

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