionaltpo.org


Date: 1/13/2026 Created By: Matt Bushey | Document Path: D:\Projects\Heartland_TPO\LRTP_Mapping\2050 Long Range Transportation Plan\2050 Long Range Transportation Plan.aprx

# Heartland Regional TPO

## Future Number of Lanes (2050)




**Legend**

- HRTPO Boundary
- County Boundaries
- Interstate
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Number of Lanes

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Date: 1/14/2026 Created By: Matt Bushey | Document Path: D:\Projects\Heartland_TPO\LRTP_Mapping\2050 Long Range Transportation Plan\2050 Long Range Transportation Plan.aprx

# 7) Revenue Forecast and Funding Plan

The Long Range Transportation Plan (LRTP) includes a Long Range Cost Feasible Plan, which is the financial plan that demonstrates how the adopted transportation plan can realistically be implemented over the life of the plan. The Cost Feasible Plan identifies revenue sources that are reasonably expected to be available and pairs those revenues with anticipated costs using year of expenditure (YOE) dollars so costs reflect inflation and timing. This approach supports federal fiscal constraint requirements and ensures the LRTP documents not only new projects, but also the ongoing funding needed to operate and maintain the transportation system.

To support consistency statewide, revenue estimates are provided using standard multi-year time bands and include federal, state, local, and other reasonably available funds. Some funding categories are provided at the FDOT District level (such as State Highway System non-SIS and several statewide non-capacity programs), while others are estimated at the MPO level (such as Other Roads and transit programs). In some cases—particularly discretionary programs like TRIP—projects may be included in the LRTP as illustrative when they depend on future funding decisions or local matching commitments; in those cases, the LRTP documents the project, expected costs, and the assumptions used for the potential share of district funds and matching sources. The revenue forecast also incorporates system-level expenditures for resurfacing, bridges, and operations and maintenance, reflecting the funding needed to preserve the system in a state of good repair while advancing priority improvements.

**State Highway System (Non-SIS) – Non-TMA MPOs (State funds)**
Used only for improvements on **State Highway System roadways that are not on the SIS**; cannot be used off-system. Coordination with the FDOT District liaison is used to identify planned projects. *(District 1 estimate provided in the FDOT revenue forecast.)*

**Non-SIS Transit Discretionary (State funds)**
Supports transit, paratransit, and commuter assistance programs (technical assistance and operating/capital). MPOs coordinate with transit providers to ensure state, federal, and local transit resources are captured in the LRTP.

**TRIP – Transportation Regional Incentive Program (State funds)**
Projects may be listed as **illustrative** when future district participation and local match are not yet committed. Illustrative documentation should include project status/eligibility, project description and costs, and assumptions for district TRIP share and non-state match (federal/local).

**HSIP – Highway Safety Improvement Program (Federal/State)**
Funds data-driven safety projects focused on reducing fatal and serious injury crashes on public roads (excluding Turnpike Enterprise). Beginning in FY 2023/24, HSIP allocations are district managed and projects must meet eligibility and benefit/cost requirements.

**Resurfacing, Bridge, Operations & Maintenance (Federal/State)**
System-level funding estimates to operate, maintain, and preserve the State Highway System. Including these districtwide expenditures meets federal expectations that the LRTP document the funding needed to maintain the system over time.

**Other Roads (Non-SIS, Non-SHS) – County and municipal roads (Federal/State)**
Off-system roadway funds that may include programs such as **SCOP**, **CIGP**, and **SCRAP**. MPO estimates are derived from programmed funds by county and projected forward using an established methodology (including smoothing based on population distribution).

**Preliminary Engineering / Product Support assumption**
For SHS (Non-SIS) and Other Roads programs, the LRTP may assume an additional **22%** equivalent is available through statewide product support for PD&E and design; this assumption should be stated in the financial plan narrative.

## Revenue Forecast

The revenues are divided into "Tiers" which represent two (2) five-year periods ( FY 31 - FY 35 and FY-36 – FY 40) and a ten-year period of time (FY 41 - FY 50) as required to meet Federal Highway Administration (FHWA) requirements for Long Range Transportation Plans. Tier 1 (not shown in the table below) represents the Transportation Improvement Program (FY 26 to FY 30).

*HRTPO-Level Revenue Projections (in millions)*

| Funding Programs and Sources | Funding Type | 2031-2035 | 2036-2040 | 2041-2050 | 20 - Year Total |
|---|---|---|---|---|---|
| **State Highway System (SHS)** | Non-SIS; Non-TMA | $2.92 | $2.96 | $5.86 | **$11.74** |
| **SHS (non-SIS) Product Support**[1] | Non-SIS; Non-TMA | $0.64 | $0.65 | $1.25 | **$2.54** |
| **Other Roads** | Non-SIS; Non-SHS | $4.88 | $5.08 | $10.35 | **$20.31** |
| **Other Roads Product Support**[1] | Non-SIS; Non-SHS | $1.07 | $1.12 | $2.28 | **$4.47** |
| **Non-SIS Transit Formula** | | $2.55 | $2.49 | $4.76 | **$9.80** |
| **Total** | | **$12.06** | **$12.30** | **$24.50** | **$48.86** |

