
Tuesday, May 19, 2026, 6:00 PM
Council Chambers
One DesCombes Drive
Broomfield, CO 80020

[View Correspondence](#)
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1. Concept Review

2. Study Session

- 2.A. Limited Time and Metered Parking
- 2.B. Code Update Regarding Setbacks Related to Gas Stations
- 2.C. Greenhouse Gas Inventory
- 2.D. Electric Vehicle (EV) Fee Structure

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Date Posted: May 13, 2026



City and County of Broomfield

City Council Study Session

A. Limited Time and Metered Parking

Meeting	Agenda Group
Tuesday, May 19, 2026, 6:00 PM	Study Session Item: 2A.
Presented By	
Bryce Hammerton, Traffic Engineer	

Overview

Correspondence and presentations for City Council agenda items, when available, can be viewed via links on the meeting agenda or the associated memo. Please note that not all items will have correspondence or presentation.

This study session is to discuss the potential implementation of time-limited, on-street parking within Broomfield. Broomfield has received recurrent requests to post and enforce time-limited parking at a retail location on Arista Place. Currently, Broomfield does not have a method to enforce time-limited parking restrictions. A new ordinance would need to be drafted and adopted to establish clear code requirements for the placement and management of time-limited parking signage. Implementation of the program would require additional resources, including staffing and, possibly, a parking metering system.

Attachments

[.a Memo Time limited parking and RV parking.pdf](#)

Summary

[View Correspondence](#)

[View Presentation](#)

This study session is to discuss the potential implementation of time-limited, on-street parking within Broomfield. Time-limited on-street public parking (e.g., 2-hour or 15-minute limits) is typically appropriate in areas experiencing high utilization, thereby promoting higher parking turnover and accessibility. Broomfield has received recurrent requests to post and enforce time-limited parking at a retail location on Arista Place. Currently, Broomfield does not have a method to enforce time-limited parking restrictions. A new ordinance would need to be drafted and adopted to establish clear code requirements for the placement and management of time-limited parking signage.

Implementation of the program would require additional resources, including staffing and, possibly, a parking metering system. Effective time-limited parking requires more than the physical installation of signage; it necessitates a continuous administrative cycle of monitoring and enforcement. Without regular patrols to verify overstays or a metering system to track duration, the regulations are easily ignored, and this would render the program ineffective.

Staff is seeking direction from Council regarding whether it desires to consider creating a time-limited on-street parking program at this time. If Council does not direct staff to draft an ordinance, staff will continue to monitor new development and would bring back this topic for future reconsideration as more areas that could be eligible for time-limited on-street parking are identified.

Time-Limited On-Street Program Details

Since Broomfield does not currently have a time-limited on-street parking program, the City has no existing authority to enforce informal time-limiting parking signage posted on public streets. This includes signs placed by private businesses or property owners. In some areas, such signs have been posted on public streets to encourage voluntary compliance with suggested time limits, but without a formal program and the legal framework to support it, Broomfield cannot issue tickets, mark vehicles, or authorize towing based on those signs. Broomfield has discouraged the placement of parking signage on public streets that it cannot enforce, as unenforced signs create an expectation of enforcement that Broomfield is not positioned to meet. Furthermore, parking signs are regulatory signs in the Manual on Uniform Traffic Control Devices (MUTCD), meaning they inform road users of traffic laws or regulations, and come with an expectation to be enforced. Other types of regulatory signs include stop signs, speed limit signs, and lane control signs.

Establishing a time-limited on-street parking program by ordinance would provide the necessary authority to enforce parking restrictions on public streets. The ordinance to create such a program would need to identify a process for considering implementation of the program in specific geographic areas. To ensure the program is applied consistently and does not expand unnecessarily, the ordinance could define specific 'eligibility triggers,' such as as sustained parking occupancy exceeding a particular threshold, before a new area is considered. This would ensure that any designation is evaluated consistently, that affected property owners and business tenants have a meaningful opportunity to weigh in before a program is established, and

that Broomfield is not placed in the position of enforcing restrictions that lack broad community support. It would also establish clear standards for signage, rate-setting, enforcement procedures, and the conditions under which a designation could be modified or removed. Without this framework in place, the City has no defensible or equitable basis for treating one area differently from another.

It is also worth clarifying what a time-limited parking program can and cannot accomplish. A formal program can limit how long a vehicle occupies a public parking space, but it cannot direct customers to any particular business or guarantee that parked vehicles belong to patrons of adjacent establishments. Public on-street parking is available to anyone, and Broomfield cannot designate spaces for the exclusive use of a specific business. A time-limited program is a tool for improving overall parking turnover and accessibility in a given area. It is not a mechanism for reserving or prioritizing spaces for individual businesses or tenants.

Implementation Resources

Implementing a time-limited parking program would represent a new service for Broomfield. Standing up a new enforcement program of this kind would require dedicated resources, both in terms of staffing and funding, that are not currently allocated in the budget. Implementation of this program would require a deliberate reallocation of existing resources or the identification of new funding.

From a staffing standpoint, at least one additional enforcement officer from Broomfield's police department would be needed to patrol and manage time-limited parking areas. This represents the minimum staffing unit required to establish a formal, defensible program, as current Police Department resources are not positioned to absorb the frequent, repetitive patrols and monitoring digital logs, necessary for time-limited enforcement. While a single officer can cover approximately 20 block faces per day, initial implementation at Arista Place would only utilize 4 block faces. This creates an interim period of under-utilization; however, this capacity allows for immediate expansion as other areas are developed. Until such growth occurs, this officer's remaining hours could be redirected toward other safety initiatives to ensure the position is fully leveraged.

In addition to staffing, Broomfield would need to determine whether to invest in a metering system. Options range from a low-cost phone-based parking app to physical meter kiosks, or a combination of both. While metering can generate some revenue and would help offset program costs, it would not fully cover them.

It is also worth noting that introducing paid parking through metering for streets that are currently free could create new challenges for the businesses the program is intended to serve. Customers who today park at no cost may be deterred by metered parking, potentially reducing foot traffic to nearby retailers. While time-limited parking is designed to increase turnover and availability, the introduction of fees is a meaningful change to the customer experience. This is one reason staff recommends that support be documented from adjacent property owners before any program moves forward.

Neighborhood Buy-in

Implementation of a time-limited parking program in a specific area should be designed with meaningful input and documented support from the affected community. Metered or time-limited parking can have significant consequences for nearby businesses and property owners alike.

