

**MARTIN METROPOLITAN PLANNING ORGANIZATION
FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC) MEETING**

Martin County Administrative Building
4th Floor Workshop Room
2401 SE Monterey Road
Stuart, FL 34996

www.martinmpo.com

(772) 221-1498

November 7, 2025 @ 10:00 AM

MINUTES

1. CALL TO ORDER

The meeting was called to order at 10:05 AM by Tom Lanahan

2. ROLL CALL

Susan Ortiz, Administrative Assistant, called roll.

FTAC Members in Attendance:

Jeff Sabin, Chair
Jim Gorton
Thomas Lanahan
Samantha Lovelady
Justin Stroh
Dan Romence
Milton Leggett
Brita Nowak
William Corbin

Members Excused:

Janet Zimmerman

Members Absent:

Jared Dusharm, Vice Chair
Ryan Walpole
Donna Carman
Butch Olsen
Robert Ledoux
Officer Dickson
Andrew McBean
Aubrey Brown
Linda Allen

Staff in Attendance:

Beth Beltran, MPO Administrator
Ricardo Vazquez, Principal Planner
Margie Tamblyn, Senior Planner
Susan Ortiz, Administrative Assistant

Others in Attendance:

Chris Kelly, FIND
James Brown, Florida's Turnpike Enterprise (FTE)
Jeffery Chamberlin, SLC Commercial Realty & Development
Tammy Campbell, FDOT
Tyrone Scorsone, Kittelson Associates

A quorum was present for the meeting.

3. APPROVE AGENDA

Motion to approve the agenda was made by Samantha Lovelady and seconded by Thomas Lanahan. The motion passed unanimously.

4. APPROVE MINUTES

- FTAC June 5, 2025

A motion to approve the FTAC Meeting Minutes of June 5, 2025, was made by Dan Romence and seconded by Milton Leggett. The motion passed unanimously.

5. COMMENTS FROM THE PUBLIC - NONE

6. AGENDA ITEMS

A. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FY27-FY31 DRAFT TENTATIVE WORK PROGRAM

Beth Beltran introduced the annual Draft Tentative Work Program, noting that each year the MPO receives the District Four draft for review. She explained that the current draft covers Fiscal Years 2027 through 2031 and is built upon the MPO priorities submitted to the district office in June. Ms. Beltran then turned the presentation over to Ricardo Vazquez, MPO Principal Planner, to review the freight-related projects included in the program. Mr. Vazquez proceeded to walk the committee through the listed projects.

During the review of the SR-710 project between segments A and B, Tom Lanahan asked when design is expected to begin. Mr. Vazquez explained that construction is programmed for FY 2031, with design anticipated to begin approximately two years prior. Mr. Lanahan pointed out that there is a rail crossing within the segment, and with the roadway widening and potentially higher design speeds, there should be consideration of grade separation. He was pleased to hear that FDOT is already discussing this possibility,

noting that multilane, higher-speed traffic approaching an at-grade rail crossing presents safety concerns. Mr. Lanahan then asked about the Monterey Road grade separation project, specifically whether a preferred option had been selected. Ms. Beltran responded that no decision has been made yet. She explained that FDOT will present the alternatives during the February MPO cycle of meetings. Mr. Lanahan added that, as part of the evaluation process, it will be important to weigh the benefits of alternatives located on Monterey Road versus those located elsewhere, noting that some options may offer design advantages but may not deliver the same operational benefits. Ms. Beltran agreed, noting that this issue generated substantial feedback during the last presentation and remains a key consideration. Mr. Lanahan commented that the decision ultimately becomes a matter of whether the benefits justify the impacts, and Ms. Beltran noted that traffic issues on Monterey Road will still need to be addressed, even if an alternative alignment such as the southern extension near Grumman is pursued. She added that much of the public input has focused on congestion between Dixie Highway and US-1. Mr. Lanahan then asked about the anticipated benefits of the Willoughby Boulevard Extension, and what the project is expected to accomplish once constructed. Ms. Beltran explained that the extension is intended to relieve traffic on both Kanner Highway and US-1, and that the project team is currently refining traffic data. Another presentation is expected in the spring. She noted that the project has generated significant community outreach and some pushback, particularly from residents of nearby developments. Ms. Beltran added that, as with any PD&E study, there is always a no-build alternative. The project team will return in the spring with updated information.