*Districtwide Program Revenue Projections (in millions)*

| Funding Programs and Sources | Funding Type | 2031-2035 | 2036-2040 | 2041-2050 | 20 - Year Total |
|---|---|---|---|---|---|
| **Surface Transportation Block Grant (SU)** | On State System; Non-TMA | $4.07 | $3.97 | $7.52 | **$15.56** |
| **Transportation Alternatives** | Discretionary | $2.42 | $2.33 | $4.40 | **$9.15** |
| **Transportation Regional Incentive Program (TRIP)** | Discretionary | $2.67 | $2.68 | $5.17 | **$10.52** |
| **Total** | | **$9.16** | **$8.98** | **$17.09** | **$35.23** |

# 2050 Cost Feasible Revenues & Fully Funded Projects

| | | 2026-2030 | 2031-2035 | 2036-2040 | 2041-2050 |
|---|---|---|---|---|---|
| **Strategic Intermodal System (SIS) Revenue (in millions)** | | **$245.41** | **$102.89** | **$284.12** | **$281.01** |
| | **SIS Construction & ROW for Capacity** | | | | |
| SR 29 | N of CR 80-A (Cowboy Way) – Hendry C/L | $41.35 | | $246.33 | |
| SR 29 | SR 78 – CR 74 | $48.66 | | | |
| SR 70 | Lonesome Island Rd – CR 721 | | | $9.90 | |
| SR 70 | CR 29 – Lonesome Island Rd | | | $7.00 | $70.11 |
| SR 70 | US 27 – CR 29 | $4.19 | $83.11 | | $49.33 |
| SR 70 | CR 721 – NW 128th Ave | | | $14.50 | $105.67 |
| SR 70 | Jefferson Ave – US 27 | | | $6.40 | $55.91 |
| SR 710 | US 441 – L-63 Canal | $123.42 | | | |
| SR 710 | W of SE 126 Blvd – Okee/Martin C/L (Intersection) | $21.68 | | | |
| SR 710 | W of SE 126 Blvd – Okee/Martin C/L (Add Lanes/Recon) | $2.72 | | | |
| Turnpike Mainline | Ft Drum Service Plaza | $3.39 | $19.78 | | |
| | **Project Totals** | **$245.41** | **$102.89** | **$284.12** | **$281.01** |
| **Non-Strategic Intermodal System (SIS) Revenue (in millions)** | | **$58.51** | **$26.51** | **$26.51** | **$52.06** |
| | **Other Roads Construction & ROW for Capacity** | | | | |
| Kings Hwy | Charlotte CL - Glenadine Ave | $33.10 | | | |
| Kings Hwy | Glenadine Ave - Agnes St | | $11.36 | | |
| Kings Hwy | Agnes St - Peace River St | | | $7.63 | $7.76 |
| Sebring Pkwy | Phase IV Sebring Roundabout - Arbuckle Creek Rd | $4.78 | | | |
| | **Project Totals** | **$37.88** | **$11.36** | **$7.63** | **$7.76** |
| | **Set-Aside Funding for Non-Capacity** | | | | |
| | Congestion Management | $5.32 | $2.00 | $4.00 | $10.00 |
| | Supplementary Local Roads Resurfacing Support | $3.50 | $1.17 | $3.06 | $11.14 |
| | Transportation Alternatives | $2.51 | $2.42 | $2.33 | $4.40 |
| | Transit | $9.29 | $9.55 | $9.49 | $18.76 |
| | **Set-Aside Totals** | **$20.62** | **$15.14** | **$18.88** | **$44.30** |
| | **SIS Project Totals** | **$245.41** | **$102.89** | **$284.12** | **$281.01** |
| | **Non-SIS Project Totals** | **$37.88** | **$11.36** | **$7.63** | **$7.76** |
| | **Set-Aside Totals** | **$20.62** | **$15.14** | **$18.88** | **$44.30** |
| | **2050 LRTP Totals** | **$303.91** | **$129.39** | **$310.63** | **$333.07** |

# Appendix

## A) Adoption Resolution

## B) Acronyms & Definitions

AADT (Annual Average Daily Traffic)
Average number of vehicles traveling a roadway segment each day over a full year.

ADA (Americans with Disabilities Act)
Federal law requiring equal access and nondiscrimination for people with disabilities, including accessible transportation.

Base Year (Existing Conditions)
The "current snapshot" year used to describe today's travel, safety, and system conditions.

CAC (Citizens' Advisory Committee)
A public-facing advisory group that provides community input on plans and priorities.

Cost Feasible Plan (Constrained Plan)
Projects and strategies that can be funded with reasonably expected transportation revenues.

CTC (Community Transportation Coordinator)
The designated organization responsible for coordinating Transportation Disadvantaged services within an area.

FDOT (Florida Department of Transportation)
State agency responsible for transportation planning, funding, and delivery of state roadway and many multimodal programs.

FHWA (Federal Highway Administration)
Federal agency that supports highways and related programs through funding and oversight.