It is important to recognize that in commercial areas, business tenants and property owners are not always the same party, and their interests may not always align. A business tenant focused on day-to-day customer traffic may have different priorities than a property owner thinking about the long-term character and value of the surrounding streetscape. In practice, most municipal programs of this type solicit input from business tenants as valuable stakeholders, but rely more heavily on property owner consent as the controlling threshold. This is consistent with how similar programs, such as Broomfield's residential parking permit process are structured, where property owners, not tenants, are used to determine support for the program.

Furthermore, in mixed-use areas, input from residents will also need to be considered. Time-limited parking will reduce available opportunities for long-term parking and so any location considered for time-limited parking will need to ensure there are adequate long-term parking alternatives.

Time-limited on-street parking programs can be structured such that an application to implement a program in a specific area requires 100% documented approval from the adjacent property owners while also providing an opportunity for the business and residential tenants to provide input during the review of the request. This threshold is intentionally high to ensure no property owners are placed in a disadvantaged position without their knowledge and consent.

Arista Place has been identified by one business owner as a potential location for time-limited parking enforcement, and parking utilization there does approach 100%, which on its surface supports the case for increased turnover. However, it should be recognized that this request from a single business owner may not be representative of the opinions of other property owners, business tenants, and residents in this neighborhood. If implementation is pursued, additional stakeholder input would be necessary as a part of the process.

Financial Considerations

Standing up a time-limited parking program would cost an estimated \$200,000 per year, covering a new enforcement staff member, a vehicle, and related overhead. This program is not included in the 2026 budget or the proposed 2027 budget. Moving forward would require either redirecting funds from an existing program or identifying a new funding source.

Parking meters could help offset some of that cost, but would not come close to covering the total cost. Broomfield has limited areas identified for implementation of a time-limited on-street parking program, and so if parking meters were installed only in the area of Arista Place, there would be a small number of meters. At \$1.00 per hour, meters along Arista Place are estimated to generate no more than \$50,000 per year, leaving a net annual cost of approximately \$150,000. Revenue from parking violation fines is expected to be minimal and should not be counted on as a meaningful funding source.

Reaching a break-even point at Arista Place alone would require either raising rates substantially (\$3 per hour) or making optimistic assumptions about how frequently spaces turn over. Staff does not believe either scenario is realistic in the near term, and it would not be prudent to build a program budget around them.

The financial viability for a time-limited on-street parking program improves if the program covers more areas. At current rates, break-even would require roughly four times the number of spaces currently available along Arista Place. At this time, there are no other locations in Broomfield where expansion appears feasible. Future mixed-use development with public on-street parking, such as Broomfield Town Square, could eventually change that picture, but that growth has not yet materialized.

In summary, the program would cost Broomfield significantly more than it generates and there is no near-term path to financial sustainability since Arista Place is the only identified area for potential implementation. Council can still consider adopting an ordinance now to establish the legal framework, enforcement authority, and community engagement process Broomfield needs, but retains the ability to defer designation of any specific geographic area until sufficient demand exists to justify program costs.

Prior Council or Other Entity Actions

NA

Boards and Commissions Prior Actions and Recommendations

NA

Request for Direction

Council direction is formally requested regarding whether to consider the creation of a time-limited on-street parking program. If Council directs staff to draft an ordinance, the ordinance will address the process for requesting implementation of the program in a specific geographic area; approval of requested time-limited on-street parking within a specific area; required community engagement and public education strategies prior to implementation; signage standards and placement requirements; enforcement authority, procedures, and penalties for violations; metering standards and rate-setting authority; and the process for modifying or rescinding a time-limited parking designation if deemed necessary. The formal consideration of whether to approve this request for Arista Place and how to fund the program would occur subsequent to the creation of the ordinance.

1. Does Council direct staff to draft an ordinance for formal consideration regarding time-limited on-street parking or should such an ordinance be deferred until a future date when additional development has occurred that may benefit from such a program?

Alternatives

As determined by Council.



BROOMFIELD CITY COUNCIL

To: Mayor and City Council

From: Jennifer Hoffman, City and County Manager

Presented By: Lynn Merwin

Meeting Date: Tuesday, May 19, 2026, 6:00 PM

Agenda Category: Study Session

Agenda Item: 2B

Subject: Code Update Regarding Setbacks Related to Gas Stations

Goals: Thriving, Diverse, Safe and Welcoming Community

Overview

Correspondence and presentations for City Council agenda items, when available, can be viewed via links on the meeting agenda or the associated memo. Please note that not all items will have correspondence or presentation.

This study session is intended as a discussion about setbacks between existing sensitive uses and new gas stations. This information has been prepared in response to direction from City Council on May 13, 2025 for "future action regarding requiring set-backs for gas stations from residential and sensitive businesses (Day-Cares, Hospitals, Medical Offices, etc.).

Attachments

[Gas Station Setback Ordinance Study Session Memo.pdf](#)

Summary

[View Correspondence](#)

[View Presentation](#)

On May 13, 2025, City Council requested staff pursue a code amendment to increase setbacks for gas stations proposed near sensitive uses such as residences, schools, daycares, and medical facilities. This study session is intended to provide Council with background research and options to inform that direction, and to seek Council's guidance on key policy questions, including the appropriate setback distance, which uses should be designated as "sensitive", and whether reverse setbacks should apply to new sensitive uses locating near existing gas stations.

The Broomfield Municipal Code ([BMC 17-34-080](#)) requires that new gas stations be separated by a minimum distance of 1,000 feet, between a proposed gas station and any existing gas station, except that a maximum of two gas stations are permitted with less than 1,000 feet of separation at any single intersection of two roads so long as the gas stations are not on the same side of the traveled street. Setback distances are proposed to be measured property line to property line, consistent with the methodology established in Ordinance 2198 for gas station separation requirements. This approach provides a clear and administratively consistent standard, though Council should be aware that actual distances between fueling infrastructure and sensitive uses may vary depending on site configuration.

The code does not currently include any provisions restricting gas stations within a minimum distance of sensitive uses or conversely, sensitive uses from locating within a minimum distance of existing gas stations (referred to as a reverse setback).

Background Research

Broomfield currently has one (1) gas station under construction and no current applications for new gas stations. In most zone districts, gas stations require a use by special review and/or site plan approval through a public hearing process.

Staff research has found that many other jurisdictions around the country, including Denver, have restricted the construction of new gas stations within 300 to 500 feet of uses such as residential, schools, hospitals, parks, and other places of public assembly. Denver has approved a 300-foot separation between new gas stations and low-intensity residential, and some jurisdictions (such as Carmel, Indiana, and San Benito, Texas) have setbacks as large as 500 feet. In some cases (for example Denver and Petaluma, CA), cities have approved further restrictions on new gas stations, not for health purposes, but to encourage a transition to EVs or transit.

