# LONG RANGE 2050 TRANSPORTATION PLAN

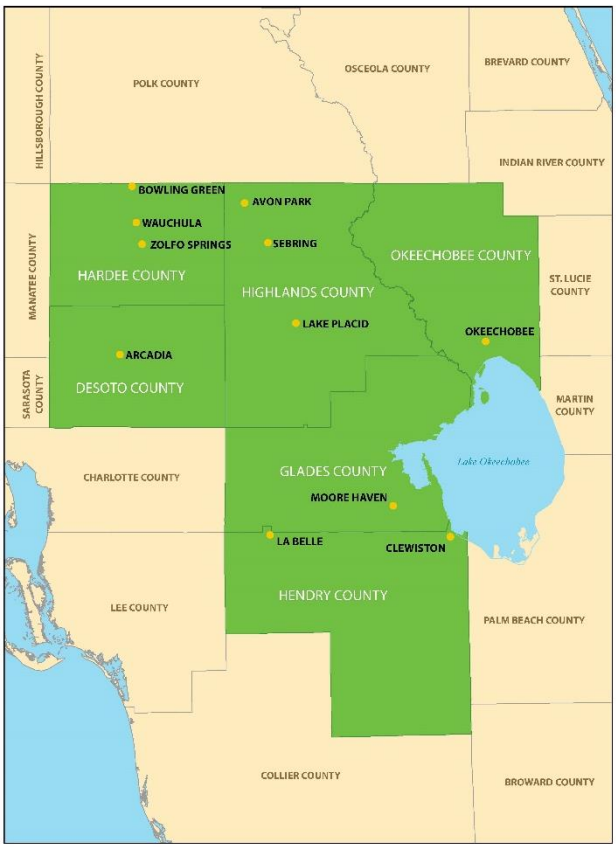
Draft for Public Comment: February 3, 2026
Scheduled for Adoption: March 11, 2026

HRTPO
Heartland Regional
Transportation Planning Organization

[Hold for Resolution]

# 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 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 adopt as part of the LRTP product. At a minimum, the adopted plan must include current and projected travel demand, existing and proposed facilities that function as an integrated system (including principal arterials, and where applicable major roadways, transit, intercity bus, bike and pedestrian, intermodal connectors, and other key facilities), operational and management strategies, consideration of the congestion management process (when applicable), strategies to preserve and maintain the system, a discussion of environmental mitigation, and a financially constrained plan demonstrating how projects can be implemented, including system level operations and maintenance revenues and costs. It must also include performance measures and 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 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 redundancy**
  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 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 and its fiscal constraint requirements.

2. **Demonstrates fiscal constraint and supports federal eligibility**
   Federal rules require the plan to be financially constrained, meaning it must show how the plan can be implemented with reasonably expected revenues, including system level operations and maintenance. This is one of the key compliance tests used in federal planning reviews and, in larger urban areas, planning certification.

3. **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.

4. **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. Recent federal guidance under the IIJA highlights specific attention to the LRTP's outer years in the federal fiscal constraint framework.

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*The LRTP is both a planning document and a compliance document. It 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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# 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. The main economic activities of the region include agriculture (primarily citrus, sugar cane cultivation and cattle ranching) and natural resources, services including health care, and tourism.

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.

At the same time, 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. 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.

**Transportation Opportunities**

Residents see chances to enhance current services like coordinated transport and paratransit.

**Roadway Safety**

Road safety is a worry, and people understand the importance of major roads.

**Corridor Improvement**

People support ongoing efforts to improve operations, manage speeds, and make roads safer.

# 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

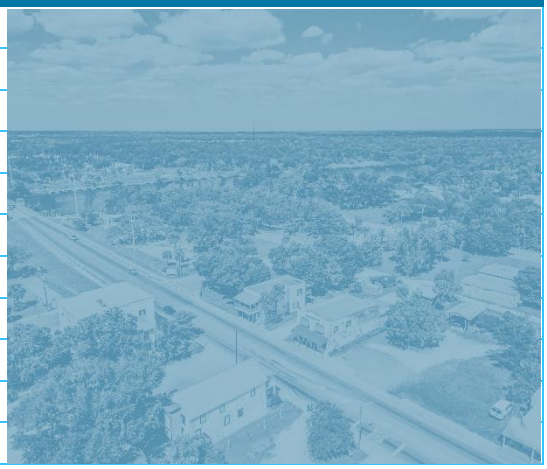
| | |
|---|---|
| **Population (2020 Census):** | 12,126 |
| **Square Miles:** | 987 |
| **Tribal Lands:** | City of Moore Haven |
| **Municipalities:** | Brighton Seminole Indian Reservation |
| **Airports:** | 0 |
| **Transit:** | STREAM and Paratransit |
| **Lane Miles:** | 387.52 |
| **Businesses:** | 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 |

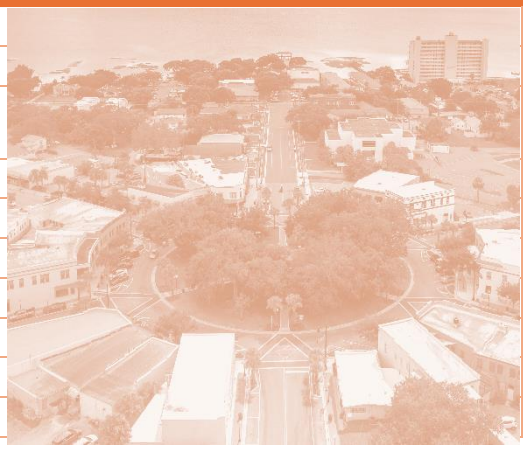
## Hendry County

| | |
|---|---|
| **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 |

# 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.

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*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.*

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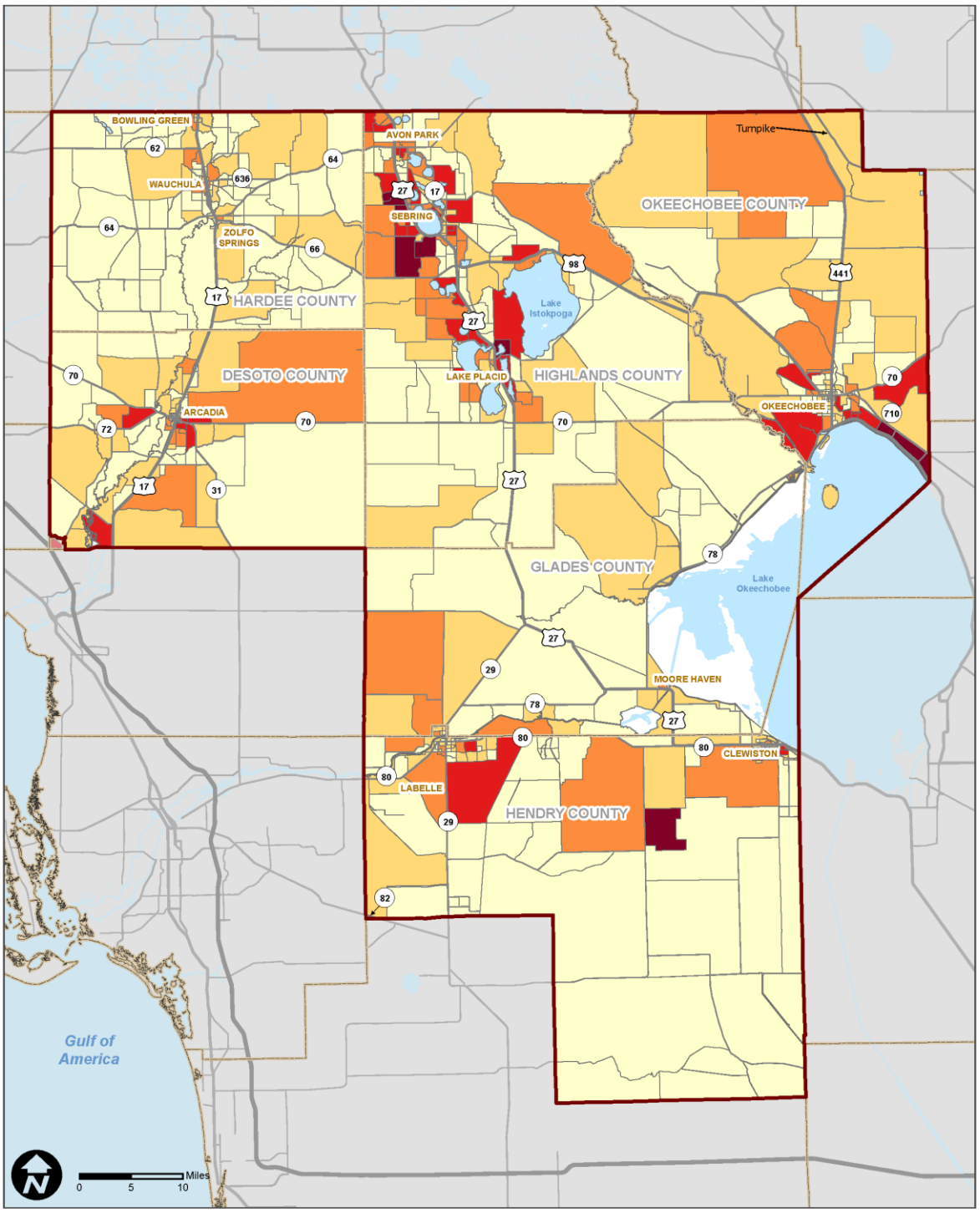
## Population By Year, 1980 – 2025

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

# 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

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## Population Forecast, 2020 – 2050