Forecast Year (Planning Horizon Year)
Future analysis year (e.g., 2050) used for population, employment, travel demand, and system performance projections.

Freight (Goods Movement)
The movement of goods by truck, rail, air cargo, and other modes.

FTA (Federal Transit Administration)
Federal agency that supports public transportation through funding, guidance, and oversight.

HIN (High Injury Network)
Roadway segments or corridors with a high concentration of fatal and serious injury crashes.

HSIP (Highway Safety Improvement Program)
Federal funding program focused on reducing fatal and serious injury crashes.

ITS (Intelligent Transportation Systems)
Technology used to manage traffic and improve operations (signals, detection, traveler information, etc.).

KSI (Killed or Seriously Injured)
Safety metric focused on the most severe crash outcomes.

LOS (Level of Service)
Traditional measure of roadway operating conditions (often congestion-focused); sometimes used alongside newer measures.

LRTP (Long Range Transportation Plan)
The region's long-term blueprint for transportation needs, priorities, and investments.

MPO (Metropolitan Planning Organization)
Federally required regional body responsible for transportation planning and programming in urbanized areas.

Multimodal (All Modes)
Considering all travel options—driving, freight, transit, bicycle, pedestrian, aviation, and others—together in planning.

Needs Plan (Unconstrained Plan)
Identified transportation needs and potential projects without limiting to available funding.

NEPA (National Environmental Policy Act)
Federal environmental review process required for many projects before they can advance to construction.

Paratransit (Demand-Response Service)
Transportation provided on request (not fixed-route), often to meet ADA requirements and/or serve eligible riders.

Performance Measures (Targets)
Required metrics (and target levels) used to track progress on safety, condition, reliability, and other outcomes.

PIP (Public Involvement Plan)
Documented approach for informing, engaging, and gathering input from the public and stakeholders.

PPP (Public Participation Plan)
Documented approach for providing opportunities for public input in the transportation planning process.

ROW (Right-of-Way)
Land needed to build, expand, or operate a transportation facility.

Scenario Planning (Alternative Futures)
Comparing different growth patterns, investment packages, or policies to inform decisions.

SIS (Strategic Intermodal System)
Florida's network of key corridors and facilities important to statewide mobility and economic activity.

STIP (Statewide Transportation Improvement Program)
The statewide list of federally funded transportation projects, developed from MPO/TPO TIPs and state priorities.

TAC (Technical Advisory Committee)
Committee of technical staff and partner agencies that reviews data, methods, and recommendations.

TA (Transportation Alternatives)
Funding category/program for bicycle/pedestrian facilities and related community improvements.

TAP (Transportation Alternatives Program)
Federal funding for smaller-scale projects like bicycle/pedestrian facilities and safe routes improvements.

TD (Transportation Disadvantaged)
Transportation services for people who cannot transport themselves or purchase transportation due to disability, income status, or age.

TDM (Transportation Demand Management)
Strategies that reduce or shift travel demand (carpooling, vanpooling, telework, incentives).

TIP (Transportation Improvement Program)
Short-range, funded program of projects (typically 4–5 years) adopted by the MPO/TPO.

Title VI (Civil Rights Compliance)
Federal requirements ensuring nondiscrimination in programs receiving federal funding.

TPO (Transportation Planning Organization)
Planning organization responsible for regional transportation planning; often used interchangeably with MPO in Florida.

TSMO (Transportation Systems Management and Operations)
Strategies to optimize the existing system through operations, incident management, signals, and reliability.

VMT (Vehicle Miles Traveled)
Measure of total travel: miles driven by all vehicles over a period of time.

Vision Zero (Safe System Approach)
Safety approach focused on eliminating traffic fatalities and serious injuries through safer roads, speeds, vehicles, and behaviors.

YOE (Year-of-Expenditure Dollars)
Costs expressed in future dollars that account for inflation over time.

## D) Goals and Federal Requirements Matrix

# 2050 LRTP Goals, Strategies, & Planning Priorities

## Safe | Connected | Quality | Resilient

**Vision: Tomorrow's transportation system will connect the Heartland's communities, providing choices to move people and goods efficiently, safely, and reliably, while supporting a competitive economy.**

