

Government of the District of Columbia

Department of Transportation



d. P3/Streetlights

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% uplift.
 - 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.