JOINT FEDERAL, STATE, LOCAL
PUBLIC NOTICE
6/18/2026

The Federal Emergency Management Agency and Florida Division of Emergency Management have received the following application for Federal grant funding. Final notice is hereby given of the Federal Emergency Management Agency's (FEMA) consideration to provide funding in the form of Hazard Mitigation Grant Program. Funds will be provided in accordance with Section 404 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, Public Law 93-288, as amended.

Under the National Environmental Policy Act (NEPA), federal actions must be reviewed and evaluated for feasible alternatives and for social, economic, historic, environmental, legal, and safety considerations. Under Executive Order (EO) 11988 and EO 11990 FEMA is required to consider alternatives to and to provide public notice of any proposed actions in or affecting floodplains or wetlands.

Funding for the proposed project will be conditional upon compliance with all applicable federal, tribal, state and local laws, regulations, floodplain standards, permit requirements and conditions.

Applicant:
City of Tallahassee

Project Title:
HMGP 4794-007-R, *City of Tallahassee Traffic Signals, Infrastructure Retrofit*

Location of Proposed Work:
The area affected by this project consists of homes in the following locations:
This project will not impact any homes. Below is a list of the nearest addresses to the proposed project areas. Each represents a traffic signal cabinet which this project proposes to mitigate with resilience enhancements.

1) 1799 FL-20, Tallahassee, Florida 32301
2) 2916 Apalachee Pkwy, Tallahassee, Florida 32301
3) 2018 W Pensacola St, Tallahassee, Florida 32304
4) 100 Stadium Dr, Tallahassee, Florida 32304
5) 1485 Blountstown St, Tallahassee, Florida 32304
6) 1308 West Brevard St, Tallahassee, Florida 32304
7) 220 N Duval St, Tallahassee, Florida 32301
8) 1670 W Tennessee St, Tallahassee, Florida 32304
9) 1930 Co Rd 151, Tallahassee, Florida 32308
10) 284 N Copeland St, Tallahassee, Florida, 32301
11) 808 W Tennessee St, Tallahassee, Florida 32304
12) 112 W Tennessee St, Tallahassee, Florida 32301
13) 1901 FL-155, Tallahassee, Florida 32303
14) 1902 Thomasville Rd, Tallahassee, Florida 32303
15) 1600 Riggins Rd, Tallahassee, Florida 32308
16) 224 N MLK Jr Blvd, Tallahassee, Florida 32301
17) 1576 S Monroe St, Tallahassee, Florida 32301
18) 2681 N Monroe St, Tallahassee, Florida 32303
19) 2285 County Rd 2196, Tallahassee, Florida 32301
20) 692 S Macomb St, Tallahassee, Florida 32301
21) 1599 Governors Square Blvd, Tallahassee, Florida 32301
22) 3111 FL-10, Tallahassee, Florida 32308
23) 4081 Velda Dairy Rd, Tallahassee, Florida 32309
24) 1800 Buford Blvd, Tallahassee, Florida 32308
25) 2152 Co Rd 151, Tallahassee, Florida 32308
26) 1203 FL-261, Tallahassee, Florida, 32301
27) 1620 Phillips Rd, Tallahassee, Florida 32308
28) 1519 Killearn Center Blvd, Tallahassee, Florida 32309

29) 3185 S Blair Stone Rd, Tallahassee, Florida 32301
30) 400 Dupree St, Tallahassee, Florida 32304

Proposed Work and Purpose:
The City of Tallahassee (City) has operated and maintained all signalized intersections along the area's roadways since 1927 when the first traffic signals were installed. Over the past decade, inoperative traffic signals in and across the Tallahassee area have contributed to more than 100 vehicle crashes, causing over half a million dollars of property damage and more than $13 million in injuries. On average, hazardous weather events resulting in minor impacts to the Tallahassee signal system cause over 800 signal-hours of inoperative traffic signals each year. Severe impacts caused by weather events, such as the recent May 2024 tornadoes, have resulted in over 900 signal-hours of inoperative traffic signals in just two days. From November 2023 to October 2024, the Tallahassee signal system experienced more than 2,000 signal hours of interoperative traffic signals. These outages result in user delays that are exponentially greater than the outage itself. When a traffic signal loses power for one hour at a large, congested intersection during peak travel period, the impacts are experienced by the more than 5,000 vehicles as verified by traffic models.

The proposed installation of these 30 Resilient Traffic Signal Cabinets (RTSCs) will enhance the City's ability to manage and recover from natural hazards by quickly recovering from power loss and maintaining active communication along roadways that are vital to maximizing route capacity, thus improving evacuations and statewide emergency response.