| | | Federal Planning Priorities | | | | | | | | | | Florida Transportation Plan | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Economic Vitality | Safety | Security | Accessibility & Mobility | Environmental Quality | Multimodal Connectivity | System Efficiency | System Preservation | Resiliency & Reliability | Travel & Tourism | Secure & Agile Transportation System | Efficient & Reliable Movement of People and Freight | Safer Travel for All Users | Support Robust Economic Competitiveness | Enhance & Preserve Communities and Natural Resources |
| | **Eliminate traffic fatalities and serious injuries on all public roads while increasing security for all users.** | | | | | | | | | | | | | | | |
| **SAFE** | Address High-Crash Locations: Prioritize projects that improve safety in high crash locations and corridors | | X | X | | | | | | X | | X | X | X | | |
| | Emergency Preparedness: Provide safe and reliable transportation options during emergencies | X | X | | | | | X | | X | | X | | X | | |
| | System Security: Increase the security of the transportation system for both motorized and non-motorized users | | | X | | | | | | | | X | | | | |
| | Safety Education: Support and promote driver, bicycle, and pedestrian safety education. | | X | | X | | | | | | | | | X | | |
| | **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.** | | | | | | | | | | | | | | | |
| **CONNECTED** | Multimodal Accessibility: Plan and design multimodal transportation systems that are accessible to all users. | | | | X | | X | | | | | X | X | X | | |
| | Goods Movement: Improve connections to ports, rail, airports, and intermodal logistics facilities for efficient freight movement. | X | | | X | | X | X | | | | X | X | | X | |
| | Regional Connectivity: Strengthen connections between major activity centers within the Heartland Region | X | | | X | | X | | | | X | | | | X | |
| | Travel & Tourism: Enhance travel and tourism by improving the user experience and promoting regional attractions. | X | | | | | | | | | X | | | | X | |
| | **Maintain and develop transportation options that are in good repair, user-friendly, and supportive of healthy, active lifestyles.** | | | | | | | | | | | | | | | |
| **QUALITY** | Public Involvement: Encourage early and proactive public engagement, offering diverse opportunities for participation. | X | | | X | | | | | X | | X | | X | | X |
| | Congestion Reduction & Reliability: Reduce congestion and promote system reliability. | | | | | X | | X | | X | | | X | | X | X |
| | Land Use Coordination: Coordinate land use and transportation planning to support multiple modes. | X | | | X | | X | | | | | | X | | X | X |
| | Efficient Operations: Promote efficient system management and operations. | | | | | | | X | X | X | | | X | | | |
| | **Improve the resiliency and reliability of the transportation system for today and in the future, while protecting the environment and supporting economic vitality.** | | | | | | | | | | | | | | | |
| **RESILIENT** | Optimize Existing Facilities: Maximize the use of current transportation infrastructure. | | | | | X | | | X | X | | | X | | | X |
| | Stormwater Management: Reduce or mitigate stormwater impacts from surface transportation. | | X | | | X | | | X | X | | | | | | X |
| | Economic Competitiveness: Support the region's economic vitality by enabling competitiveness, productivity, and access to trade markets. | X | | | X | | | | | X | X | X | | | X | |
| | Environmental Stewardship: Minimize and mitigate air and water quality impacts, and protect and preserve the environment. | | | | | X | | | | X | | | | | | X |
| | Regional Consistency: Align with the Heartland 2060: Building a Resilient Region Plan and other relevant regional plans. | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |

## E) System Performance Report

Performance management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance  measures and targets are the benchmarks against which progress is assessed using available data. The FDOT and the HRTPO are required to estab-lish targets for the performance measures that align with the national goals and identified below. The HRTPO has adopted to support the FDOT in their targets on all performance measures. These measures and targets inform the goals of this plan, the project evaluation criteria used by the HRTPO, project priorities and the FDOT Work Program and the HRTPO's Transportation Improve-ment Program.

# Heartland Regional

## Transportation Planning Organization

As required by federal and state laws (23 CFR 490 and 339.175(10), F.S., respectively), FDOT and Florida's 27 MPOs established quality performance measures and targets addressing safety, infrastructure condition, congestion relief, and mobility.

## PM1 – Highway Safety

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Target |
|---|---|---|---|---|---|---|---|
| Number of Fatalities | 77.8 | 80.8 | 90.2 | 94.6 | 93.6 | 90.2 | 0.0 |
| Rate of Fatalities (per 100M VMT) | 2.472 | 2.572 | 2.848 | 2.948 | 2.854 | 2.677 | 0.000 |
| # of Serious Injuries | 467.2 | 463.6 | 413.0 | 358.2 | 320.2 | 275.6 | 0.0 |
| Rate of Serious Injuries (per 100M VMT) | 14.839 | 14.722 | 13.039 | 11.235 | 9.834 | 8.209 | 0.000 |
| # of Non-Motorized Fatalities & Serious Injuries | 34.8 | 37.0 | 37.6 | 36.8 | 35.2 | 36.4 | 0.0 |

Highway Safety measures are based on 5-year rolling average values.

## PM2 – Highway Asset Management-Pavement

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Target |
|---|---|---|---|---|---|---|---|
| % Interstate Pavement in Good Condition | - | - | - | - | - | - | 60.0% |
| % Interstate Pavement in Poor Condition | - | - | - | - | - | - | 5.0% |
| % Non-Interstate NHS Pavement in Good Condition | 42.4% | n/a | 43.1% | 43.2% | 45.7% | 46.5% | 40.0% |
| % Non-Interstate NHS Pavement in Poor Condition | 0.2% | n/a | 0.5% | 0.5% | 0.6% | 0.8% | 5.0% |

There is no interstate within the Heartland Regional TPO boundary.

n/a – The FHWA waived the reporting requirement for the 2020 non-interstate NHS pavement data.

