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(772) 460-2200

Customer Address  
Po Box 1480  
Fort Pierce, FL 34954-1480  
United States

Account Number (If Known)  
463454

Customer Email  
lcox@cityoffortpierce.com

Your Name  
Kate Ganzon

# Treasure Coast Newspapers

PART OF THE USA TODAY NETWORK

St Lucie News Tribune  
1801 U.S. 1, Vero Beach, FL 32960  
**AFFIDAVIT OF PUBLICATION**

## CITY OF FORT PIERCE LEGALS

PO BOX 1480  
FORT PIERCE, FL 34954

STATE OF WISCONSIN  
COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Coordinator of the St Lucie News Tribune, published in St. Lucie County, Florida: that the attached copy of advertisement, being a PUBLIC NOTICE was published on publicly accessible, website of St. Lucie County, Florida, or in a newspaper by print in the issues of, on:

7/2/2023, 7/23/2023

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

*[Handwritten signature]*

Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on JULY 23RD, 2023:

*[Handwritten signature]*  
\_\_\_\_\_  
Notary, State of WI, County of Brown

5.15.27

My commission expires

Publication Cost: \$630.00  
Ad No: GCI1079821  
Customer No: 463454  
PO: PUBLIC NOTICE

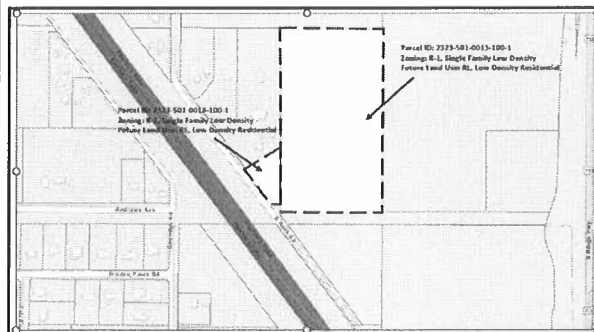
# of Affidavits 1

NANCY HEYRMAN  
Notary Public  
State of Wisconsin

# CITY OF FORT PIERCE NOTICE OF PROPOSED ANNEXATION

The City Commission of the City of Fort Pierce, Florida, pursuant to Chapter 171 of Florida State Statutes, and of the Code of Ordinances of the City of Fort Pierce, will on Monday, July 17, 2023 at 5:05 p.m., and Monday, August 7, 2023 at 5:05 p.m. hold Public Hearings on the enactment of the following proposed annexation ordinance on first and second readings, respectively, in the City Hall Commission Chambers, 100 North U.S. #1, Fort Pierce, Florida; said ordinances entitled:

**ORDINANCE NO. 23-047** - AN ORDINANCE EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE, FLORIDA, TO INCLUDE TWO (2) PARCELS AT OR NEAR APPROXIMATELY 2570 SOUTH ROCK ROAD, FORT PIERCE, FLORIDA AND SHOWN ON EXHIBIT A; DIRECTING THE ST. LUCIE COUNTY PROPERTY APPRAISER TO ASSESS SAID PROPERTY AND PLACE IT ON THE CITY TAX ROLLS AS OF JANUARY 1, 2024; DIRECTING THE ST. LUCIE COUNTY TAX COLLECTOR TO COLLECT TAXES ON THE HEREIN DESCRIBED PROPERTY; ESTABLISHING THE ZONING DESIGNATION; ESTABLISHING THE LAND USE DESIGNATION; DIRECTING FILING OF THE ORDINANCE WITH THE CLERK OF THE CIRCUIT COURT AND CHIEF ADMINISTRATIVE OFFICER OF ST. LUCIE COUNTY; DIRECTING REVISION OF THE CHARTER BOUNDARY ARTICLE TO BE FILED WITH THE DEPARTMENT OF STATE AND SUBMITTED TO THE OFFICE OF ECONOMIC AND DEMOGRAPHIC RESEARCH; PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT HERewith; AND PROVIDING FOR AN EFFECTIVE DATE.



All interested parties may appear at the Public Hearings and be heard with respect to the proposed annexation. Said proposed ordinance and application will be available for inspection in the City Clerk's Office, City Hall, 100 North U.S. #1, Fort Pierce, Florida.

Pursuant to Section 286.0105, Florida Statutes, the City hereby advises you that if you or another person decide to appeal any decision made by the City Commission with respect to any matter considered at its meeting or hearing, that you or said person will need a record of the proceedings, and that for such purpose, affected persons may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this meeting should contact the City Clerk's Office at (772) 467-3065 at least 48 hours prior to the meeting.