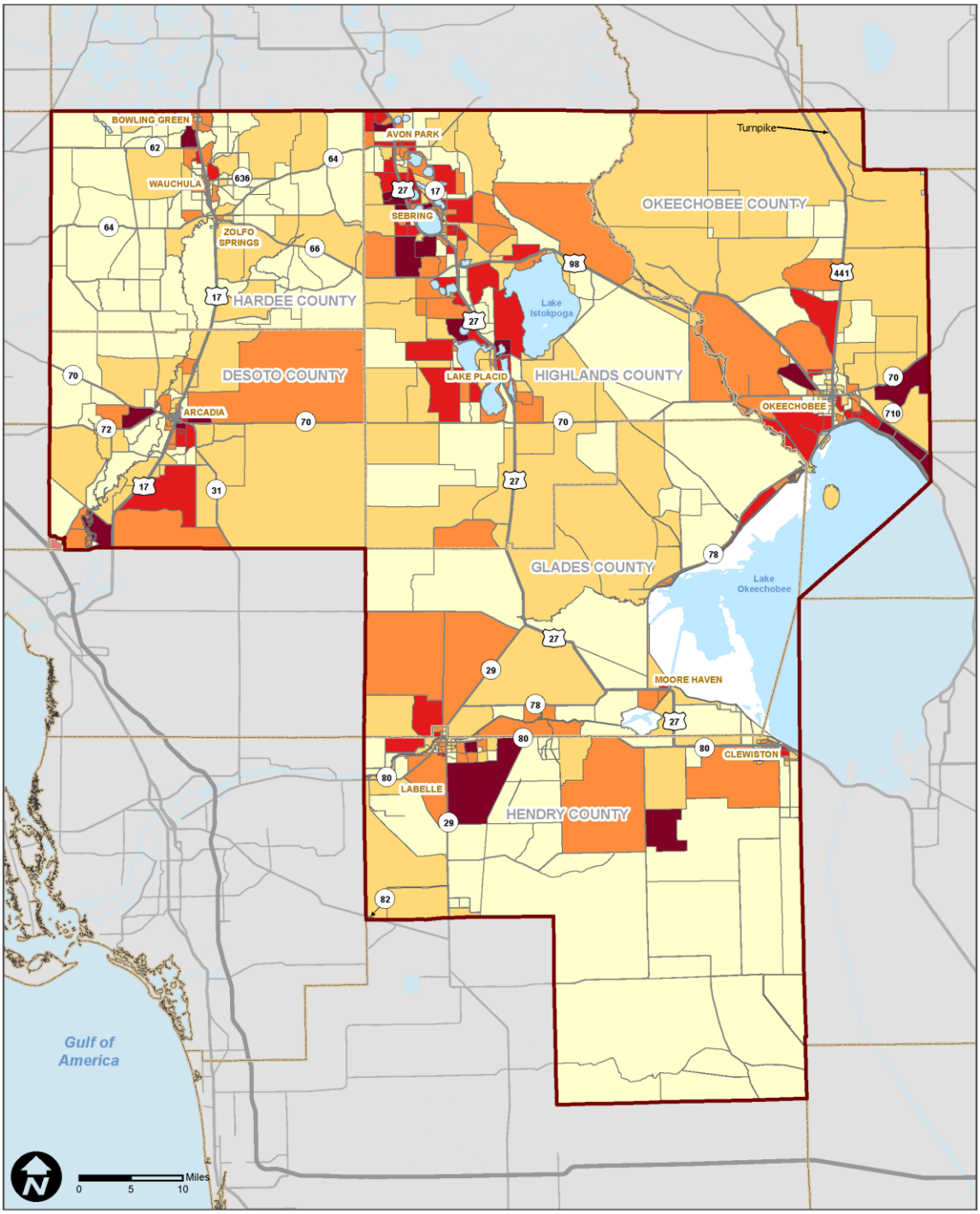
The development of population control was one of the first steps in the 2050 socioeconomic data forecast. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts by county. These forecasts, 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 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

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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% |

## Per Capita Disposable Personal Income and Transportation Affordability

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 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.*

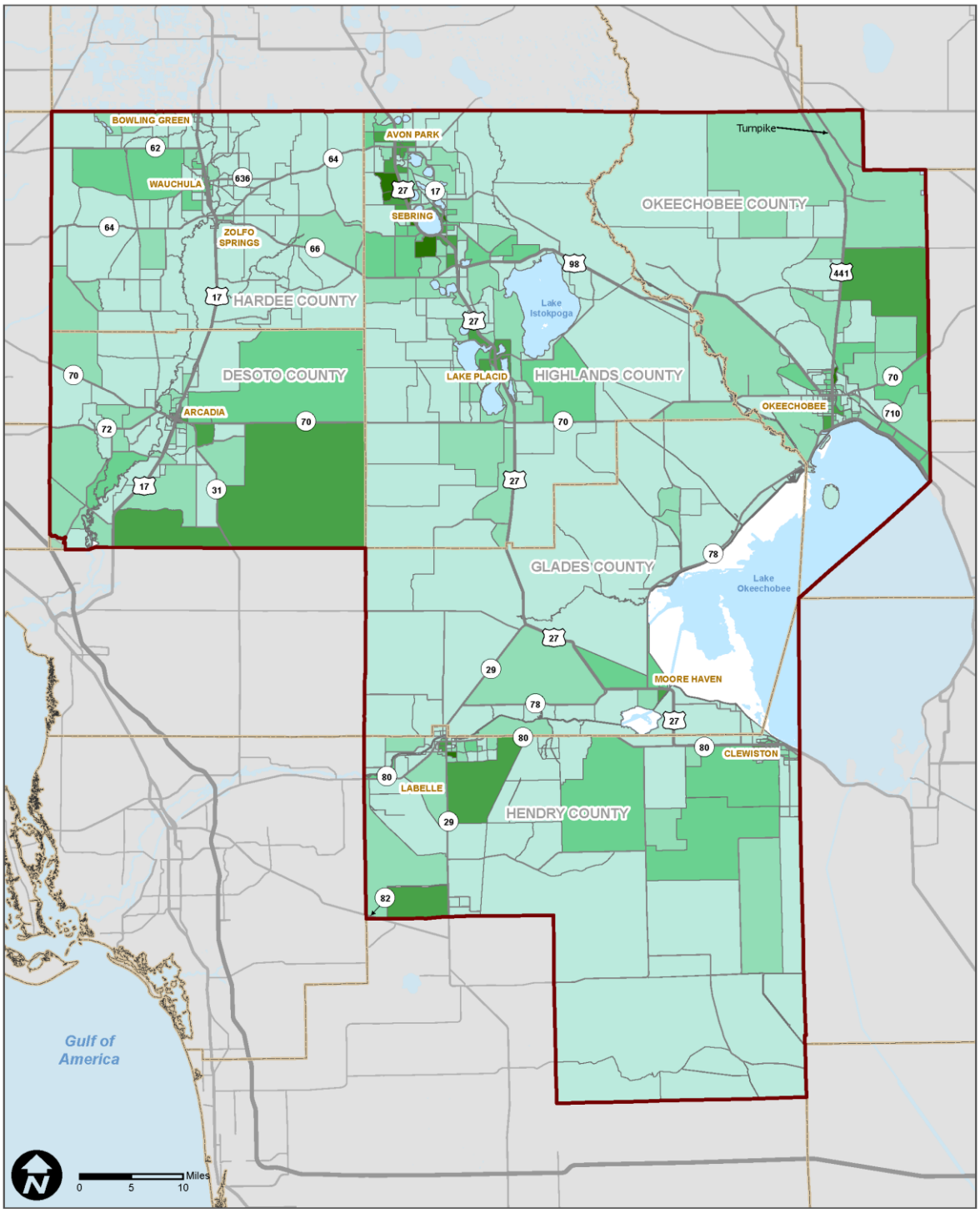
## Total Employment

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%).

| | 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 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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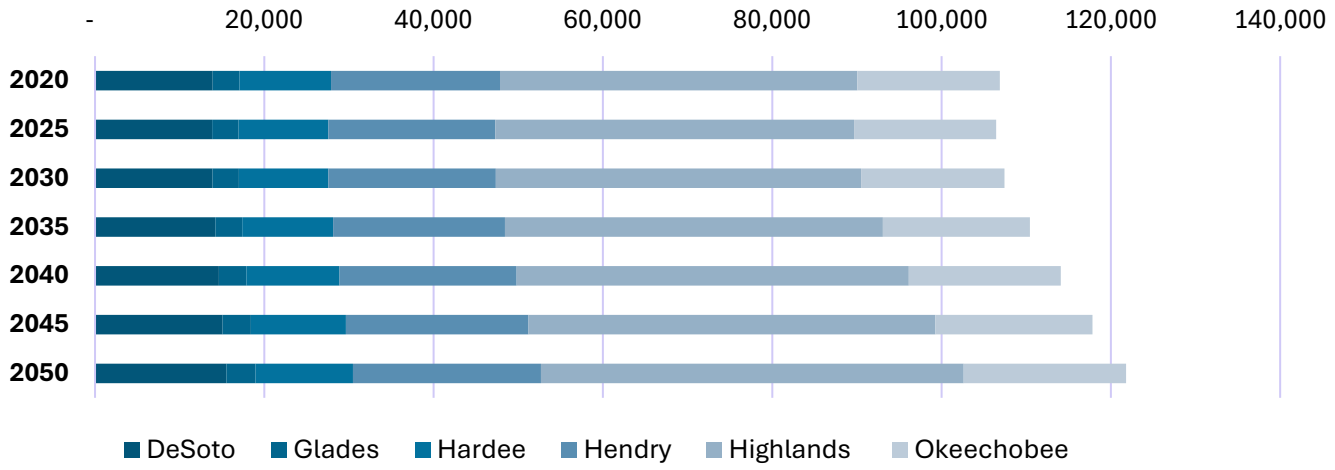
heartlandregionaltpo.org