## PM2 – Highway Asset Management-Bridge

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Target |
|---|---|---|---|---|---|---|---|
| % NHS Bridges in Good Condition | 81.8% | 78.9% | 56.9% | 49.8% | 49.0% | 49.5% | 50.0% |
| % NHS Bridges in Poor Condition | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 5.0% |

## PM3 – Highway System Performance

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Target |
|---|---|---|---|---|---|---|---|
| % Interstate PMT that are Reliable | - | - | - | - | - | - | 75.0% |
| % Non-Interstate NHS PMT that are Reliable | 99.7% | 99.4% | 99.4% | 98.9% | 98.8% | 99.0% | 60.0% |
| Truck Travel Time Reliability Index (TTTRI) | - | - | - | - | - | - | 2.00 |

There is no interstate within the Heartland Regional TPO boundary.

Higher percentage of reliable Person Miles Traveled (PMT) indicates better performance; the higher the TTTRI, the worse the performance.

August 2025

# System Performance Report for the HRTPO 2050 Long-Range Transportation Plan

Systems Forecasting & Trends Office

FDOT

# Contents

# List of Tables

# Purpose

# Purpose

This document provides language that Florida's metropolitan planning organizations (MPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information.

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). The Consensus Planning Document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

This document is organized as follows:

- Section 1 provides a brief background on transportation performance management;
- Section 2 covers the Highway Safety measures (PM1);
- Section 3 covers the Pavement and Bridge Condition measures (PM2);
- Section 4 covers System Performance measures (PM3);
- Section 5 covers Transit Asset Management (TAM) measures; and
- Section 6 covers Transit Safety measures.

# Section 1
# Background

# 1.0 Background

To comply with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450,[1] an MPO's long range transportation plan must include a description of the performance measures and targets that apply to its planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports

The Heartland Regional TPO 2050 Long-Range Transportation Plan was adopted on March 10, 2026 Per the Planning Rule, the System Performance Report for the Heartland Regional TPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

[1] The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

# Section 2
# Highway Safety Measures (PM1)

# 2.0 Highway Safety Measures (PM1)

## 2.1 Highway Safety Performance Measures and Targets Overview

The first of FHWA's performance management rules, referred to as the PM1 rule, establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

FDOT publishes statewide safety performance targets for the following calendar year in the HSIP Annual Report that it transmits to FHWA each August. The current safety targets established in the 2023 HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths.

MPOs must establish safety targets within 180 days of when FDOT establishes targets. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

## 2.2 Highway Safety Baseline Performance and Established Targets

This System Performance Report discusses the performance for each measure as well as progress achieved in meeting targets over time. Table 2.1 presents statewide performance for each PM1 measure in recent years and the 2025 targets established by FDOT.

### Table 2.1 Statewide Highway Safety (PM1) Conditions and Performance

| | Five-Year Rolling Average | | | | |
|---|---|---|---|---|---|
| Performance Measures | 2016-2020 | 2017-2021 | 2018-2022 | 2019-2023 | Florida CY 2025 Target |
| Number of Fatalities | 3,190.0 | 3,304.8 | 3,391.2 | 3,441.8 | 0 |
| Rate of Fatalities per 100 Million VMT | 1.466 | 1.516 | 1.543 | 1.543 | 0 |
| Number of Serious Injuries | 18,978.4 | 18,012.4 | 17,137.2 | 16,380.6 | 0 |
| Rate of Serious Injuries per 100 Million VMT | 8.708 | 8.243 | 7.786 | 7.344 | 0 |
| Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | 3,159.4 | 3,153.2 | 3,153.8 | 3,148.2 | 0 |

Table 2.2 presents performance in the MPO planning area for each safety measure in recent years. If the MPO established its own safety targets, include the right-hand column in Table 2.2 showing the MPO targets. If the MPO did not establish its own targets, do not include this column.

## Table 2.2 Heartland Regional TPO Highway Safety (PM1) Conditions and Performance

| Performance Measures | Five-Year Rolling Average | | | |
|---|---|---|---|---|
| | 2016-2020 | 2017-2021 | 2018-2022 | 2019-2023 |
| Number of Fatalities | 80.8 | 90.2 | 94.6 | 93.6 |
| Rate of Fatalities per 100 Million VMT | 2.572 | 2.848 | 2.948 | 2.854 |
| Number of Serious Injuries | 463.6 | 413 | 358.2 | 320.2 |
| Rate of Serious Injuries per 100 Million VMT | 14.722 | 13.039 | 11.235 | 9.834 |
| Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | 37 | 37.6 | 36.8 | 35.2 |

In the Heartland Regional TPO region, fatalities increased from 2.5% to 2.7%, while serious injuries decreased from 2.4% to 1.9%.

The Heartland Regional TPO agreed to support FDOT's highway safety targets on January 29, 2025. By adopting FDOT's targets, the Heartland Regional TPO agrees to plan and program projects that help FDOT achieve these targets.