Jeffrey Chamberlin raised a question regarding the segment of SR-714 between Citrus Boulevard and I-95, noting his understanding that the project might involve resurfacing while remaining a two-lane roadway. Jim Gorton clarified that no design or programmed improvements currently exist for that segment. Mr. Chamberlin then asked whether there was any warrant for widening the segment. Ms. Beltran explained that the recently approved 2050 Long Range Transportation Plan identifies a future capacity need between I-95 and 84th Street, where the planned new roadway connection would tie in. She noted that the model reflects a need in that area, though not extending all the way to Citrus Boulevard. Mr. Chamberlin emphasized that the Citrus to I-95 segment is already dangerous, particularly during after-school pickup periods at key intersections such as SW Boat Ramp Ave. He stated that there appears to be a need to four-lane the corridor from Citrus to I-95. Additionally, a separate industrial project at the southeast corner of I-95 and SR-714 is moving forward, suggesting that traffic demand will increase significantly, even if a widening is not yet formally warranted. Ms. Beltran noted that area developments were considered during the development of the 2050 Plan. Samantha Lovelady added that the southeast-corner project has agreed to install a traffic signal at Cobblestone, as part of its development agreement.

B. FLORIDA TURNPIKE FY27-FY31 DRAFT TENTATIVE WORK PROGRAM

Ms. Beltran introduced James Brown to present the Florida Turnpike FY27-FY31 Draft Tentative Work Program, noting that the Florida Turnpike operates as a separate FDOT District, distinct from District Four. Mr. Brown greeted the committee and provided an

overview of the Turnpike system. He highlighted a key project currently underway: the Becker Road bridge replacement, which began construction in September. He then reviewed the projects included in the Tentative Work Program. Mr. Brown concluded by summarizing the long-range widening strategy in Martin County.

Chair Sabin asked Mr. Brown to clarify the limits of the planned widening, specifically where the Turnpike would expand from four to six lanes. Mr. Brown explained that the Turnpike will widen from the Palm Beach County line to Martin Highway to six lanes, and from Martin Highway north to St. Lucie Boulevard just beyond Crosstown Parkway to eight lanes.

Mr. Brown also highlighted truck parking improvements included in this year's Work Program. Construction funding is programmed for Fort Pierce and Pompano Beach, and the Turnpike Enterprise is conducting a statewide truck-parking study to evaluate demand, utilization patterns, and opportunities for expanded capacity and technology enhancements at service plazas. The study is expected to be finalized in the spring, aligning with the committee's June meeting. He added that truck parking capacity will be doubled at both Fort Pierce and Pompano Beach, and that Palm Beach is already under construction to expand its truck parking facilities.

Chair Sabin then asked about the broader Turnpike strategy, noting the apparent goal of widening the entire system to at least six lanes, with eight lanes in more urbanized or high-demand areas. He asked for an estimated timeframe. Mr. Brown responded that the Turnpike has \$12 billion programmed over the next five years for phases of its systemwide widening initiative, which is the enterprise's primary focus. In Martin County, current design work extends from Martin Highway into St. Lucie County, and construction would follow those design phases. The long-range goal is to complete the widening within approximately ten years. He also noted that the direct-connect interchange has been accelerated into FY 2030, earlier than previously anticipated.

Chair Sabin's secondary question concerned interchange planning, including concepts related to emergency evacuation. Mr. Brown reported that several interchanges in Broward County are entering design within the current five-year plan, including a new full interchange at Oakland Park Boulevard and a partial interchange at Cypress Creek. A PD&E study for a full interchange at Hypoluxo Road will begin in Palm Beach County. As part of the widening effort in St. Lucie County, the Turnpike is also evaluating a partial interchange at Crosstown Parkway.

Ms. Lovelady asked whether the widening shown for the Martin County segment reflects a ten-lane cross-section. Mr. Brown clarified that in Martin County, the Turnpike will widen to six lanes up to Martin Highway, with additional widening occurring north of that point.

Mr. Gorton asked about the Becker Road bridge replacement, specifically whether the project would require extended lane closures and how traffic impacts would be managed. Mr. Brown responded that some lane closures should be expected, though most disruptions are anticipated to occur overnight. He noted that the Turnpike provides weekly

construction updates on its website in other counties, such as Palm Beach, and suggested that similar updates could be shared locally.

Mr. Chamberlin asked for an update on the Turnpike at Midway Road. Mr. Brown explained that construction on the southern ramps is programmed for Fiscal Year 2027, with work expected to begin next year. He added that the northern ramps remain a top priority for St. Lucie County as the Turnpike advances design for the broader widening segment.

Mr. Lanahan raised two questions. First, he asked whether the \$2.5 billion Turnpike Work Program is funded entirely through toll revenue. Mr. Brown stated that the majority of funding comes from toll revenues, supplemented by Turnpike-issued bonds. Second, Mr. Lanahan commented on driver confusion at Turnpike entrances following the removal of traditional toll plazas. He noted that drivers now approach the decision point at full speed and often have limited distance to choose between northbound and southbound lanes. He encouraged the Turnpike to consider larger and earlier wayfinding signage, especially in Martin County, to help drivers position themselves sooner. Mr. Brown acknowledged the concern, noting the general rule that southbound movements stay left and northbound stay right.

