

STREETLIGHTING—PUBLIC POLICY PRICING

Public streetlighting is **overpriced**—and harms cities and citizens

Prices should be:

- No higher than those for other comparably situated customers—**but they are**
- No higher than the true cost of energy use for streetlighting—**but they are**

US Department of Transportation:*

- Between 2013 and 2016 there was a **25-percent** increase in pedestrians killed in traffic crashes.
- A disproportionate share of these pedestrian fatalities [...] **took place after dark.**

* [The Challenge | US Department of Transportation](#)

Rate Comparisons—**Streetlighting is twice as high as other service classes**

| KC METRO Tariff | | Energy Charge / KWh | |
|---------------------|-------------------------------|---------------------|-----------------|
| | | Summer | Winter |
| STREETLIGHTS | Customer owned | \$ 0.057 | \$ 0.057 |
| EV Service | super off peak (12 am - 6 am) | \$ 0.028 | \$ 0.024 |
| | off peak (all other hours) | \$ 0.083 | \$ 0.055 |
| Transit Electric | off peak | \$ 0.028 | \$ 0.024 |
| | On peak (6 am - 6 pm) | \$ 0.192 | \$ 0.104 |



Streetlights should be charged no more than off-peak Transit Electric service 6 pm – 6 am: \$0.024 rather than \$0.057

Potential Cost Savings:

- **About 40% off current streetlight bills**

Public Policy Arguments

- Streetlighting is a *Public Good* and benefits everybody—*Including Every!*
 - Streetlighting prevents traffic accidents and crime and provides a sense of safety.

Tariffs should reflect public-good considerations, but they do not—rates are too high

- Low-cost service because it has virtually Zero Peak usage
 - Streetlights add zero to peak demand: i.e., streetlights don't add to plant capacity (capital) needs
 - Streetlights use inexpensive fuel Uranium. And it is clean! No CO2 emissions.

Tariffs should reflect these cost considerations, but they do not—rates are too high