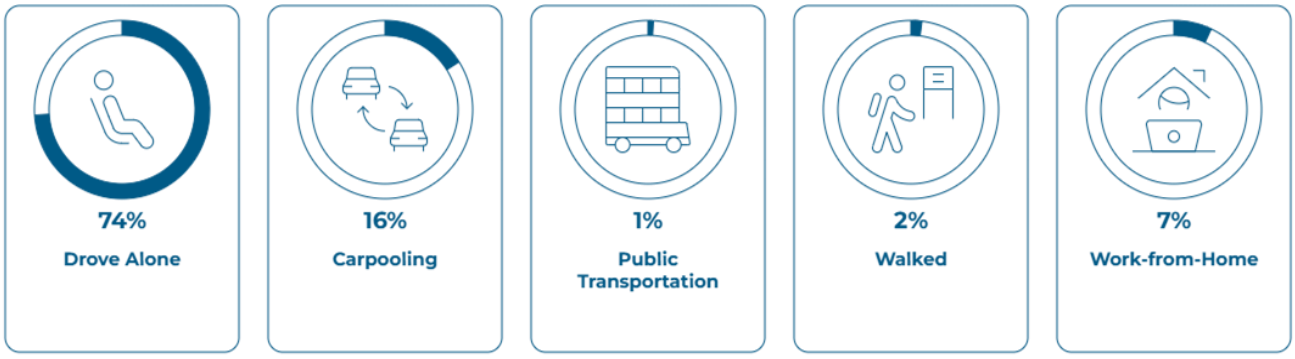
## Employment Projections, 2020 – 2050

Employment in the Heartland counties is projected to remain essentially flat in the near term (about 106,456 jobs in 2025 versus 106,880 in 2020), then grow steadily through the horizon to 121,794 jobs by 2050—an increase of about 15,338 jobs (+14%) from 2025. Highlands is the region's primary employment center and the biggest driver of future growth, increasing from 42,386 (2025) to 49,951 (2050), about +7,565 jobs (+18%), and accounting for roughly 40% of all Heartland employment throughout the period. Moderate growth is also projected in Okeechobee (+2,388; +14%) and Hendry (+2,470; +13%), with smaller but steady increases in DeSoto (+1,674; +12%), Glades (+319; +10%), and Hardee (+922; +9%).




## Heartland Region Travel to Work by Mode, 2024

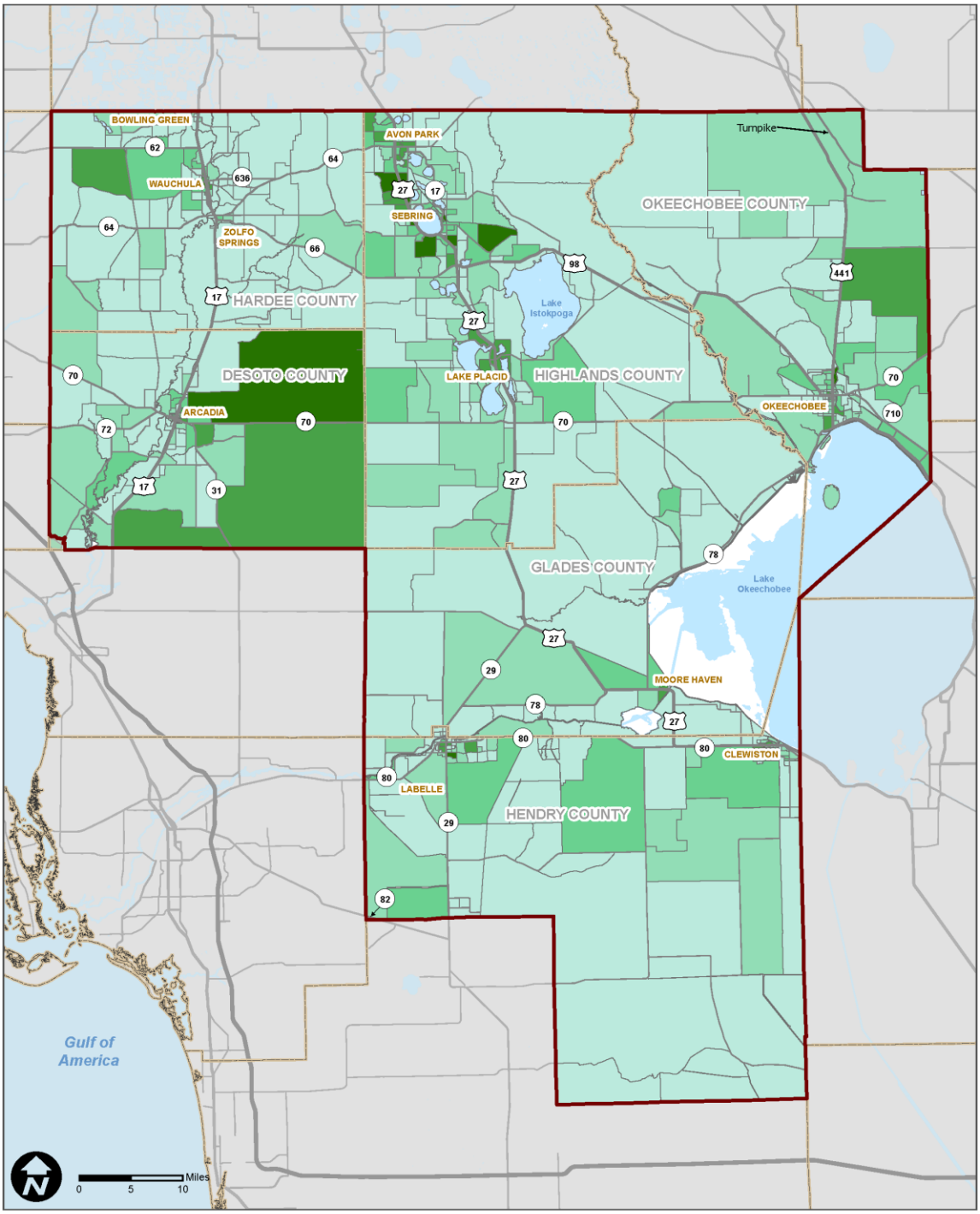
In 2024, commute travel in the Heartland region is overwhelmingly auto oriented: 68,098 workers (about 74%) drive alone, and 14,702 (about 16%) carpool, meaning roughly 9 in 10 commuters rely on a personal vehicle. Only 1,028 workers (about 1%) use public transportation, 2,077 (about 2%) walk, and 5,951 (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 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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## Florida Registrations by Type, 2016 – 2023

Florida's vehicle registrations grew overall from 2016–2023, 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.

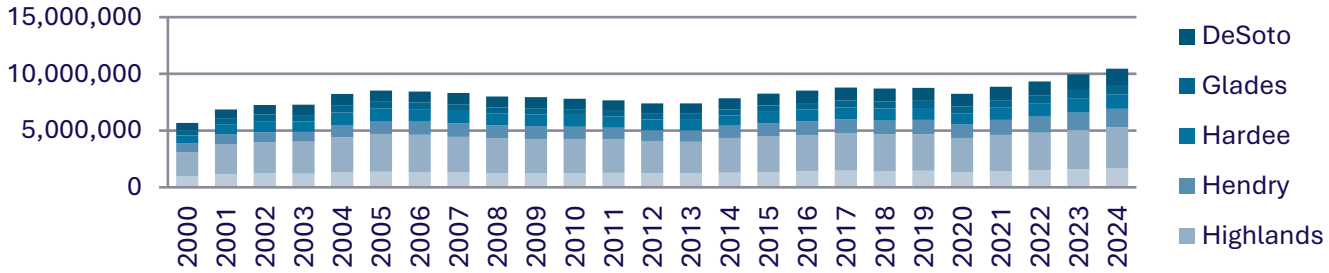
For a mostly rural LRTP like the Heartland's, this means the system will remain gasoline-dominant for many years, but electrified vehicles will become a more meaningful share over the planning horizon as costs decline and ranges improve. The practical planning response should then focus on reliable corridor 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.

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



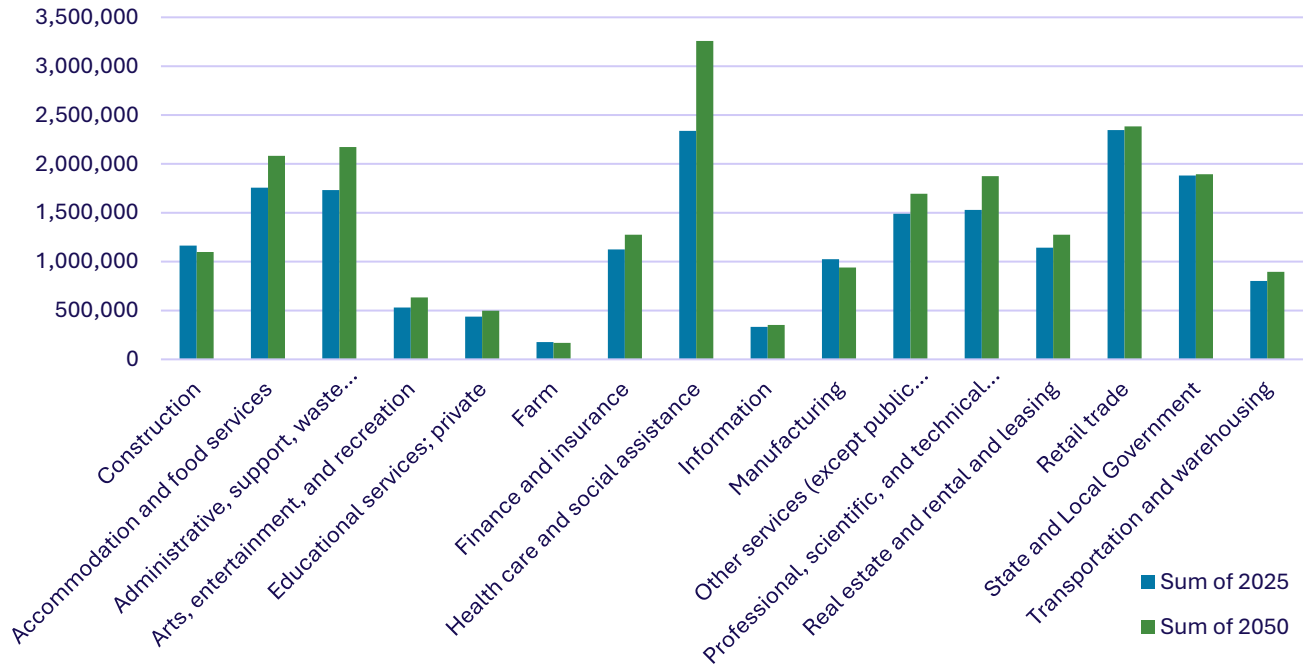
## Workforce & Industries

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 strong 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.