The Heartland Regional TPO recognizes the importance of linking goals, objectives, and investment priorities to establish performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Heartland Regional TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state. Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies

- The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program is managed by the Central Office with District staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, safety improvement projects must address a SHSP emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

The Heartland Regional TPO 2050 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The HRTPO has a commitment to improving transportation safety which is demonstrated through planning and programming activities. Activities included in the Unified Planning Work Program (UPWP) such as the completion of Bike and Pedestrian Safety Plan (BPSP), health and safety partnerships with local agencies, participation on the Community Traffic Safety Teams (CTST) and analysis of crash data have led to increased safety awareness and project specific recommendations to reduce injuries and fatalities throughout the planning area.

The HRTPO uses crash data tracking fatalities and serious injuries in the Heartland region to analyze past trends and identify regional safety issues. Tracking these measures will help to estimate the effectiveness of future HRTPO transportation investment, as reflected in the Transportation Improvement Program.

The HRTPO uses Safety Performance Measures data provided by the Department of Transportation through Signal Four Analytics. The data is continually refined over time and so there may be variances in the five-year annual averages based on when the data report is collected.

# Section 3
# Pavement & Bridge Condition Measures (PM2)

# 3.0 Pavement and Bridge Condition Measures (PM2)

## 3.1 Pavement and Bridge Condition Performance Measures and Targets Overview

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition;

Pavement condition is assessed based on roughness, cracking, rutting, and faulting. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge condition is assessed by inspecting each bridge deck, superstructure, substructure, and culverts. A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish two-year and four-year statewide targets for the PM2 measures. MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area. The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2023 and 2025, respectively.

## 3.2 Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses performance for each measure as well as progress achieved in meeting targets over time. Table 3.1 and Table 3.2 present statewide performance for each pavement and bridge measure and the 2023 and 2025 targets established by FDOT.

## Table 3.1 Statewide Pavement Condition (PM2) Performance and Targets

| Performance Measures | 2019 | 2020 | 2021 | 2022 | 2023 | 2023 Statewide Target | 2025 Statewide Target |
|---|---|---|---|---|---|---|---|
| Percent of Interstate pavements in good condition | 68.5% | 68.8% | 70.5% | 73.4% | 67.6% | ≥60% | ≥60% |
| Percent of Interstate pavements in poor condition | 0.2% | 0.6% | 0.3% | 0.2% | 0.2% | <5% | <5% |
| Percent of non-Interstate NHS pavements in good condition | 41.0% | n/a | 47.5% | 48.8% | 50.8% | ≥40% | ≥40% |
| Percent of non-Interstate NHS pavements in poor condition | 0.2% | n/a | 0.6% | 0.6% | 0.5% | <5% | <5% |

## Table 3.2 Statewide Bridge Condition (PM2) Performance and Targets

| Performance Measures | 2019 | 2020 | 2021 | 2022 | 2023 | 2023 Statewide Target | 2025 Statewide Target |
|---|---|---|---|---|---|---|---|
| Percent of NHS bridges (by deck area) in good condition | 65.5% | 63.7% | 61.5% | 58.2% | 55.3% | ≥50% | ≥50% |
| Percent of NHS bridges (by deck area) in poor condition | 0.5% | 0.7% | 0.9% | 0.6% | 0.6% | <10% | <5% |

Table 3.3 and Table 3.4 present recent performance in the MPO planning area for the pavement and bridge measures.

## Table 3.3 Heartland Regional TPO Pavement Condition (PM2) Performance and Targets

| Performance Measures | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|
| Percent of Interstate pavements in good condition | - | - | - | - | - |
| Percent of Interstate pavements in poor condition | - | - | - | - | - |
| Percent of non-Interstate NHS pavements in good condition | 42.4 | n/a | 43.1 | 43.2 | 45.7 |
| Percent of non-Interstate NHS pavements in poor condition | .2 | n/a | .5 | .5 | .6 |

## Table 3.4 Heartland Regional TPO Bridge Condition (PM2) Performance and Targets

| Performance Measures | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|
| Percent of NHS bridges (by deck area) in good condition | 81.8 | 78.9 | 56.9 | 49.8 | 49.0 |
| Percent of NHS bridges (by deck area) in poor condition | 0 | 0 | 0 | 0 | 0 |

FDOT established the statewide PM2 targets on December 16, 2022, and in September of 2024 adjusted the 2025 target for percent of NHS bridges (by deck area) in poor condition. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. FDOT is also required by FHWA to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP includes investment strategies to make progress toward achievement of the state's targets. FDOT's current TAMP was approved on December 20, 2022. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older.

The MPO should discuss pavement and bridge condition trends in the MPO area and provide a comparison with statewide targets or MPO targets if the MPO set them. This discussion could address how performance in the region compares to statewide, factors that account for any differences, etc. For example: In the Heartland Regional TPO region, pavement in good condition increased from 42.4% to 45.7%, while bridge condition decreased from 81.8% in 2019 to 49% in 2023.

The Heartland Regional TPO agreed to support FDOT's pavement and bridge condition performance targets on June 18, 2025. By adopting FDOT's targets, the Heartland Regional TPO agrees to plan and program projects that help FDOT achieve these targets.