Broomfield Energy & Environment staff provided additional research for this study session. They found several reports that support fueling station setbacks. These reports show that children who live very close to gas stations have an elevated risk of childhood cancers, including leukemia and lymphoma. Most studies indicate that the highest risk is within approximately 50-100 m (165-330 ft) of gas stations. Some studies found elevated pollution levels as much as 1,000 feet away.

The [California Air Resources Board](#) (CARB), an agency established to help protect the public from the harmful effects of air pollution, publishes research and guidance related to [Gasoline Service Station Risk Assessment Guidance](#). This board cites risks from exposure to several different chemicals found in gasoline, including benzene, toluene, ethyl-benzene, xylenes, naphthalene, propylene, and n-Hexane. Of these pollutants, benzene draws the most focus, because it is strongly linked to cancer. In their handbook, the Air Resources Board writes that “*while gasoline-dispensing facilities account for a small part of total benzene emissions, near source exposures for large facilities can be significant.*” Because of this, they recommend separating “sensitive” land uses such as residences, schools, daycare centers, playgrounds, or medical facilities, at least 300 feet from large gas stations. They define a large gas station as one that provides a throughput of 3.6 million gallons per year, which would be a high-volume gas station at a busy corner that would typically have 10-16 fueling positions.

Code Amendment

If directed to proceed with an ordinance, the proposed changes to the BMC Section 17-34 would address the following:

- Establish a list of “sensitive” land uses. Staff has identified the following uses consistent with the California Air Resources Board guidance and initial Council direction: residences, public and private schools, daycare centers, playgrounds, and medical facilities. Restrict the establishment of new gas stations within a minimum distance of these uses.
 - Depending on Council’s direction, these minimum distances are recommended to be between 300 and 500 feet.
 - The distance is proposed to be measured from the closest property line of the subject gas station to the property line of the sensitive use.
 - The proposed increase would be *from* existing sensitive uses.
- Council may also consider reverse setbacks from existing or approved gas stations. Under this requirement, new sensitive land uses would be prohibited from locating within 300-500 feet of an existing or approved gas station site.

The definitions of each sensitive use category, particularly broader terms such as “medical facilities,” will be clearly established in the draft ordinance language. Staff will look to existing BMC definitions where applicable and develop new definitions as needed to ensure consistent and predictable application of the ordinance.

The guidance from the California Air Resources Board distinguishes between large and small fueling facilities when assessing risk and recommending setback distances. Staff considered whether to incorporate tiered setback requirements based on the number of fueling positions or station size, but is recommending instead applying a uniform setback to all gas stations regardless of size, utilizing the recommended setback for “large” fueling stations. This approach reflects the fact that most gas stations in Broomfield are similarly sized, avoids the administrative complexity of defining and verifying facility size thresholds, and creates clear and consistent expectations for both applicants and the community.

Staff’s interpretation of Council’s initial intent for this proposed ordinance is to require setbacks restricting the establishment of new gas stations near established sensitive uses. This reflects the primary concern of preventing a potentially harmful or disruptive use from locating in proximity to a community that did not choose to be near it. The reverse setback consideration would limit the locations available for new sensitive uses such as child daycares, hospitals, medical offices, and residential from locating where there is already

a gas station, even if those uses choose a site in close proximity with full awareness of the gas station's existence. Council will need to consider whether the public health rationale for separation applies regardless of which use arrives first. For example, if reverse setbacks are incorporated into the ordinance, a property owner would not be able to propose a new daycare center, or other sensitive use, when located less than 300 feet from an existing gas station, even if they were aware of the station's proximity and believed the property was an appropriate and safe location for the use.

If Council directs staff to include a reverse setback, the ordinance would need to address how it applies to already zoned or approved properties, similar to what was done for reverse setbacks from oil and gas facilities. A reverse setback would be applied at the time of zoning, rezoning, or planned unit development plans. Existing planned unit development plans, site development plans, and zone districts that already permit residential or other sensitive uses in close proximity to an existing gas station would need to be specifically preserved as a permitted use.

Staff is currently preparing mapping to support Council's discussion during the study session presentation. Following Council's direction at this study session, staff will conduct additional parcel-level analysis to more precisely quantify site availability and any potential impacts on property development options, which will be presented alongside the draft ordinance at first reading.

Relationship to Planned EV Charging as a Primary Use

An important clarification is needed in regard to the scope of the ordinance. Under Broomfield's current zoning definitions, EV charging stations are classified as "gas stations". Without an update to that definition, any new setback requirements adopted through this ordinance would inadvertently apply to EV charging facilities as well, which could potentially limit where EV infrastructure could be located in Broomfield.

This definition of "gas stations" is proposed to be updated as a part of the proposed ordinance discussed at City Council's March 17, 2026 study session regarding [EV Charging as a Primary Use](#). This definition update will ensure that setback requirements apply only to traditional gasoline-dispensing facilities.

Financial Considerations

Fiscal impact of the proposed ordinance is expected to be largely neutral. Gas stations generate limited direct fiscal benefits to Broomfield for the following reasons:

- Gas stations provide limited fiscal benefits to the community, through payments of real and business personal property taxes and sales/use taxes paid related to the non-gas taxable purchases.
- Broomfield, like other Colorado local governments, can not impose a tax on fuel sales.
- Colorado and the federal government do impose taxes on fuel sales. The Highway User Tax Funds (HUTF) is distributed to local governments through a per capita method and also funds local, metro and state transportation projects and improvements through Denver Regional Council of Governments (DRCOG) and Colorado Department of Transportation (CDOT) grant and funding awards.

A greater positive fiscal impact could occur in the specific instance where setback requirements render a commercially designated parcel unsuitable for a gas station, and that parcel is subsequently developed for an alternative commercial use such as retail or dining which may generate a larger sales tax revenue for Broomfield. However, given that the proposed setback distances (300-500 feet) are more likely to influence the placement of a gas station on a site or within a corridor than to eliminate gas station development entirely, this scenario is expected to be limited. Staff does not anticipate a material fiscal impact change in most site locations.

Prior Council Action

[September 27, 2022](#) - City Council approved Ordinance 2198, which established a minimum setback of 1,000 feet for any new gas stations from existing gas stations, with two gas stations permitted less than 1,000 feet at any single intersection of two roads so long as the gas stations are not on the same side of the traveled street.