By contrast, Retail Trade stays very large but grows only slightly, and State and Local Government is essentially flat. Construction and Manufacturing appear flat to slightly down over time, while smaller sectors like Information and Farm remain comparatively small with limited growth.

*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.*

### Heartland Forecast Employment by Industry, 2025 & 2050



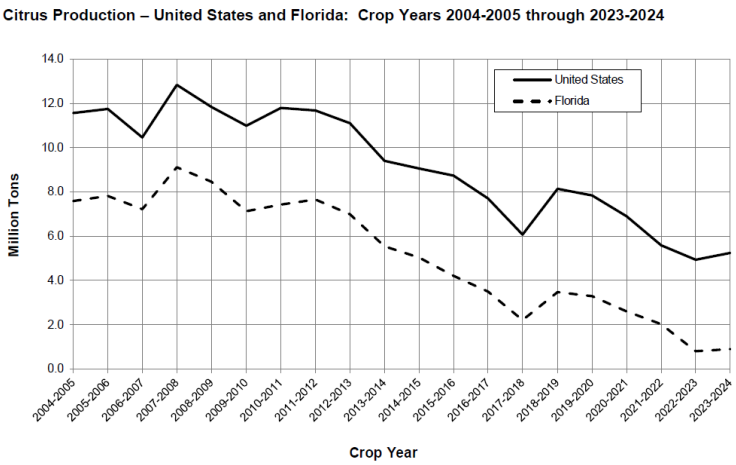
## Agriculture

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 to include purification of air and water, wildlife habitat, carbon sequestration, flood protection, tourism opportunities, etc. In addition to similar services provided by the region's 1,084,529 acres of natural wetlands, Florida's Heartland boasts an ability to contribute significant resources, beyond simple economics, to the state as a whole. The monetary value of these contributions are not always apparent, yet they remain valuable assets for the state's residents, in and out of the Heartland.

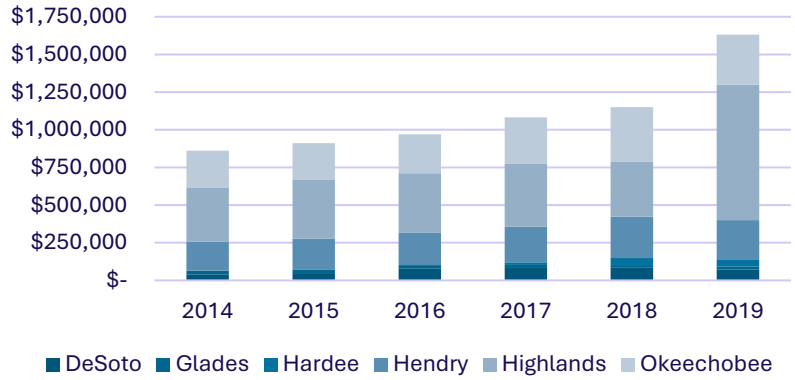



However, the long-term decline in Florida citrus production has meaningful implications for transportation planning, particularly in rural and agricultural regions where citrus has historically driven freight movement, employment, and supporting land uses. As production volumes fall, demand for truck 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 and Ecotourism and Economy and Jobs

Individual Florida counties may impose a local option tax on transient rental accommodations, such as the tourist development tax, convention development tax, tourist impact tax, or municipal resort tax. These taxes are often called local option transient rental taxes, and are in addition to the 6% state sales tax and any applicable discretionary sales surtax. Some examples are hotel and motel rooms, condominium units, timeshare resort units, single-family homes, apartments or units in multiple unit structures, mobile homes, beach or vacation houses, campground sites, and trailer or RV parks.

*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% |

# 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.

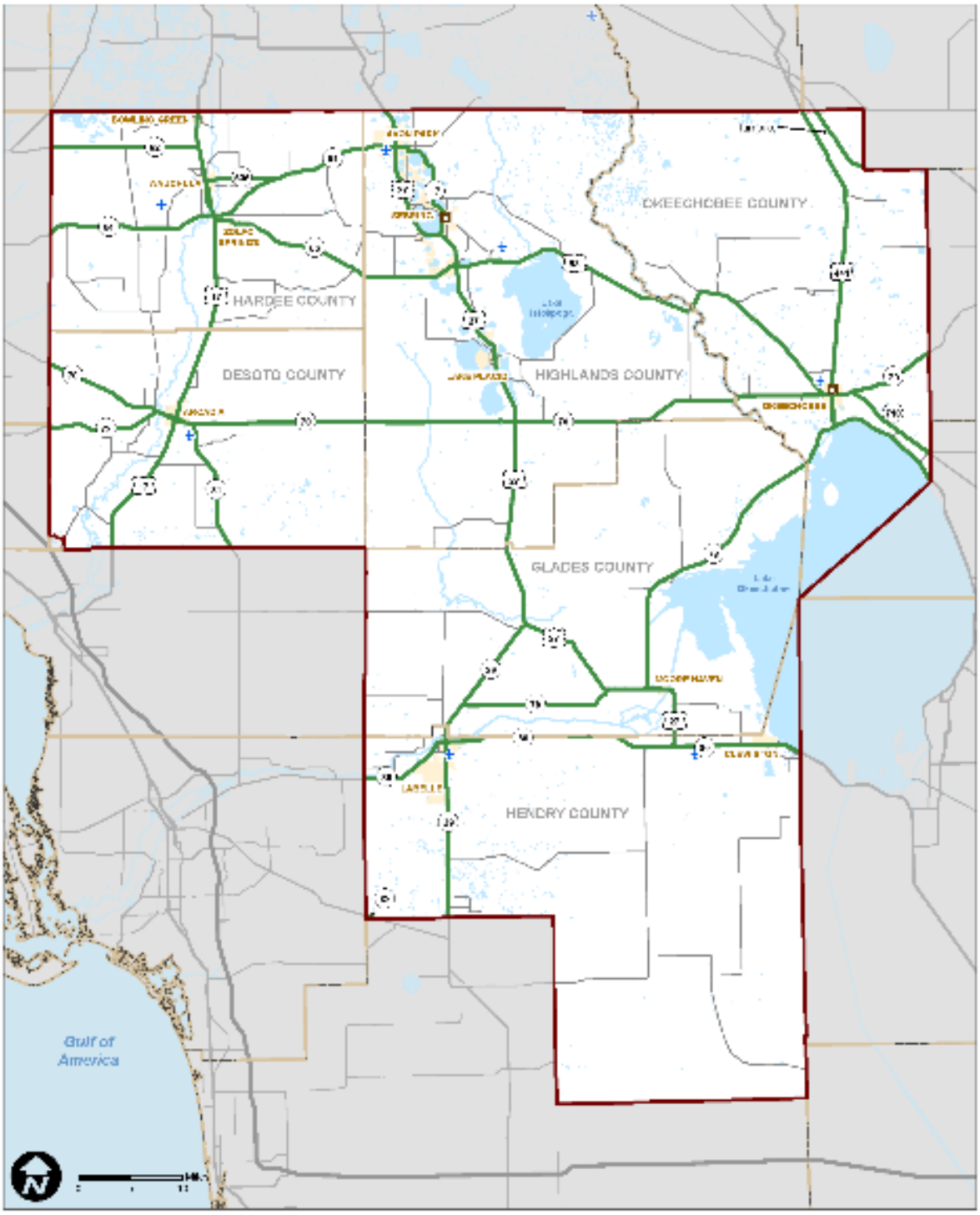
The following factors were considered in the creation of the Heartland Regional Roadway Network:

- 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
- Transportation facility 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



# 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. A goal of transportation in the Heartland region is to provide a safe and efficient and transportation network that accommodates all modes of transportation. 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.

## Transit

**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 low-cost, reliable mobility option and access to a variety of activities and destinations, and continues to report strong ridership.

**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 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.

**Transportation Disadvantaged Program |** 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, 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 and owns transit vehicles deployed to the system.

**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.

## 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 major impact on trade and logistics, and employment, in the years to come.