The Heartland Regional TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Heartland Regional TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Heartland Regional TPO 2050 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. The Heartland Regional Transportation Planning Organization 2050 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements.

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Plan for and design multimodal transportation systems providing mobility options which are accessible by all users.
- Improve connectivity between major activity centers in the Heartland Region.
- Provide a comprehensive transportation network for dependable and reliable transportation options
- Reduce Congestion
- Promote System Reliability
- Increase mobility choices throughout the region and counties

o Percentage of non-revenue vehicles met or exceeded Useful Life Benchmark

o Percentage of revenue vehicles met or exceeded Useful Life Benchmark

o Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model Scale

- To maintain the highway infrastructure asset system in a state of good repair.

o Non-Interstate NHS Pavement in Good Condition

o Non-Interstate NHS Pavement in Poor Condition

o NHS Bridge Deck Area in Good Condition NHS

o NHS Bridge Deck Area in Poor Condition NHS

- Coordinate land use and transportation planning decisions to support modal choice.
- Support multimodal facilities that are user friendly, encourage mobility, and promote healthy and active lifestyles.
- Enhance travel and tourism.
- Promote efficient system management and operation

# Section 4
# System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

# 4.0 System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

## 4.1 System Performance/Freight/CMAQ Performance Measures and Targets Overview

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

**National Highway Performance Program (NHPP)**

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

**National Highway Freight Program (NHFP)**

3. Truck Travel Time Reliability index (TTTR);

**Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time. The third performance measure assesses the reliability of truck travel on the Interstate system by comparing the worst travel times for trucks against the travel time they typically experience. An increasing TTTR means performance is worsening. Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish two-year and four-year statewide targets for the PM3 measures. MPOs must establish four-year targets for the measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area. The two-year and four-year targets represent reliability for calendar years 2023 and 2025, respectively.

## 4.2 PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved in meeting targets over time. Table 4.1 presents recent statewide performance for each PM3 measure and the 2023 and 2025 targets established by FDOT.

## Table 4.1 Statewide System Performance and Freight Reliability (PM3) Performance and Targets

| Performance Measures | 2019 | 2020 | 2021 | 2022 | 2023 | 2023 Statewide Target | 2025 Statewide Target |
|---|---|---|---|---|---|---|---|
| Percent of person miles traveled on the Interstate that are reliable | 83.4% | 92.3% | 87.5% | 85.7% | 82.8% | ≥75% | ≥75% |
| Percent of person miles traveled on the non-Interstate NHS that are reliable | 86.9% | 93.5% | 92.9% | 92.1% | 89.1% | ≥50% | ≥60% |
| Truck Travel Time Reliability (Interstate only) | 1.45 | 1.34 | 1.38 | 1.46 | 1.48 | 1.75 | 2.00 |

Table 4.2 presents recent performance in the MPO planning area for the PM3 measures.

## Table 4.2 Heartland Regional TPO System Performance and Freight Reliability (PM3) Performance and Targets

| Performance Measures | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|
| Percent of person miles traveled on the Interstate that are reliable | - | - | - | - | - |
| Percent of person miles traveled on the non-Interstate NHS that are reliable | 99.7 | 99.4 | 99.4 | 98.9 | 98.8 |
| Truck Travel Time Reliability (Interstate only) | - | - | - | - | - |

FDOT established the statewide PM3 targets on December 16, 2022, and in September 2024, adjusted the 2025 targets for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable. In setting the statewide targets, FDOT reviewed several external and internal factors that affect reliability in the near term. Statewide reliability decreased slightly from 2019 to 2023, while reliability on the non-Interstate NHS improved over that period. The truck travel time reliability index declined between 2019 and the pandemic years of 2020 and 2021 and then increased in 2022 and 2023 to slightly higher levels than 2019. Actual performance for the three measures in 2023 was better than the 2023 targets.

In the Heartland Regional TPO region, reliability on the non-Interstate system decreased from 99.7% to 98.8%. This is the only metric that is reported in the HRTPO region since no interstates exist in the MPO boundaries.

The Heartland Regional TPO agreed to support FDOT's PM3 targets on June 18, 2025. By adopting FDOT's targets, the Heartland Regional TPO agrees to plan and program projects that help FDOT achieve these targets.

The Heartland Regional TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets.

As such, the Heartland Regional TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP), Florida's Strategic Intermodal System (SIS), and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven FTP goals is Efficient and Reliable Mobility for People and Freight.
- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. It defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, preservation, safety, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal. FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion

The Heartland Regional TPO 2050 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements.

The objectives driven, performance-based CMP starts with the monitoring and evaluation of current conditions to identify where congestion exists. Based on the identified goals and objectives and the established performance measures of the CMP, this evaluation leads to the identification of potential mitigation strategies, implementation of appropriate strategies, and the development of a monitoring plan. The outputs of the CMP, such as identified congested corridors/ locations and their recommended mitigation measures, then proceed through the CMP process where they are evaluated and projects or programs are selected for implementation. The projects or programs that are identified for implementation through the CMP are then moved into project development and programmed into the TIP for funding and implementation. The implemented projects are then monitored to evaluate the strategy effectiveness on a system-wide basis. For the HRTPO, CMP projects typically are funded using boxed funds identified in the LRTP along with other local revenues. This allows the TPO to add annually the most important strategies for implementation and expand funding levels to address local needs.