Mr. Stroh asked about wayfinding technology, including whether the Turnpike uses any tools to assist with road closures or diversion routing. Ms. Nowak described the challenges truck drivers face with navigation during unexpected closures or police-directed detours. She explained that she relies on two systems: a trucker-specific GPS, which is not real-time but ensures she stays on permitted routes, and Google Maps, which provides incident alerts. Mr. Stroh asked whether she relies primarily on Google for wayfinding, and Ms. Nowak confirmed that she uses Google for real-time alerts and then cross-checks whether her truck-approved GPS allows the route.

Mr. Sabin expanded on the technology challenges from a fleet-management perspective. His company dispatches trucks daily using tablets with GPS routing, but the lack of real-time, truck-appropriate navigation data remains a major operational gap especially when responding to road closures, emergencies, or last-minute routing changes for dumpster pickups. He shared that the company is currently piloting new real-time navigation software capable of rerouting trucks around unsafe or closed conditions and dynamically re-sequencing assignments based on changing circumstances.

C. FDOT DRAFT STRATEGIC INTERMODAL SYSTEM (SIS) MULTIMODAL UNFUNDED NEEDS PLAN

Ms. Beltran introduced the next item, explaining that the Florida Department of Transportation's Strategic Intermodal System (SIS) is a statewide network of facilities that play a critical role in the movement of people and goods. She noted that while the SIS includes roadways, railroads, airports, and waterways, today's presentation would focus specifically on the roadway components. For Martin County, the SIS roadway network

includes I-95, the Florida Turnpike, SR-710, and US-98. Ms. Beltran added that the FDOT team would be joining the meeting virtually to provide the presentation.

Tammy Campbell introduced the presentation, noting that she represents FDOT District Four's Planning and Environmental Management Office. She was joined Tyrone Scorsone of Kittelson Associates. Ms. Campbell explained that the team was present to provide an update on the FDOT SIS 2050 Multimodal Unfunded Needs Plan, a long-range planning effort that identifies future statewide transportation needs across multiple modes.

Mr. Lanahan asked whether FDOT had any insight into the makeup of travelers making long-distance trips for example, individuals traveling from Indian River County to Miami-Dade County on a daily basis. Mr. Scorsone explained that the Replica dataset allows FDOT to track travel patterns and vehicle movements, but it does not provide information about the occupants inside those vehicles. Mr. Lanahan remarked that the volume of long-distance travel shown in the data was remarkable, especially given the length of the trip, and thanked the presenters.

Mr. Sabin asked whether a flyover project would be eligible for inclusion in the SIS 2050 Multimodal Unfunded Needs Plan. Mr. Scorsone responded that a flyover would likely qualify. He explained that the approach is to begin with a broad collection of potential improvements and then narrow the list as the planning process advances, meaning a flyover would certainly be considered for inclusion.

Mr. Corbin asked about the metric showing the percentage of trips under four miles, displayed on the left side of the slide. He questioned whether a higher percentage should be interpreted as positive or negative, and what the metric suggests about nearby amenities or travel behavior. Mr. Scorsone explained that the interpretation is highly subjective, similar to how people view changes in vehicle-miles traveled. Some may see an increase as a sign of economic activity, while others may view it as undesirable. From an SIS perspective, he said the goal is to preserve the system for longer-distance travel, meaning the preference would be for fewer short trips occurring on SIS facilities.

Mr. Gorton asked for information about a proposed rail project shown on the SIS project list, described as a new rail connection from Miami to SR-710. He noted that this item also appeared on a related project list and asked whether FDOT had more detail. Mr. Scorsone responded that he did not have specific information on the rail segment along SR-710, he offered to follow up and provide additional information.

Mr. Gorton added context, explaining that FDOT is currently working on the SR-710 widening project, and any increase in rail activity at the existing crossing could influence the final roadway design. He noted that the line is currently underutilized, primarily serving U.S. Sugar Line, but if freight operations increase in the western part of the county, the design may need to account for higher freight volumes or future grade-separation needs. Mr. Lanahan offered additional insight, suggesting that the project referenced is likely the U.S. 27 Freight Rail Bypass concept. He explained that the concept envisions freight rail

traveling north from Miami, connecting near the Marcy area, and then continuing west along the Glades Cut-Off corridor before reaching SR-710. He agreed that Mr. Gorton's point was important, noting that the design should preserve a sufficient right-of-way window to accommodate potential double-tracking or, ideally, future grade separation. Mr. Lanahan added that the bypass concept is a priority for the three MPOs to the south, is included in their LRTPs, and is currently the subject of active discussion within FDOT.

Jeff Chamberlain asked whether SR-714 between the Turnpike and I-95 and potentially further west should qualify as an SIS Corridor given its function and traffic characteristics.