The City of Tallahassee proposes to enhance the resilience of thirty critical traffic controllers across the Tallahassee area against power outages by installing Resilient Traffic Signal Cabinet (RTSC) assemblies. These assemblies will accommodate innovative operational technology, thereby increasing the resiliency of surface transportation infrastructure during natural disaster events and post-disaster response.

The City intends to purchase, permit, and install RTSC assemblies, which combine three key components: Advanced Traffic Controller (ATC) cabinets, the latest Managed Field Ethernet Switch (MFES) technology, and intelligent Uninterruptable Power Supply (UPS). The UPS maintains power to the signals and other equipment across the transportation network, while the MFES manages communications throughout the network. The ATC cabinets house both the UPS and MFES, with the technology and space to hold processors and devices for existing and future transportation advancements.

The RTSC assemblies provide an advanced cabinet with additional space and modern communication protocols needed to support larger processors and better sensors for these functionalities. They also provide a backup power source and an advanced switch to ensure system and communications uptime. The new switch expands the number of ports for increased device connection, higher bandwidth for larger datasets, and a more secure protocol for information exchange. The RTSC assemblies create opportunities for advanced sensors which provide data on a range of events such as wrong-way driving, pedestrian signal compliance, red-light running, and pedestrian crossing activity. They can also provide operational metrics such as continuous user counts (vehicles, pedestrians, bicyclist), average pedestrian wait time, average vehicle wait time, and vehicle queue lengths.

This equipment supports Vehicle-to-Infrastructure (V2I) connections that improve signal timing, and share work zone, crash, congestion, and weather condition information. Vehicle-to-Pedestrian (V2P) connections can share information between vehicles and elements within the crosswalks or cycling lanes. Vehicle-to-Network/Everything (V2N/V2X) technology transmits information to the RTMC for analysis, demand management, travel time reporting, and incident response.

The proposed project will provide protection against power outages at Traffic Cabinet 18, 22, 28, 36, 39, 46, 54, 67, 97, 111, 114, 123, 152, 153, 197, 204, 218, 224, 232, 251, 259, 277, 289, 307, 308, 310, 311, 321, 326, and 327. The City will purchase, permit, and install the RTSC assemblies at these thirty locations, ensuring compliance with all relevant standards (e.g., NEPA regulations). All necessary permits and approvals will be obtained, and post-installation inspections will be conducted to ensure proper functioning.

Project Alternatives:
The alternatives to the project that have been and will be considered are:

(1) No action.
(2) *To install an appropriately sized portable emergency generator quick connection at the RTSCs and obtain a similarly sized generator that could be transported via trailer to the project sites. This would prevent power interruptions and allow continued provision of critical services during severe weather events*.

These alternatives to the proposed project are not viable:

(1) *If no action is taken, power outages could lead to significant public health risks and environmental damage. Reliable traffic control cabinets are essential for maintaining accurate and safe traffic signals, which are crucial for local response functions during disasters. Loss of electric power at any of these intersections disrupts the City's ability to provide reliable emergency responses. Power outages affecting the 30 traffic cabinets could result in property damage, vehicle accidents, and travel delays. Therefore, ensuring the continuous operation of these 30 traffic signals is critical, especially as extreme weather events become increasingly frequent and severe*.

(2) *This alternative would require staff workers to transport the generator out into the field and connect to the system during severe weather events, putting staff at risk. Bringing staff into the field to install and initiate the emergency generator would also pull critical staff away from performing additional duties that may be equally pressing during these severe events. Additionally, this alternative would require a manual start and transfer of power to the generator. This requires staff mobilization which would result in a 1-to-2-hour delay between power loss and power restoration, a burden that quickly compounds when accounting for outages due to routine events such as afternoon thunderstorms. Therefore, a permanent redundant power solution that mitigates this critical delay is a safer and more effective solution.*

Comment Period:
Comments are solicited from the public; local, state or federal agencies; and other interested parties in order to consider and evaluate the impacts of the proposed project. The comments should be made in writing and addressed to the Florida Division of Emergency Management, Bureau of Mitigation, 2555 Shumard Oak Blvd., Tallahassee, FL 32399-2100. These are due within 15 days of this notice. The State will forward comments to applicable regulatory agencies as needed. Interested persons may submit comments, obtain more detailed information about the proposed action, or request a copy of the findings by contacting:

Desiree Mosley, Sr. Grants Officer — (850) 891-5509
City of Tallahassee — Desiree.Mosley@talgov.com

State Environmental Specialist Team
Florida Division of Emergency Management — MitigationEnvironmental@em.myflorida.com