Board and Commission Prior Actions and Recommendations

N/A

Proposed Actions/Recommendations

No formal action is requested. Staff is seeking direction on whether Council desires to move forward with the proposed code updates to Broomfield's gas station setback requirements and confirming direction to draft a formal ordinance for Council to consider.

Alternatives

Make no changes to the B.M.C. at this time.

How to Submit Public Comments on this Proposal

Email directly to Planning@broomfield.org

Public Engagement

Following this study session, and assuming Council provides direction to proceed, the Planning Division will publish a Broomfield Voice page dedicated to the proposed gas station setback ordinance. This webpage will be used to inform the community about the code changes and solicit feedback prior to consideration of the ordinance.

The Broomfield Voice page will remain open to solicit feedback while staff prepares a formal ordinance for consideration.

A notice of the code amendment will be placed in the Community Update and the ordinance will be noticed in accordance with standard public notice requirements for ordinances in Broomfield.

Timeframe and Next Steps

If directed to move forward, staff will prepare an ordinance for Council's consideration at 1st reading later this year.

Questions for City Council to Consider While Providing Feedback

1. **Does Council direct staff to move forward with the proposed Code update, establishing setback requirements for new gas stations from sensitive land uses?**

If yes, staff seeks direction on the following:

2. **What setback distance should apply?** Staff recommends a uniform setback applied to all gas stations regardless of size. Applying the large-station setback uniformly is the more conservative approach as it ensures consistent protections across all fuel retail uses and means that smaller gas stations will be held to the same, more protective standard rather than a lesser distance that might otherwise apply based on their size. The research supports a minimum of 300 feet; Council's initial direction referenced 500 feet and staff found examples of other codes that utilize this distance. Staff is seeking confirmation of the preferred distance for the draft code (300, 500, or some other distance).
3. **Should reverse setbacks apply?** Council should consider whether new sensitive uses, such as daycares, schools, or medical facilities, should also be prohibited from locating within the setback distance of an existing or approved gas station.



BROOMFIELD CITY COUNCIL

To: Mayor and City Council

From: Jennifer Hoffman, City and County Manager

Presented By: Barney Gordon, Director of Public Works

Meeting Date: Tuesday, May 19, 2026, 6:00 PM

Agenda Category: Study Session

Agenda Item: 2C

Subject: Greenhouse Gas Inventory

Goals: N/A

Overview

Correspondence and presentations for City Council agenda items, when available, can be viewed via links on the meeting agenda or the associated memo. Please note that not all items will have correspondence or presentation.

Broomfield is tracking its Green House Gas (GHG) emissions with a new tool, ClearPath 2.0, and is looking for Council direction on the future goals. Community-wide emissions have dropped 15% since 2017, and emissions per person fell 29% despite population growth. Staff is now working to prioritize specific climate actions, which will be modeled in ClearPath 2.0 to create a final action plan.

Attachments

[Memo for GHG Emission Reduction Update \(2\).pdf](#)

Summary

[View Correspondence](#)

[View Presentation](#)

The City & County of Broomfield has committed to tracking and reducing community-wide and municipal greenhouse gas (GHG) emissions as part of its long-term climate action commitments. To support this work, the Sustainability Team presented a two-part series to the Advisory Committee on Environmental Sustainability (ACES) in March and April 2026.

Part 1 (March 2026) delivered a comprehensive GHG Inventory Update, establishing where Broomfield currently stands relative to its emissions baseline and adopted reduction targets. Part 2 (April 2026) shifted focus toward climate action planning – introducing the ClearPath 2.0 modeling platform, explaining the Transition Elements framework drawn from Intergovernmental Panel on Climate Change (IPCC) science, and facilitating a structured exercise in which ACES members prioritized potential climate interventions for Broomfield's two largest emitting sectors: energy and transportation. These presentations represent the first formal progress report against those targets.

The March ACES presentation can be viewed [here](#). The April ACES presentation can be viewed [here](#). These presentations will provide helpful background context, such as what sources were and weren't included in the inventory and why, sector-specific emission trends, what ClearPath 2.0 and the Transition Element Framework are, and examples of Transition Elements and Interventions.

Broomfield's GHG emission reduction targets:

Community-Wide Targets

- 26% reduction by 2025
- 50% reduction by 2030
- 90% reduction by 2050

Municipal Operations Targets

- 30% reduction by 2025
- 60% reduction by 2030
- 90% reduction by 2045
- 100% reduction by 2050

These GHG emission reduction targets, along with zero waste targets, were adopted by City Council in 2020 by [Resolution 2020-169](#). The [GHG Emissions Reduction Plan](#), which recommended actions for achieving long-term sustainability goals, was brought to Council in April of 2022. This memo focuses strictly on the GHG Emission Reduction Plan and GHG targets, as an update on zero waste will be provided to Council later this year.

ICLEI-Local Governments for Sustainability (known as ICLEI) is a global network of local governments committed to sustainable urban development, and its U.S. arm is [ICLEI-USA](#). They're the organization that developed the tool, [ClearPath](#), which is used for Broomfield's inventory and climate planning. ClearPath is a web-based platform built specifically for local governments to be able to complete GHG inventories and model climate action strategies. It's used by hundreds of cities and counties across the country. When Broomfield reports emissions using the same standardized tool that hundreds of other local governments use, Broomfield's numbers can be compared to peers, verified by outside parties, and trusted by the community.

The ClearPath 1.0 model has been used since the adoption of Broomfield's GHG Emissions Reduction Plan. After years in the making, ICLEI, in partnership with [ClimateView](#), officially rolled out ClearPath 2.0 in 2025, which is a significant upgrade from the 1.0 version. Key enhancements with ClearPath 2.0 include an improved interface for simpler navigation, integrated functionality in connecting inventory data to scenario modeling and progress monitoring, dynamic visualizations to help communicate insights and support decision-making, collaboration improvements for departmental alignment and accelerated action, and improvements in data input, management and processing for simpler inventory, forecasting, and report generation.

Broomfield is an ICLEI member and with this membership comes access to the ClearPath tool. Broomfield was an early adopter of ClearPath 2.0, providing us with the data derived from the most current methodology available. ClearPath 2.0 provides full transparency on its methodology for calculating emissions reductions and activity shifts. The platform follows established best practices, incorporating the Intergovernmental Panel on Climate Change (IPCC) guidelines, to ensure accuracy and regional applicability. Users can access documentation detailing the calculation methods, assumptions, and data sources used within the platform. Additionally, the Transition Element Framework™, available at www.transitionelements.org, is an open-source resource that structures climate action into measurable building blocks. It summarizes IPCC knowledge and defines transition pathways in a way that is adaptable across regions, providing further insight into how emissions reductions and activity shifts are calculated.