Mr. Stroh asked whether Mr. Chamberlain's primary concern was capacity. Mr. Chamberlain confirmed capacity was part of it as the corridor is already a heavy truck route. He recalled that SR-714 appeared to meet several SIS criteria and felt it represented an important regional freight link. Ms. Beltran noted that SR-714 is included in the Martin County proposed freight network, which the MPO coordinates with the State. Mr. Scorsone explained that FDOT now recognizes "parallel reliever" facilities—corridors not on the SIS that help relieve SIS traffic. While he has not yet seen a project advance under this new category, such facilities may be eligible for SIS funding even without being officially designated SIS.

Dan Romence asked whether there was any anticipated SIS updates related to waterways, noting the relevance of marine connectivity to the region's intermodal system. Ms. Beltran responded that staff could coordinate with Chris Kelly to provide any available updates. She noted that while no information was ready for this meeting, a future presentation on waterway-related SIS elements could be arranged.

D. FDOT DISTRICT FOUR FREIGHT COORDINATOR UPDATE

Justin Stroh, District Four Freight Coordinator, thanked the chair and committee for the opportunity to present. He explained that the team would be providing an update on truck parking, drawing from recent planning-level analysis. His presentation would cover general background, planning and design considerations, truck parking demand, and several current updates relevant to the district.

Mr. Gorton noted that St. Lucie County has a significant amount of private truck parking, asking where those facilities are located. Mr. Stroh explained that along Okeechobee Road and Orange Avenue, several Flying J and similar truck-stop facilities provide substantial capacity. Staff confirmed that these private facilities collectively offer nearly 1,200 truck parking spaces.

Ms. Nowak asked whether local governments had considered requiring new businesses to provide truck parking as part of development approvals. She described how large companies such as Unify, Sysco, and other major warehouse operators often include staging areas that allow drivers to arrive early, park safely, and comply with hours-of-service requirements. Ms. Nowak noted that such staging areas reduce

congestion because drivers can arrive overnight, rest on-site, and avoid contributing to morning peak-hour traffic. Mr. Stroh agreed, noting that the distinction between staging areas and full truck-parking facilities is an active topic within the department. He explained that certain locations such as St. Lucie County for northbound traffic and Martin County for southbound traffic serve as pivotal positioning points for drivers planning their next trip.

Mr. Chamberlin asked what amenities are typically required for customer-provided truck parking, such as restrooms or showers. Ms. Nowak clarified that most staging areas require minimal infrastructure, often just a stable surface and possibly a portable restroom. She suggested that incentives or tax benefits could encourage businesses to provide such spaces. Mr. Lanahan added that zoning and site-plan conditions can sometimes prohibit overnight parking, even when physical space exists. He emphasized the need to ensure that local regulations do not unintentionally prevent drivers from using available staging areas.

Mr. Stroh asked whether Ms. Nowak uses any Martin County facilities. Ms. Nowak explained that due to weigh-in-motion systems on I-95, she often diverts to the Turnpike, exiting again at Jupiter, and rarely uses the I-95 rest area. Ms. Nowak then referenced European truck-parking structures, where sensors track individual spaces and display real-time availability at facility entrances. She acknowledged the cost but noted the system's effectiveness. Mr. Stroh responded that District Two has implemented a camera-based system that has performed well, and FDOT is working to retrofit state-owned facilities with TPASS 2.0 for improved accuracy. However, he noted that Florida's high-water table makes underground parking impractical.

7. COMMENTS FROM COMMITTEE MEMBERS - None

8. COMMENTS FROM THE PUBLIC - None

9. NOTES - None

10. NEXT MEETING – TBD

ADJOURNMENT 11:43 AM

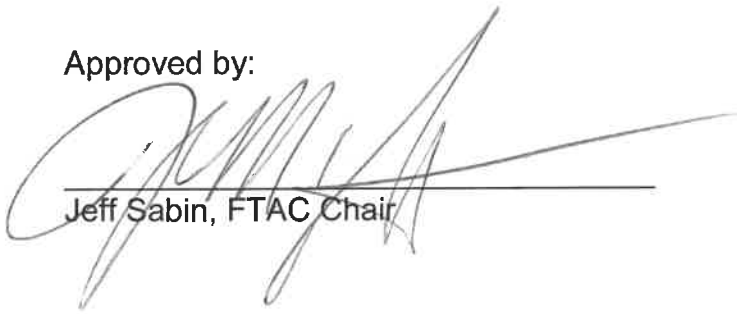
Prepared by:


for _____
Susan Ortiz, Administrative Assistant



Date

Approved by:



Jeff Sabin, FTAC Chair

6/12/26

Date

Minutes Approved on June 12, 2026

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