Streetlight Advisory Panel Meeting
District Department of Transportation
55 M Street SE, Room 639
Tuesday, December 10, 2019
4:30 – 6:00 PM

Attendees
Sharon Turner (Chair), Delores Bushong, Duilio Passariello, Kathleen Cromley, Chyla Evans, Kathryn Roos (DDOT), DeVon Smith (DDOT), Trevor Langan (DDOT), Bonnie Garrity (public)

Agenda
I. Notes from the group
   a. They would like to have paper copies of presentations (2 slides/page) from now on.
   b. Delores would like the other presentations sent out by DeVon to be discussed in more detail.
      i. The presentations were from an FHWA webinar on roadway lighting that the DDOT Streetlight Division attended.
         1. Delores wonders what the relationship between lighting levels and traffic injuries is
            a. Need to look at Smart Cities Dive article
         2. Delores would like to consider IES standards as a starting point. She spoke with a lighting expert about it.
            a. DDOT compared AASHTO and IES recommendations. The minimums are almost all the same except where IES is higher.
   c. The group asked about comparisons with other cities, such as Chicago.
      i. DDOT will reach out again to get neighborhood and operational perspectives on LED lighting.
   d. Traffic statistics.
      i. Data gathered from police reports in DC reflect national levels when looking at traffic accidents at night. But DDOT hasn’t seen studies that say definitively whether or not there’s a connection.
e. Light trespass
   i. Laura wants to know if there will be specific standards on light trespass.
      1. DDOT can provide the intended specifications for that.
   ii. Lighting zones
      1. Related to the “model lighting ordinance” from Dark Skies Association
      2. The group will provide information to DDOT to review.

II. Project update from DDOT
a. The District had its second round of one-on-one meetings with the shortlisted bidders. The next round is expected in the first quarter of 2020.
b. The RFP date is contingent on a number of factors, such as FHWA review and approval, notice of public hearings, and Council review.
c. Sharon is concerned about how long this process will take. The RFP release date is likely at the end of the summer.
d. Sharon wonders about the SAP’s commissions, which expire after two years.
   i. DDOT will inquire with the Mayor’s Office of Talent and Appointments
   ii. The intent was for the SAP to exist through the first year of operations of the improved network.

III. Presentation on P3 contract structure, performance metrics, and project finances
a. Sharon wants to know how the project will save the District money. Is it tied to lighting levels?
   i. Does wattage and color temperature relate to cost?
      1. DDOT has and will continue to pay the PEPCO bill
         a. DDOT pays about $5.5 million/year now. We expect a 50% reduction in energy costs.
   ii. What incentive does the developer have to reduce energy costs?
      1. There will be expectations and benchmarks set in the contract, which the bidders will be evaluated on.
      2. They have incentives to improve business practices and find efficiencies to reduce operational costs.
   iii. How is this a public-private partnership?
      1. The District is paying for the developer to replace the fixtures and manage the asset in a state of good repair. The developer uses private financing instead of the District using government bonds to pay for the upfront costs.
   iv. Will there be expectations for how quickly work will be done?
      1. Yes, regarding asset management, there will be specific Service Level Agreements (SLA) for different types of work.
      2. Fortunately, the remote monitoring and control system will catch many things from a distance much more quickly than currently.
   v. Does this contract include the maintenance of the support and electrical?
      1. Absolutely. Everything from the PEPCO feed, through the conduit, foundation, base, pole, arm, and fixture is owned by DDOT and is under the responsibility of the contract.
vi. Because private financing is more, will this project cost more?
   1. There is a value-for-money analysis which shows that the overall project cost will be lower under the P3. This is the reason we are pursuing the P3.

vii. This project is not an ESCO, which is where the risk is based on energy savings.

b. More shielding for Washington Globes?
   i. There are no changes since the last update, which is a target of 10-15% uplight.
   ii. Delores presented at the last NCPC commission meeting on the topic.

IV. Panel discussion on future agenda topics
a. The group should send topics to discuss to Sharon.

V. Adjourn
a. The next meeting is scheduled for Thursday, January 23, 4:30 – 6:00 PM.
   i. DDOT’s P3 lighting consultant will attending to answer questions.