**Regional Airports**

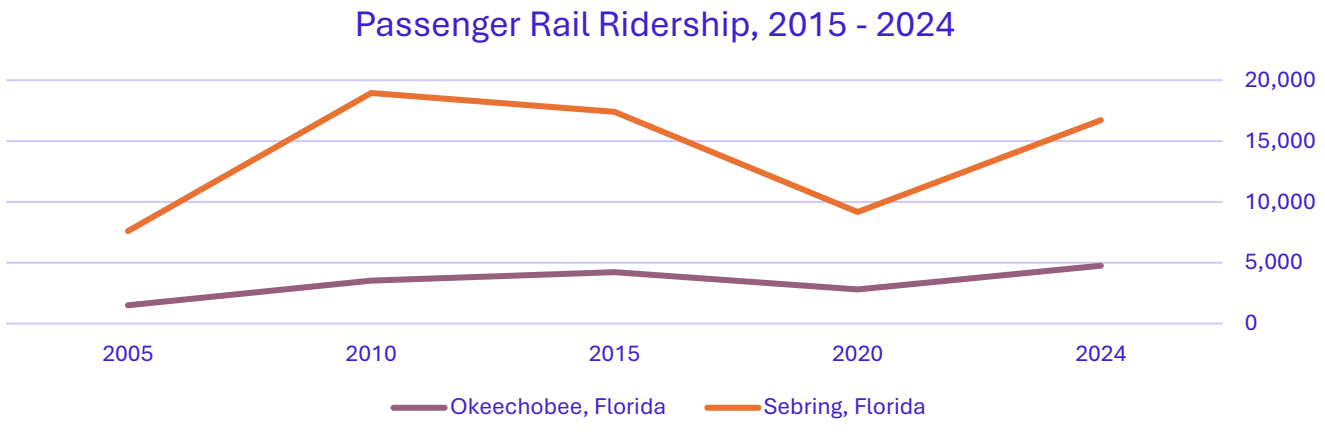
- **DeSoto County |** Arcadia Municipal Airport is located on the southeast side of Arcadia. Arcadia Municipal is served by two runways. In its current role, the airport concentrates primarily on serving general aviation aircraft. The airport presently focuses on recreational activity and flight training.
- **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 being developed 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.

**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 regio 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.



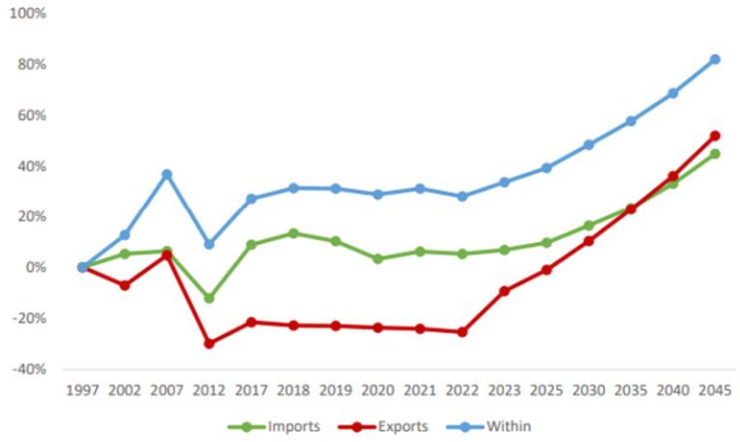
**Freight |** Freight and the movement of goods are important issues in the Heartland region as we plan for the expansion of the logistics and manufacturing industry clusters. As new and existing projects expand and come online, these regional changes will affect freight and roadway patterns and must 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 which 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.

FMTP24
FREIGHT MOBILITY AND TRADE PLAN

**Figure 5 | Percent Change in Commodity Tonnage Imported, Exported, and Within Florida**

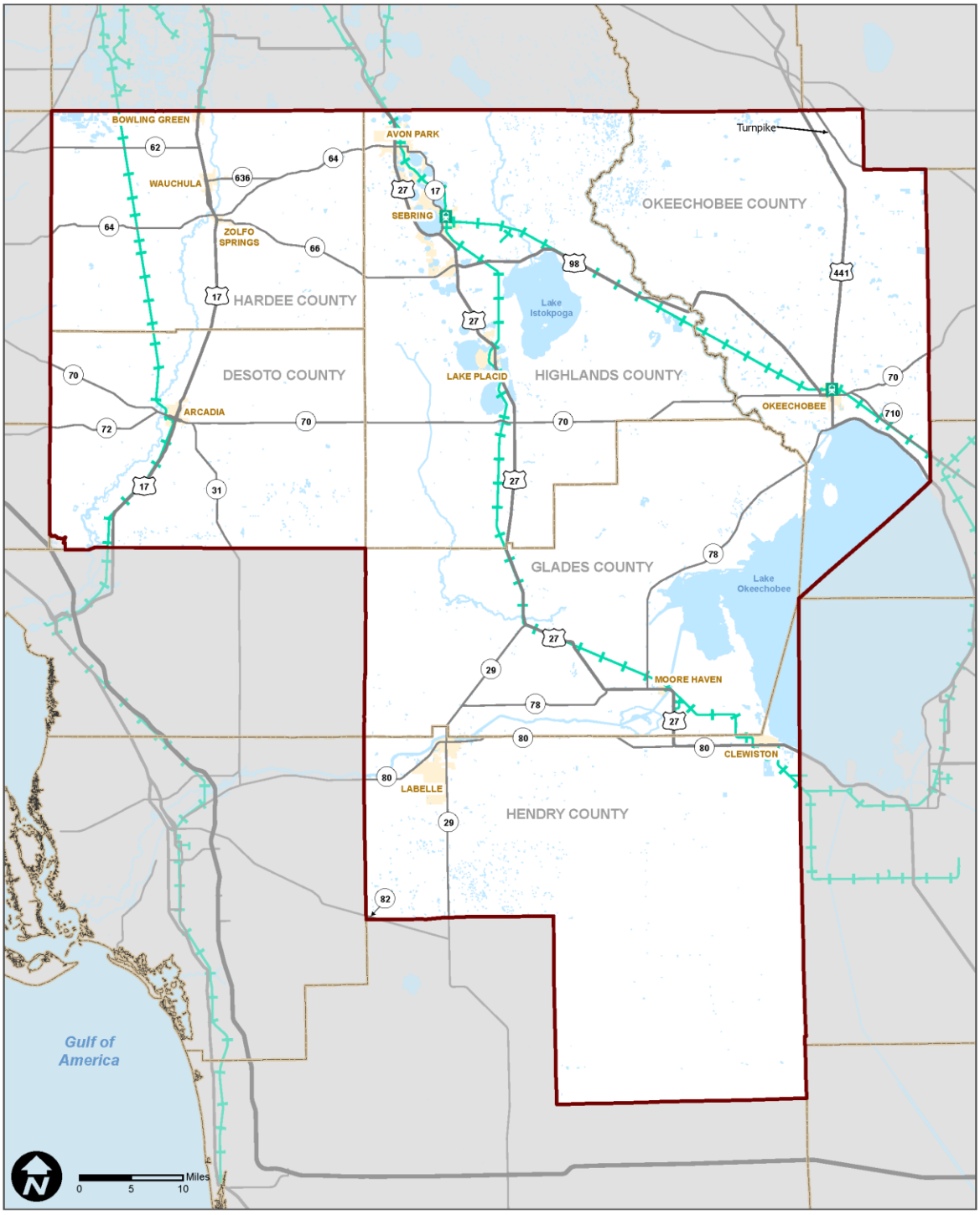



**Data Source:** Freight Analysis Framework 5.5.1.

Figure 6 depicts the estimated tonnage movement on different roadways for years 2022 and 2050. The roadways identified with high 2022 truck tonnage movements and 2050 (forecast) truck tonnage movements are the roadway segments that should be potentially prioritized for freight and freight related projects.

# 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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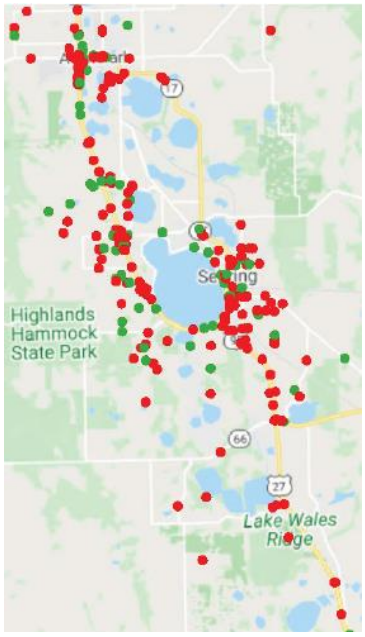
## Bicycle and Pedestrian System

The HRTPO adopted the Bicycle and Pedestrian Safety Plan (BPSP) adopted in June 2019 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 provide guidance to 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.