/s/ Linda W. Cox, City Clerk

Publish: 7/2/2023 and 7/23/2023

TR-GC11079821-01

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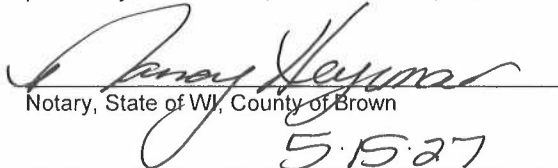
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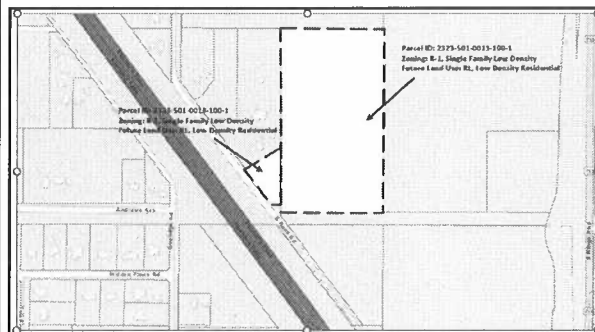
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A Brightline train can be seen crossing the St. Lucie River railroad bridge in February. PROVIDED BY THE ROAMING RAILFAN

## Fontenay

Continued from Page 1A

but eliminating those disruptions on a permanent basis is what we really need.

Oh, I know there's been a lot of angry rhetoric lately that makes it seem like a potential end to the bridge kerfuffle is nowhere in sight.

After the Coast Guard announced the trial schedule, which would leave the bridge in the up position at 15-minute intervals starting at the top and bottom of every hour, the train companies said the schedule would severely impact rail operations for both freight and passenger service.

Freight trains waiting for the drawbridge to come down could be stopped on the tracks in downtown Stuart or on the north side of the bridge into Rio, Ben Porritt, Brightline's senior vice president of corporate affairs, said at the time.

In response, in a letter to the head of the Federal Railroad Administration last month, U.S. Rep. Brian Mast, R-Fort Pierce, accused the railroads of acting in bad faith by suggesting a transportation logjam was unavoidable. Brightline never could have gotten the permits needed to move forward with its planned service expansion between West Palm Beach and Orlando if the company had been honest about those expected disruptions, Mast wrote to FRA administrator Amit Rose.

Sounds hopeless, right? I think it's all political posturing, though.

In a conversation with me last week, Mast said he would be willing to start working to get federal funding for a new railroad bridge if — but only if — the train companies will agree to a satisfactory interim schedule for the current bridge.

Mast told me a satisfactory schedule would involve the bridge being open so boats could pass underneath at least 50% of the time, with no road blockages.

"If we can get to that point, then I will work on a new bridge," Mast told me.

If what Cruz said in the committee meeting was cor-

rect, the railroads have offered a schedule that would at least meet the minimum standard for the amount of time the bridge would be up. Porritt wouldn't discuss the specifics of the railroads' counterproposal with me.

However, he expressed optimism agreements could be reached for both a short- and long-term solution.

"We are confident a resolution can be found prior to Brightline's scheduled Orlando launch (in September)," Porritt texted me. "However, we are equally focused on building a new bridge and actively working with local partners on federal and state funding opportunities while kicking off the design and engineering work that will position us to be ready for construction as early as 2025."

If you follow sports, you know the cliché about player trades that "help both teams." Well, a new bridge would help boaters and the railroads.

If designed properly, a new bridge would be high enough above the river so most boat traffic could safely pass underneath without waiting for a raised drawbridge.

It would also allow the railroads to use a double-track design, as opposed to the existing single track that creates a bottleneck in the rail system.

Nobody is saying it would be cheap. A new bridge might cost \$100 million to \$150 million, depending on whose estimates you believe. However, with the railroads working together with partners in federal and state government, the resources are available to do this.

Federal and state transportation dollars are going to be spent somewhere, so they might as well be invested here on the Treasure Coast.

The alternative, to keep bickering about the short-term bridge schedule, or to make unreasonable demands the railroads pay the entire cost of a valuable piece of transportation infrastructure, are going to leave boaters, motorists and train users with a less-than-satisfactory status quo.

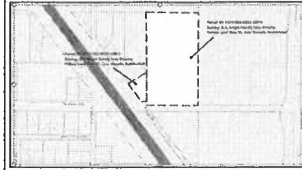
If that happens, there will be plenty of blame for everyone to share.

*This column reflects the opinion of Blake Fontenay. Contact him via email at bfontenay@gannett.com or at 772-232-5424.*

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