# Section 5
# Transit Asset Management Measures

# 5.0 Transit Asset Management Measures

## 5.1 Transit Asset Performance

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The regulations require that public transportation providers develop and implement TAM plans and establish state of good repair standards and performance measures. Table 5.1 below identifies the TAM performance measures.

### Table 5.1 FTA TAM Performance Measures

| Asset Category | Performance Measure and Asset Class |
|---|---|
| 1. Equipment | Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark |
| 2. Rolling Stock | Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark |
| 3. Infrastructure | Percentage of track segments with performance restrictions |
| 4. Facilities | Percentage of facilities within an asset class rated below condition 3 on the FTA Transit Economic Requirements Model (TERM) Scale |

Public transportation providers are required to establish TAM targets annually for the following fiscal year and must share its targets with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually when the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets).

When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from the targets established by a provider, especially if there are multiple providers in the MPO planning area. Public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (FDOT) for the entire group.

A total of 19 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD). These are FDOT's Section 5311 Rural Program subrecipients and are listed in Table 5.2. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026. Group TAM Plan targets for fiscal year 2024 were submitted to NTD in September 2024.

### Table 5.2 Florida Group TAM Plan Participants

| District | Participating Transit Providers |
|---|---|
| 1 | Central Florida Regional Planning Council<br>Hendry County |
| 2 | Baker County Council on Aging<br>Levy County Transit<br>Nassau County Council on Aging/Nassau TRANSIT<br>Ride Solution (Putnam County)<br>Suwannee River Economic Council<br>Suwannee Valley Transit Authority |
| 3 | Big Bend Transit<br>Calhoun County Senior Citizens Association<br>Gulf County ARC<br>JTRANS<br>Liberty County Transit<br>Tri-County Community Council<br>Wakulla Transportation |
| 4 | *No participating providers* |
| 5 | Flagler County Public Transportation<br>Marion Transit<br>Sumter County Transit |
| 6 | Key West Transit |
| 7 | *No participating providers* |

The Heartland Regional TPO is served by the Central Florida Regional Planning Council and Hendry County. Both providers are Tier II providers, and both providers also participate in FDOT's Group TAM Plan.

## 5.2 Transit Agency Targets

Central Florida Regional Planning Council & Hendry County are part of the Group TAM Plan for Fiscal Years 2022-2023 through 2025-2026 developed by FDOT for Tier II providers in Florida and coordinates with FDOT on reporting of group targets to NTD. The FY 2022 Performance Data, FY23 Performance Data and 2024 targets for the Tier II providers are shown in Table 5.4. *Note: FDOT will provide an update once FY 2024 performance and FY 2025 targets are available.*

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets during the next fiscal year. The table summarizes both existing conditions for the most recent year available, and the current targets.

### Table 5.3 FDOT Group Plan Transit Asset Management Targets for Tier II Providers

| Asset Category - Performance Measure | Asset Class | FY 2022 Performance | FY 2023 Performance | FY2024 Target |
|---|---|---|---|---|
| **Revenue Vehicles** | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Automobile | 0% | 66.67% | 66.00% |
| | Bus | 20.46% | 12.22% | 12.0% |
| | Cutaway Bus | 9.32% | 18.47% | 18.00% |
| | School Bus | 95.00% | 100.0% | 0% |
| | Mini-Van | 18.61% | 31.71% | 31.00% |
| | SUV | 19.00% | 6.45% | 6.00% |
| | Van | 38.55% | 35.71% | 35.00% |
| **Equipment** | | | | |
| Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Non-Revenue Auto | 71.25% | 71.43% | 71.00% |
| | Trucks and other Rubber Tire Vehicles | 5.94% | 8.82% | 8.00% |
| **Facilities** | | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Passenger/ Parking Facilities | 0% | 0% | 0% |
| | Administration/ Maintenance Facilities | 6.34% | 9.09% | 9.00% |

On June 18, 2025 the Heartland Regional TPO agreed to support Central Florida Regional Planning Councils and Hendry Counties transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

## 5.3 Transit Asset Management Performance

The Heartland Regional TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the current Heartland Regional TPO 2050 LRTP.

# Section 6
# Transit Safety Performance

# 6.0 Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulation establishes transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance under 49 U.S.C Chapter 53.

The regulation applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

## 6.1 Transit Safety Performance Measures

The provider's PTASP must include targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 26, 2017, and updated in April 2024. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements. [2]

Each provider of public transportation that is subject to the PTASP regulation must certify that its SSPP meets the requirement for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and transit safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the Heartland Regional TPO must reflect those targets in LRTP and TIP updates.

[2] FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at ptasp-14-90-guidance-document_09112019.docx (live.com)

## 6.2 Transit Safety Performance

The Heartland Regional TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the and the current Heartland Regional TPO 2050 LRTP. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems.