

## **Energy Policy Act of 2005 Provisions for Traffic Signal and Pedestrian Modules Summary Points**

### Energy Policy Act of 2005

- The Energy Policy Act of 2005 contains provisions on the energy efficiency traffic signal and pedestrian modules ([http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=109\\_cong\\_bills&docid=f:h6enr.txt.pdf](http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=109_cong_bills&docid=f:h6enr.txt.pdf); see section 135(c), pp. 33,35, 38);
- The intent of the legislation is to facilitate the deployment of light emitting diode (LED) traffic signal and pedestrian modules for the purpose of energy conservation;
- The legislative provisions went into effect on January 1, 2006, and apply specifically to manufacturers;
- The legislation requires that signal modules manufactured or imported after January 1, 2006, must meet or exceed the energy efficiency requirements specified in the legislation;
- The legislation adopts the energy efficiency criteria in the Environmental Protection Agency's Energy Star program for traffic signal and pedestrian modules, ([http://www.energystar.gov/index.cfm?c=bulk\\_purchasing.bus\\_purchasing](http://www.energystar.gov/index.cfm?c=bulk_purchasing.bus_purchasing)) which in turn reference the ITE "Interim LED Purchase Specification, Vehicle Traffic Control Signal Heads, Part 2: Light Emitting Diode (LED) Vehicle Traffic Signal Modules" (VTCSH Part 2);
- The legislation does not impact existing stock of product on hand by either suppliers or agencies if that stock was manufactured or imported prior to January 1, 2006; and
- Replacement parts are not covered by the legislation

### Implications for Public Agencies

- The legislation **does not** require agencies to retrofit their traffic signals;
- Many agencies are actively converting to LED signal modules, primarily to reduce energy costs (based on survey information from AASHTO and ITE);
- The upfront capital cost of funding the conversion appears to be the most significant hurdle;
- There do not appear to be any significant technical issues;
- Replacement parts for incandescent traffic signal modules should be available initially but may diminish over time;
- The Department of Energy issued a final rule in the Federal Register on October 18, 2005, adopting the legislated standards; and
- The Department of Energy expects to issue a Notice of Proposed Rulemaking (NPRM) in Spring 2006 covering test procedures and other administrative matters.

### For More Information

- FHWA will sponsor an NTOC web cast on this issue on February 23, 2006.

- ITE, AASHTO and APWA will provide information to its members as it becomes available, particularly regarding the upcoming NPRM
- ITE will sponsor a discussion forum on the legislative requirements and implications as part of the 2006 Technical Conference and Annual Meeting. For meeting information, refer to the ITE web site at [www.ite.org](http://www.ite.org).