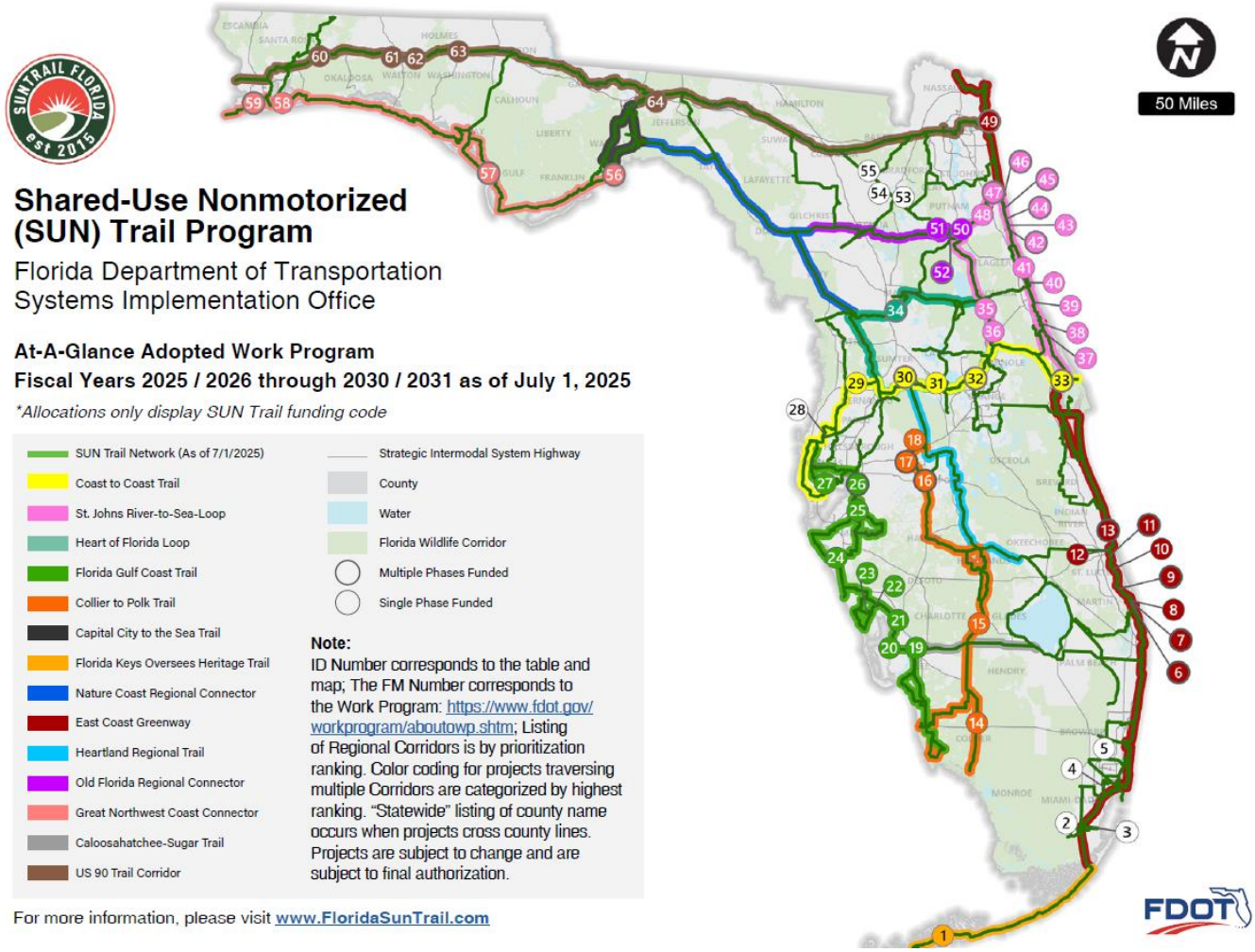
**Next Steps |** Using information, resources, funding sources, and the HRTPO Project Priorities, projects identified in the Action Plan will be advanced for potential design and construction.

### *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 trails 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.



# 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 aligns with the federal planning factors 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.

### 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.

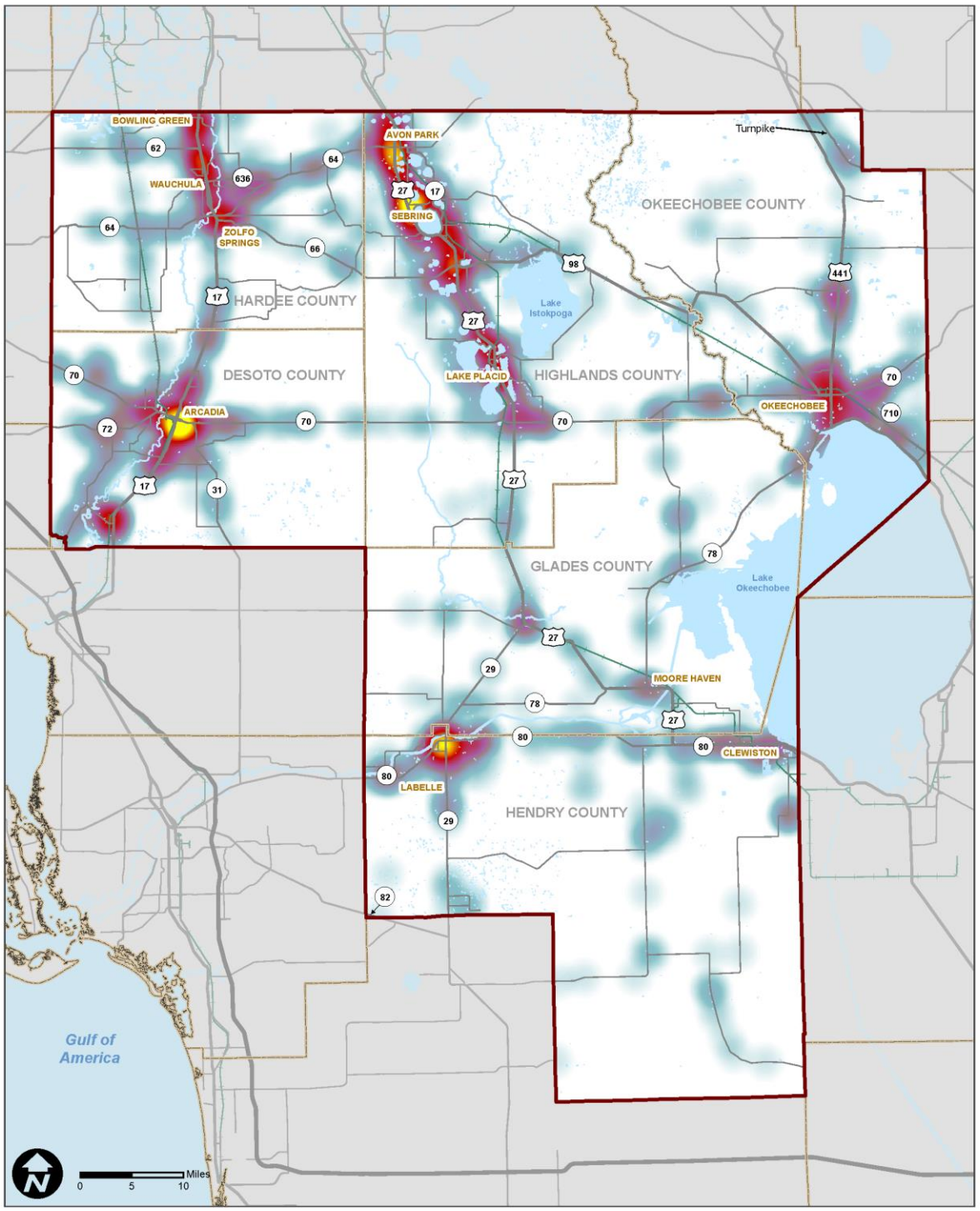
### Safety Performance Measures and Targets

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

- Advanced Air Mobility (AAM): AAM is a rapidly emerging aerospace sector focused on safely and efficiently integrating highly automated aircraft into U.S. airspace. AAM is not a single technology but rather a range of innovations, particularly new aircraft types that typically operate below 5,000 feet—to transport people and packages more efficiently than ever before.
- 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.
- Highlands Transit Plan: The Highlands Transit Plan is a Transit Development Plan (TDP) for Highlands County. The plan establishes a strategic vision to guide planning, development, and implementation of public transportation service over the next 10 years. Developed through a collaborative process and based on the community's vision, the plan and is updated every five years.

## **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.

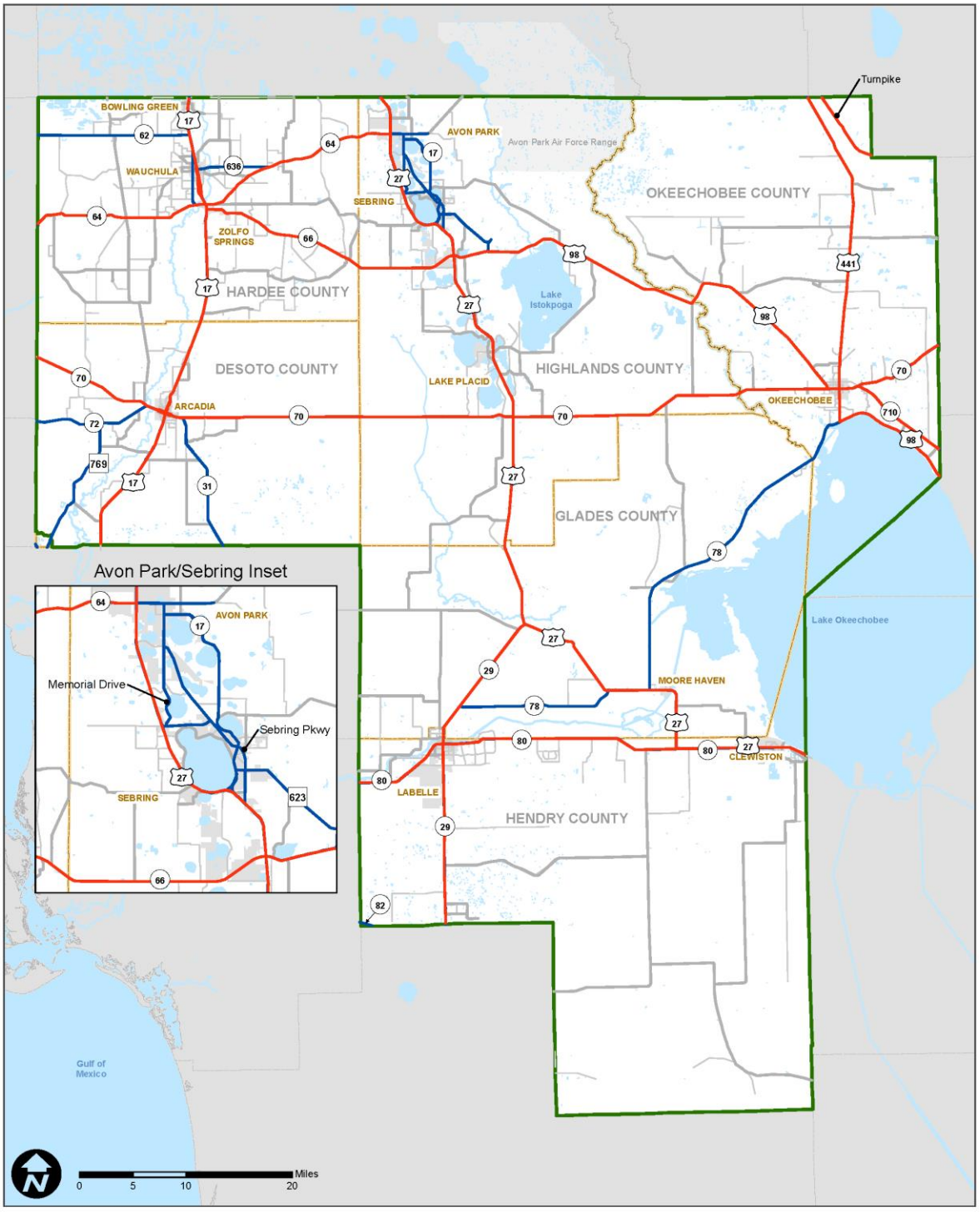
### Quality Performance Measures and Targets (PM3)

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

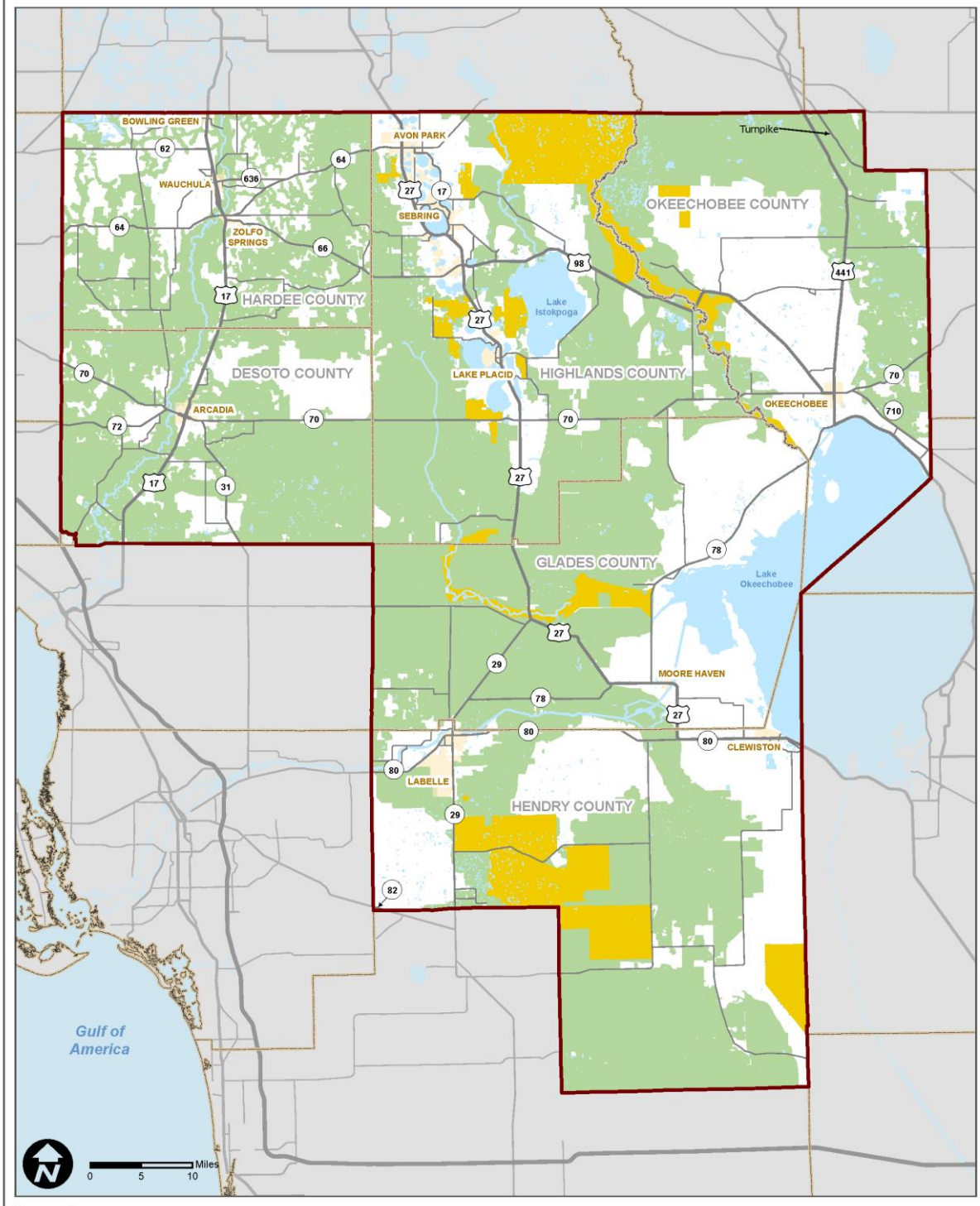
- Avoidance of Environmental and Natural Systems Impacts: As part of the Heartland 2060 cooperative effort, the concept of avoidance of impacts to the environment and natural systems in construction of new and expanded transportation infrastructure was established. To accomplish this, an extensive database 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% |

# Heartland Regional TPO

## 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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# Future Conditions

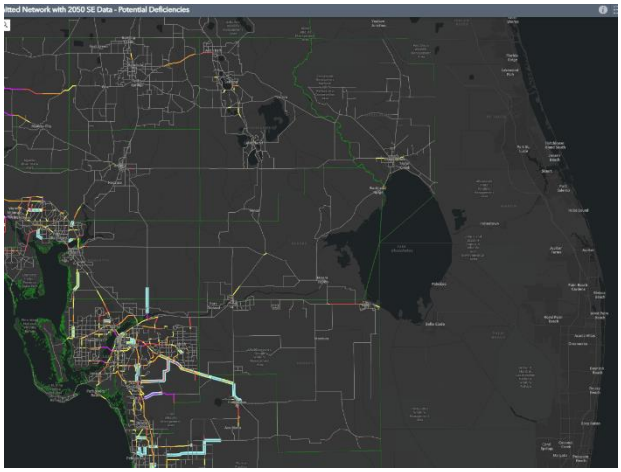
Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. 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.

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.

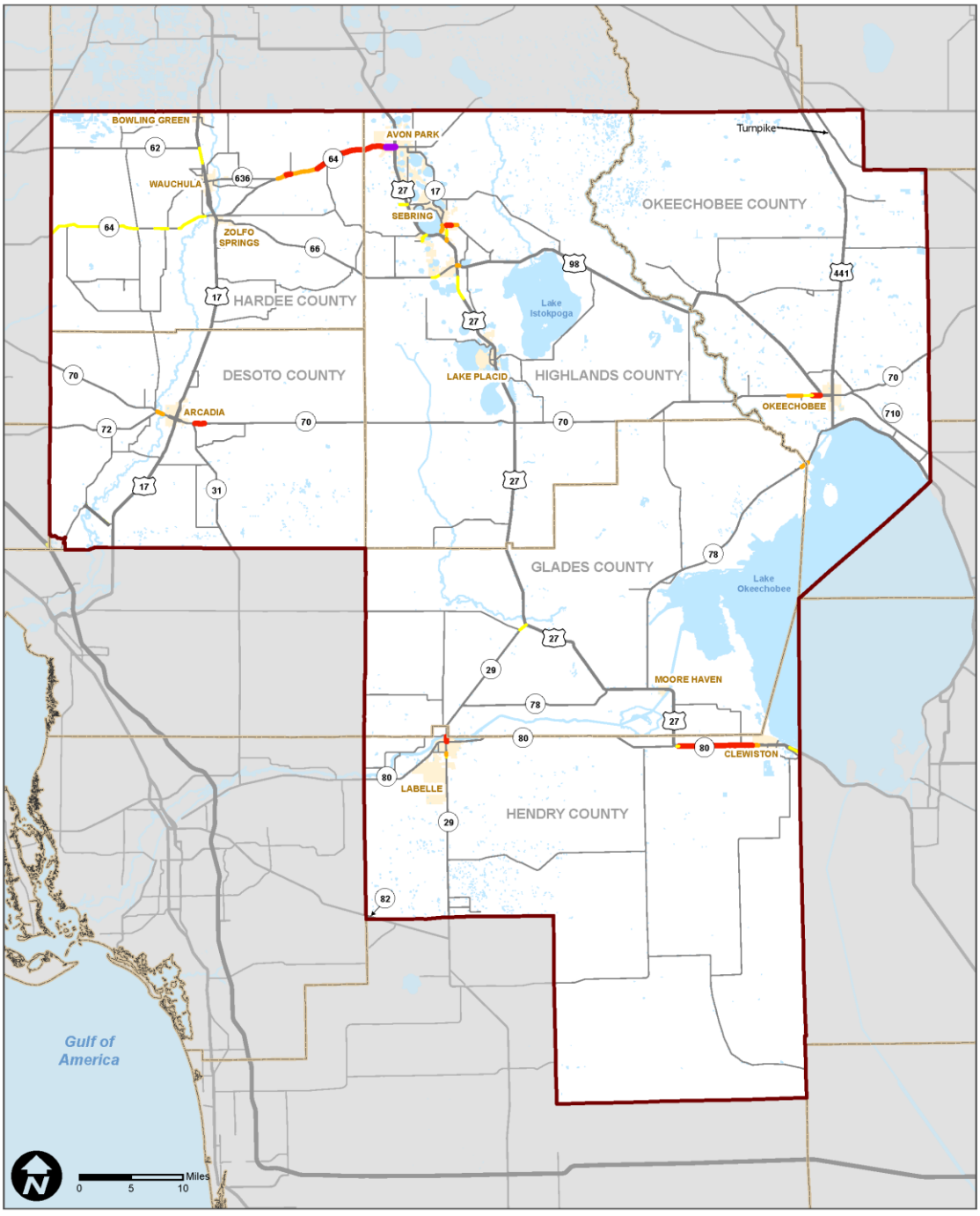
| Type | Facility | County | Current Lanes | Current Capacity | Current Volume | Volume to Capacity | Suggested Improvement |
|---|---|---|---|---|---|---|---|
| SIS | SR 70 E of Arcadia | DeSoto | 2 | 17,700 | 22,304 | 1.3 | Add 2 lanes to build 4 (A2-4) |
| NON-SIS | Kings Hwy Charlotte C/L to SW Glenadine | 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) |

*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, 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 on below. Funded improvements have identified construction funding by 2050. Partially funded improvements do not have identified construction funding with the timeframe of the plan.

*SIS Capacity Needs Partially Funded*

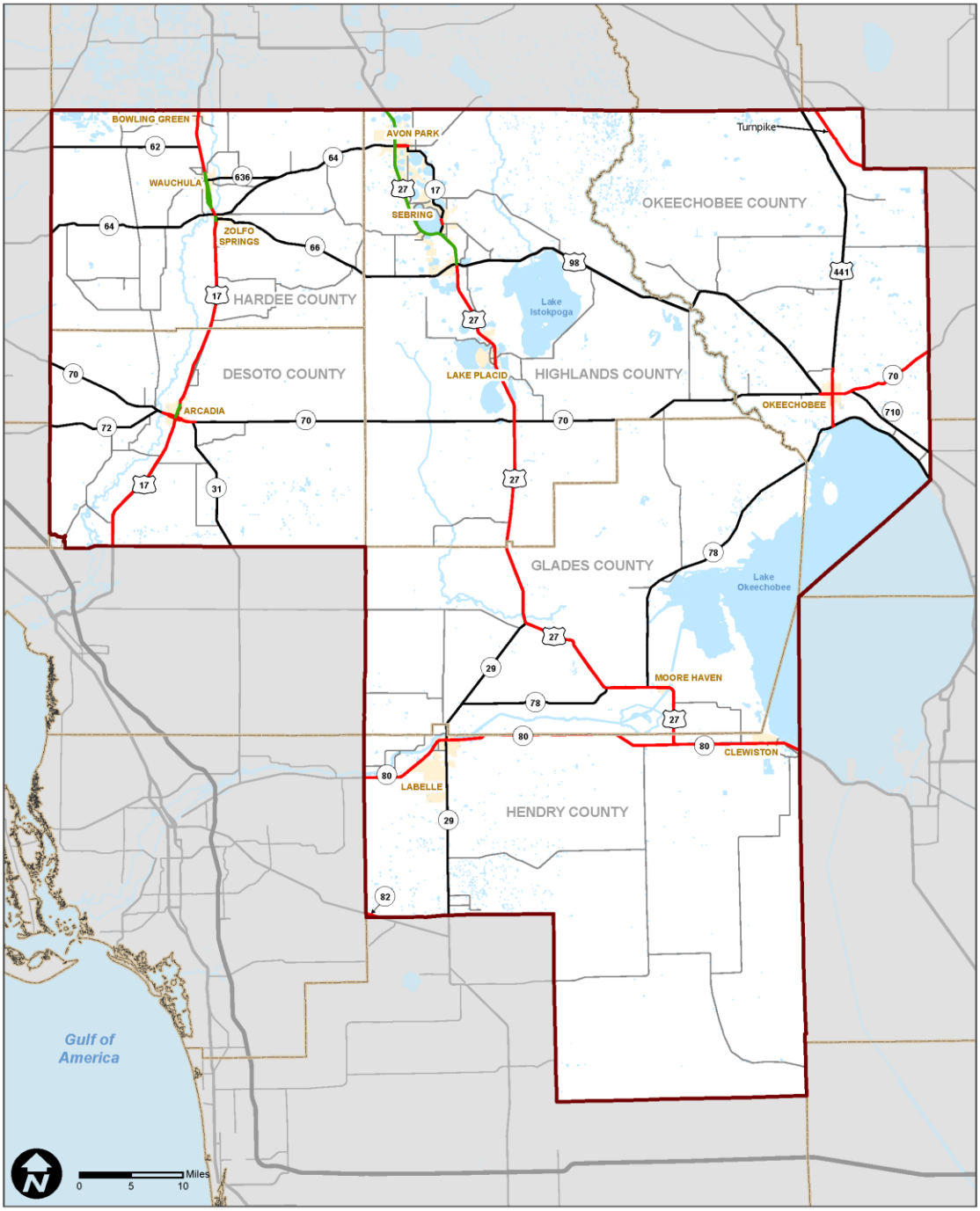
| County | Corridor/Facility | From–To | Improvement Type | Design | ROW | CST |
|---|---|---|---|---|---|---|
| DeSoto | SR 31 Extension | SR 70 – US 17 | New road (NR) | Complete | $10.50 | - |
| Highlands | SR 64 | Hardee/Highlands Co Line – US 27 | Add 2 lanes to build 4 (A2-4) | $5.90 | - | - |
| DeSoto | SR 70 | Manatee Co Line – W of Peace River (American Legion Rd) | Add 2 lanes to build 4 (A2-4) | $1.00 | - | - |
| Highlands | 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 Funded*

| 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

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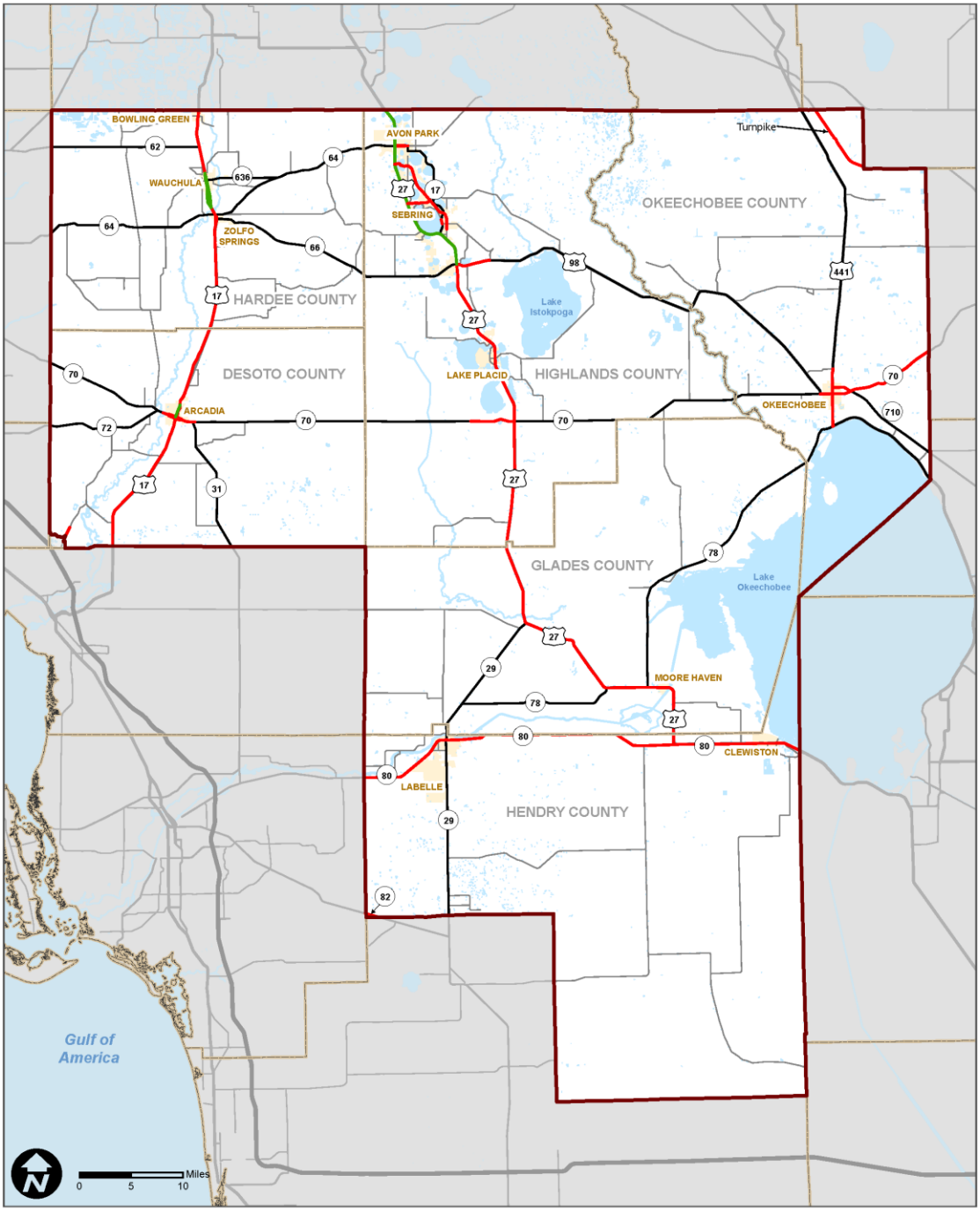
# Heartland Regional TPO

## Future Number of Lanes (2050)

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- City Limits

Number of Lanes

- 2 Lanes
- 4 Lanes
- 6 Lanes

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Transportation Planning Organization


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# 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** | | **$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** | | **$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** |