ICLEI has also developed training and quality assurance tools for members to be able to effectively use ClearPath 2.0. Additional free, advanced training designed to help users expand upon practical skills and confidence in the tool is being rolled out late spring / early summer.

As an example of ClearPath 2.0's capability, if Broomfield considers building out EV charging infrastructure, or expanding composting, or retrofitting commercial buildings, ClearPath 2.0 can model those scenarios, enabling us to get a projection of how much each action would reduce emissions over time before committing real staff time or dollars. It is also a tool that Broomfield can use to track our current actions' progress year over year, which was not possible with ClearPath 1.0.

Another functional improvement of the ClearPath tool is the addition of the public dashboard feature. Once inventory data is ready to be shared with the public, a customizable "Essential" dashboard can be published with a unique URL and can be integrated directly into Broomfield's website. Salt Lake City has recently published its ["Advanced" dashboard](#), using the dashboard add-on package (described below), and is a wonderful example of the direction staff will move in with our own dashboard, estimated to be launched later this year.

Everything mentioned above is included in the membership package of ClearPath 2.0; however, there are three additional add-on packages that ICLEI is rolling out as well. These add-on packages are the Dashboards Add-On, Economics Add-On, and Energy Add-On. The Dashboards Add-On is said to enhance decision-making, transparency, and policy tracking. The Economics Add-On allows comparison of costs, savings, and long-term benefits, making it easier to identify and prioritize the most cost-effective actions. The Energy Add-On enables governments to perform deeper analysis of energy-related emissions and assess energy transition strategies. More information on these add-ons can be found [here](#). While staff is considering these add-on packages, we are not asking Council to make a decision on this matter at this time.

Inventory Update

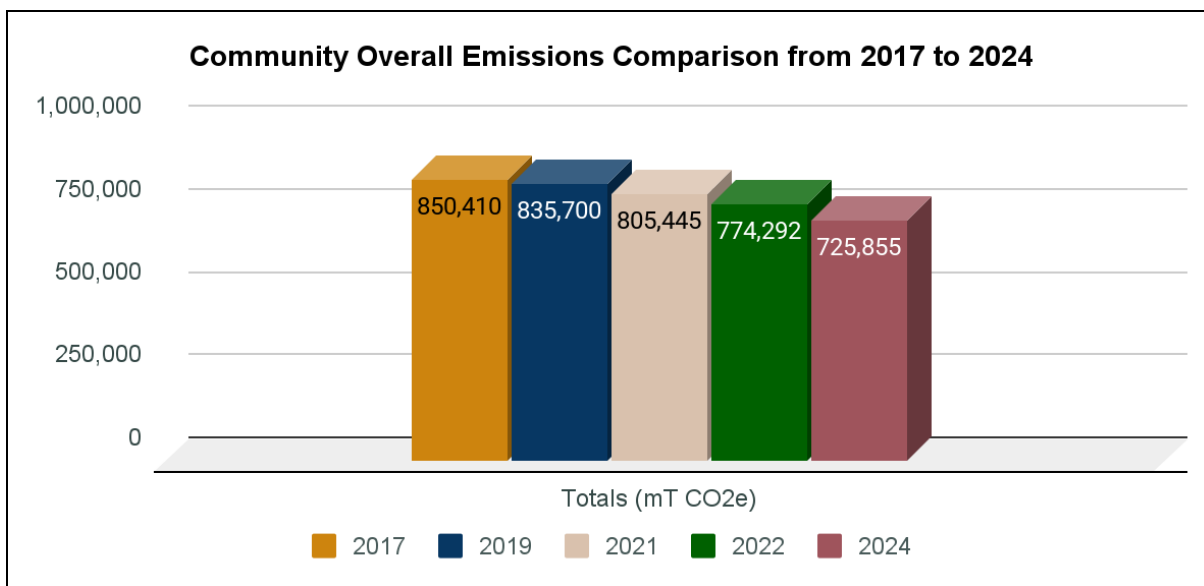
In preparation for calculating Broomfield GHG inventories, staff identified that the adopted GHG Emissions Reduction Plan does not have a well-established baseline to compare emissions appropriately year over year.

During this process, staff established Broomfield's community-wide baseline as 2017, since an inventory for 2017 emissions was completed in 2021 by a group of University of Colorado Denver students. Regarding municipal operations, an emissions inventory had not been completed prior to setting the municipal GHG emissions reduction target, so for this effort, 2019 was chosen as the baseline year, as it was the most recent year's worth of data available prior to COVID-19 affecting normal operations. It is also important to note that while the GHG Emission Reduction Plan mentions municipal emissions referenced as "Municipal Buildings", the ordinance references municipal emissions "as an organization," and therefore, in Broomfield's current and future inventories, Staff will be including organizational-wide emissions, not just building emissions.

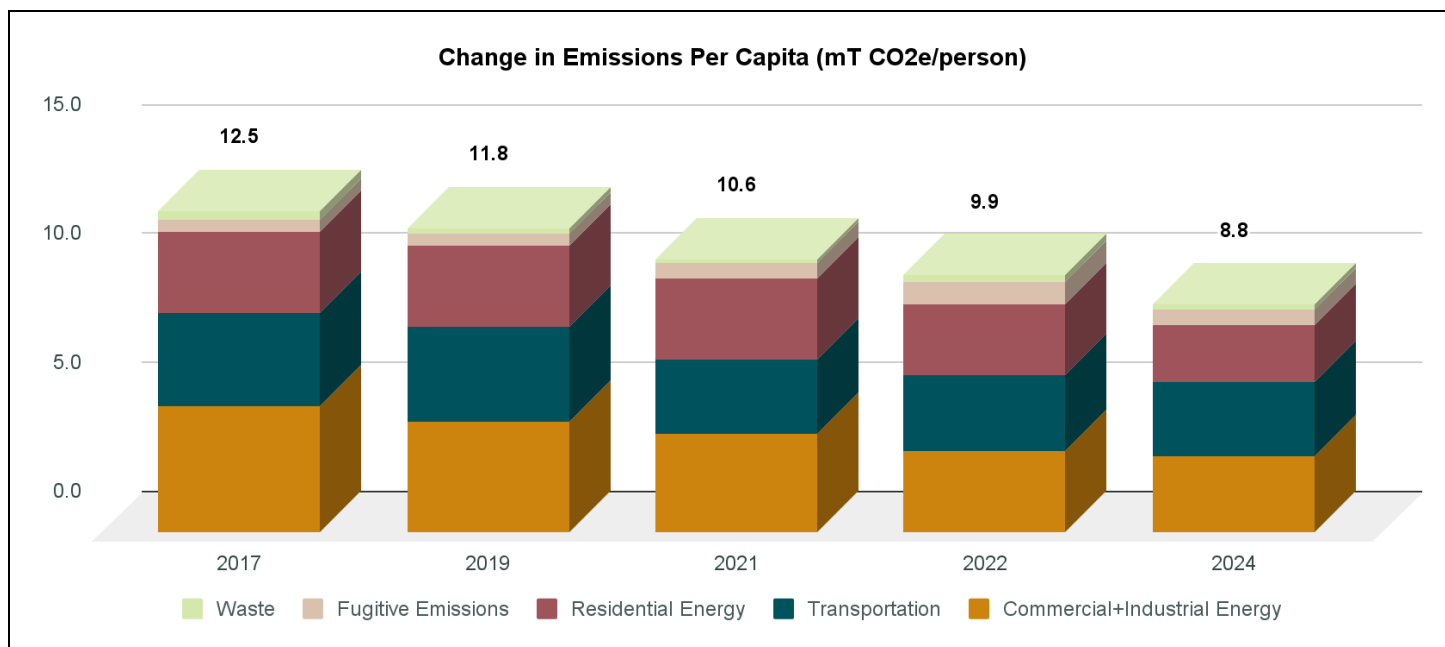
Additionally, there is older emissions inventory data, completed by CU Denver, documented in the 2007 Sustainable Energy Benchmarking & GHG Accounting Document, which staff have reviewed and have as a reference.

Prior to 2023, ICLEI helped Staff complete a simplified inventory for 2019 and 2021, which have been recently reviewed by current Staff and updated for a more complete apples-to-apples data comparison. However, for true comparison years, the team is looking at 2022 and 2024. 2022 was selected as Broomfield's first post-COVID comparison because it was the most 'back to normal' year and the most recent year where complete data was available at the time of staff's last update. With the addition of 2024 to the picture, staff get a true understanding of the trends seen across all sectors.

With that background set, utilizing ClearPath 2.0's inventory tool, Staff has been able to calculate that since 2017, Broomfield's community-wide emissions have fallen 15%, from 850,410 metric tons (mT) of CO₂e in 2017, down to 725,855 mT of CO₂e in 2024.



While this falls short of the 26% reduction target, it is important to note that the population increased approximately 20% over this same period. Standardizing the data to account for emissions per person ("per capita") allows us to understand the true impact of emissions down to an individual level. So, in 2017, emissions per capita was 12.5 mT of CO₂e, and in 2024 they fell to 8.8 mT of CO₂e, which equates to a 29% reduction in per capita emissions.



2024 community-wide emissions by sector:

- 33.0% = commercial and industrial energy use
- 32.6% = transportation
- 25.7% = residential energy use
- 6.5% = process and fugitive emissions
 - Includes natural gas emissions from oil and gas operations and natural gas transmission and distribution from utilities
- 2.2% = waste

Looking at municipal operations, Broomfield saw a 6% reduction in emissions, from 18,711 mT of CO₂e in 2019 to 17,674 mT of CO₂e in 2024. The breakdown of municipal emissions is as follows:

- 52.0% = buildings and facilities
- 35.2% = water and wastewater treatment plants
- 10.4% = vehicle and transit fleet
- 1.8% = solid waste
- 0.6% = process emissions
 - Includes natural gas emissions from natural gas transmission and distribution from utilities

This data establishes a shared understanding of where Broomfield stands. The next phase is moving from understanding to action.

Climate Action Planning

The action planning and modeling scenario phase of the ClearPath 2.0 tool is where the Transition Element Framework (TEF), mentioned above, comes into play. Reviewing the [April ACES presentation](#) provides a high-level overview of the TEF and the definitions of the terms found throughout, such as “Transition Elements” and “Interventions”. At the core, it is important to note that each transition element represents an activity shift, and connecting actions to actual results in a structured way is important.

Within ClearPath 2.0, there are 214 transition elements built into the tool. Broomfield, however, only has meaningful control or influence over about 50 of them, which fall into a few different buckets, such as Transportation, Energy, and Waste. At the April ACES meeting, the focus was on our two biggest

GHG-emitting sectors - energy and transportation; however, waste will also be addressed when an update on zero waste is given to Council later this year. These elements or activity shifts represent the bigger system shifts Broomfield is trying to make. For example, shifting from internal combustion engine vehicles to electric vehicles.

Now, activity shifts is the core concept of the TEF's "Outcome Logic." The reason for explaining this piece is that it helps us think about how decisions today actually lead to real-world outcomes – and it's the chain of logic that ClearPath 2.0 uses to project emissions impacts. The Outcome Logic model encompasses five layers of climate planning:

- **Interventions** - specific actions that affect, e.g. policies, investments, strategies, programs, commitments
- **Attributes** - measurable changes that influence, e.g. commute times, fuel prices, charging station availability
- **Behavior** - how people respond based on attributes, which leads to things like safety, comfort, and convenience
- **Activity Shift** - actual change in behavior or practice that switches from high-emission activities to low- or zero-emission activities
- **Outcomes** - quantifiable results, e.g., reduced emissions, better air quality, lower noise, cost savings

With the Outcome Logic model, you can approach climate planning from the top-down – by setting an emissions reduction target and working backward to figure out what activity shifts you need – or bottom-up – by starting with interventions you know are feasible and modeling what outcomes they'd produce. ClearPath 2.0 allows us to approach it from both directions, ensuring that the big picture is kept in view.

Staff has guidance from Broomfield's GHG Emission Reduction Plan on what activity shifts to focus on (top-down approach), looking at the proposed energy and transportation strategies, which can be linked to Transition Elements, but can Broomfield get more granular - more quantifiable? That is where Interventions come in (bottom-up approach).

With all of this in mind, at the April ACES meeting, ACES members, ACES alternates, Council liaisons, and a resident completed a hands-on activity to help prioritize a list of possible Interventions. ACES members were given the full list of Interventions ahead of time, which also included linked Transition Elements, possible outcomes, and potential KPIs. It was important that they did not solely focus on the Intervention in isolation, but also understand how these could create or impact an activity shift. It was also important to ground us in reality in order to understand that funding, staff capacity, and time are constraints that should be considered in this as well. Ultimately, the goal was to focus on Interventions that are not just impactful, but also feasible and trackable.

Written out on large pieces of paper was a list of Interventions Broomfield is already doing, things already planned, and ideas being considered, broken out into two sectors - Energy and Transportation. From here, ACES members were given 12 dots (6 for Energy and 6 for Transportation) to place where they thought staff should prioritize. If dots were placed on Interventions that staff were already doing, that would signal that ACES members would like CCOB to expand those efforts. Results of the activity can be found [here](#).

Staff is currently working on reviewing the high-priority interventions, and as of now, no cost or overall impacts are associated with any one of these. Next steps include modeling these high-priority Interventions in ClearPath 2.0 and bringing the results back to ACES for discussion on next steps. It should be noted that funding, staff capacity, and time are all being taken into account with each Intervention and may impact the final list of Interventions to be addressed. It is also important to note that while some of the Interventions

received little to no votes, that doesn't mean they will go unnoticed. Having this list of additional Interventions to reference will be important as Broomfield's climate action planning efforts continue to progress and grow.

Utility Efforts

Xcel Energy has a 2050 vision for 100% carbon-free electricity, net-zero natural gas and carbon-free transportation. Through 2024, Xcel Energy reduced carbon emissions from electricity by 57% from 2005 levels, and its energy mix is more than 45% carbon-free in Colorado. The Colorado Clean Energy Plan: Phase II (approved in 2024) is the largest clean energy portfolio in state history, adding approximately 1,840 megawatts of wind, 1,720 megawatts of solar, and 1,850 megawatts of storage. Their strategy for natural gas includes an "electrification-first" approach and a portfolio of solutions such as Advanced Mobile Leak Detection, Non-Pipeline Alternatives, Carbon Offsets, and certified gas.

United Power successfully exited its longtime wholesale power contract on May 1, 2024, gaining autonomy to negotiate flexible power agreements. Since leaving the contract, the cooperative has reduced its GHG emissions by 26%. The co-op has pursued a strategy to hyper-localize generation and storage resources on the distribution grid. New power purchase agreements include nearly 200 MW of new solar energy production and an agreement with Guzman Energy for one-third of United Power's energy needs. United Power has not yet submitted an Electric Resource Plan (ERP) but plans to submit one for Commission concurrence in 2026.

A summary of Broomfield's utilities' progress towards their own GHG reduction goals can be found [here](#).

Financial Considerations

Should Alternative 3 - Accelerate Timeline for Action Plan Development- be selected as the chosen path moving forward, accelerating climate action work to increase the likelihood of hitting our GHG emission reduction targets will have budget implications.

Prior Council or Other Entity Actions

City Council has previously taken the following relevant actions:

- Adopted community-wide GHG reduction targets in 2020: 26% by 2025, 50% by 2030, and 90% by 2050, and municipal operations GHG reduction targets: 30% by 2025, 60% by 2030, 90% by 2045, and 100% by 2050.
- Directed ACES and supporting staff to develop a GHG Emissions Reduction Plan, which was presented to Council in April 2022. That Plan provided short-term, medium-term, and long-term recommended strategic actions on how to achieve long-term sustainability goals alongside sustainable program and policy development.

At the state and utility level:

- Xcel Energy has committed to 80% lower carbon emissions by 2050 and a 25% net reduction in GHG emissions by 2030. As Broomfield's primary electric utility, grid decarbonization is already the single largest driver of Broomfield's community emissions reductions – accounting for over 65% of projected goal attainment per the 2022 GHG Emissions Reduction Plan.
- United Power has adopted a clean energy plan focused on providing affordable, sustainable, and reliable power. Both utilities serve Broomfield customers and their renewable energy transitions directly reduce the emissions intensity of electricity consumed within Broomfield.

Boards and Commissions Prior Actions and Recommendations

At its March 2026 meeting, ACES received the Part 1 GHG Inventory Update presentation. Key findings presented to and acknowledged by ACES include:

- Community-wide emissions have decreased 15% since 2017 – from 850,410 metric tons CO₂e to 725,855 metric tons CO₂e in 2024, representing a reduction of approximately 124,555 metric tons CO₂e.
- Per capita community emissions fell 29% over the same period (from 12.5 to 8.8 metric tons CO₂e per person), a meaningful achievement given approximately 20% population growth.
- Commercial/Industrial Energy (33%), Transportation (32.6%), and Residential Energy (25.7%) together account for approximately 91% of community emissions – identifying these sectors as the highest-leverage areas for continued action.
- Municipal operations emissions decreased 6% since 2019, from 18,711 to 17,674 metric tons CO₂e – a modest but meaningful reduction given that municipal building square footage grew approximately 25% over the same period.
- Buildings and Facilities (52%) and Water/Wastewater (35%) represent 87% of municipal emissions. Energy use per square foot declined in both electricity (down 5%) and natural gas (down 11%), reflecting efficiency gains even amid facility growth.

At its April 2026 meeting, ACES received the Part 2 presentation on climate action planning. ACES members:

- Were introduced to the ClearPath 2.0 dashboard and its scenario-modeling capabilities, including the ability to project future emissions reductions by intervention type.
- Reviewed the Transition Elements framework – a standardized, IPCC-grounded set of 214 global transition building blocks, of which approximately 40 are relevant to Broomfield's local context across transportation, buildings and industry, and waste sectors.
- Participated in a structured dot-voting prioritization exercise on proposed climate interventions for the buildings and transportation sectors, providing direct input on which actions should be pursued, scaled, or further studied.

Staff will compile ACES input from the April activity, refine the intervention list, begin modeling impacts in ClearPath, and return a draft action plan to ACES for review.

Proposed Actions / Recommendations

Staff is seeking Council's input on the results of Broomfield's GHG inventory as well as the efforts currently in place to continue to strive towards the goals established in the 2022 GHG Emissions Reduction Plan.

Alternatives

The following alternatives to the proposed actions were considered:

Alternative 1: Revise Adopted GHG Targets

Council could direct Staff to review and potentially revise the adopted reduction targets to better reflect current progress trajectories. The 2020 resolution noted that targets may be amended over time as necessary. This alternative may provide more realistic short-term accountability benchmarks, though it risks diminishing the ambition that drives near-term action.

Alternative 2: No Action

Council could choose to continue with progress as usual regarding furthering climate action planning work. This would preserve current resource allocation but would leave the gap between current emissions and adopted targets unaddressed, and would not fulfill the intent of the 2022 GHG Emissions Reduction Plan mandate for ongoing tracking and action.

Alternative 3: Accelerate Timeline for Action Plan Development

Council could direct Staff to accelerate the development of certain climate action planning strategies, which may slow down progress on current Interventions based on the current budget and staff time.



BROOMFIELD CITY COUNCIL

To: Mayor and City Council

From: Jennifer Hoffman, City and County Manager

Presented By: Barney Gordon, Director of Public Works

Meeting Date: Tuesday, May 19, 2026, 6:00 PM

Agenda Category: Study Session

Agenda Item: 2D

Subject: Electric Vehicle (EV) Fee Structure

Goals: Growing Greener, Mobility

Overview

Correspondence and presentations for City Council agenda items, when available, can be viewed via links on the meeting agenda or the associated memo. Please note that not all items will have correspondence or presentation.

This memo recommends adopting a time-of-use and dwell time fee structure for Broomfield's 12 owned electric vehicle (EV) charging stations to address extremely high utilization and "charger dwell". The proposed fee structure, Price Model #1, charges \$0.15/kWh during business hours and \$0.25/kWh after hours, plus a dwell time fee, and is projected to generate \$71,735 in annual revenue to cover operational costs. This approach aims to encourage turnover, ensure station availability, and provide a sustainable funding source, with 80% of revenue covering costs and 20% being reinvested into future EV infrastructure and programs. Staff is also evaluating alternative charging networks like Wallbox to potentially reduce costs compared to the current ChargePoint system.

Attachments

[EV Chargers Fee Structure Study Session Memo.pdf](#)

Summary

[View Correspondence](#)

[View Presentation](#)

Electric vehicle (EV) adoption is a key strategy for achieving the community-wide emission reduction goals outlined in Broomfield's Greenhouse Gas (GHG) Reduction Plan. Transportation is one of the largest sources of emissions in Broomfield, and expanding access to convenient, reliable EV charging supports the Plan's goals for reducing emissions from on-road vehicles. Publicly accessible charging stations provide essential infrastructure that extends the range of EVs and adds convenience for residents, employees, and visitors, supporting broader adoption of EVs. Establishing a thoughtfully designed fee structure ensures this infrastructure remains available, well-maintained, and financially sustainable as EV adoption grows.

There are currently 12 CCOB-owned, publicly accessible Level 2 charging stations on CCOB property. These charging stations are currently installed at the following locations:

- Broomfield Health and Human Services Building at 100 Spader Way - 4 ports
- Paul Derda Recreation Center at 13201 Lowell Boulevard - 2 ports
- Anthem Community Park at 15671 Sheridan Parkway - 6 ports
- Broomfield Community Center at 280 Spader Way - 6 ports
- George Di Ciero City and County Building at 1 Descombes Drive - 6 ports

Current Utilization and Challenges

Currently, charging at CCOB-owned stations is free, resulting in extremely high utilization but also resulting in significant challenges with "charger dwell," where vehicles remain parked long after charging is complete and limit charger availability for other users. This practice diminishes the system's overall efficiency. Between April 2024 and April 2025, there were 1,641 unique users and 11,378 charging sessions, with an average charging duration of 2 hours and 34 minutes. After reaching 100% charge, vehicles remained parked for an average of 6.3 hours, with 1,399 sessions exceeding 30 minutes and dwell times ranging from 1.3 minutes to 178 hours.

Without a fee structure, there is no dedicated revenue source to cover ongoing operational costs, including electricity, maintenance, software-as-a-service license, technical support, repairs, and replacement. Implementing a modest time-of-use rate combined with a dwell time fee will align Broomfield with regional best practices, encourage turnover, reduce misuse, and generate revenue to support long-term EV charger operations. This approach ensures that public EV charging remains accessible, reliable, and financially sustainable as adoption continues to grow.

Proposed Pricing Structure and Revenue Projections

Staff analyzed three pricing models (shown in the graph below) using 2024 historical and 2025 projected usage data, in coordination with Drive Clean Colorado, a nonprofit organization that supports electric vehicle adoption across the state and provides technical assistance, benchmarking and policy guidance to local governments. Their expertise helped staff compare pricing structures with peer municipalities and align with evolving state regulations and best practices.

Staff is recommending charging Price Model #1, which charges \$0.15/kWh during business hours and \$0.25/kWh after hours with a dwell time fee. This model is recommended because it offers the lowest cost to customers while covering operations and maintenance. Staff evaluated an appropriate dwell time fee using comparable municipal programs and state guidance. Based on current references, similar programs typically charge between \$4-\$30 per hour. The City of Golden charges \$1.00 per 15-minute increments of dwell time (\$4.00/hr), and the City of Littleton charges \$0.50/minute dwell time (\$30.00/hr) for reference. Staff recommends a \$0.40/minute dwell time fee to be evaluated on a yearly basis.

Projected annual revenue under this model is \$71,735, not including dwell time fees, and is sufficient to cover electricity, maintenance, administration costs, and long-term capital needs, including planned replacement of EV charging stations approximately every 10 years. Any revenue generated beyond direct operational costs will be reinvested into EV-related infrastructure and programs that support EV adoption and accessibility in Broomfield. Staff, in coordination with the CCOB Finance team, has confirmed the establishment of a dedicated revolving fund to receive these revenues, allowing for transparent tracking and reinvestment in future EV infrastructure and programming.

The proposed time-of-use and dwell time fee structure is designed to encourage EV charger turnover, ensure station availability for all users, and provide a sustainable funding source for ongoing maintenance and program support, while respecting each facility's posted operating hours and parking restrictions.

Fee Adjustment Authority

The proposed fee structure is subject to adjustment based on changes in electricity rates, state or federal regulations, operational costs, and benchmarking against peer municipalities. Staff will review the fee structure on an annual basis and may recommend adjustments to ensure continued financial sustainability, equitable access, and alignment with regional best practices.

ID	Price Models	Projected Annual Revenue
Price Model #1	\$.15 per KWh charge during business hours and \$.25 during after business hours with a dwell time charge	\$71,735.27
Price Model #2	\$.25 per kWh charge with a dwell time charge	\$73,064.52
Price Model #3	\$.30 per kWh charge with a dwell time charge	\$87,677.42

The lower rate during business hours recognizes that many users are visiting the facility, making the EV charger a service provided in conjunction with the facility. The higher after-hours rate better reflects the full operational costs associated with electricity, maintenance, and network services required to operate the station. The dwell time fee encourages EV drivers to move their vehicle after charging, increasing station availability for other users. Maintenance and support will include a 3-day response time, coverage for up to two vandalism events per year, and annual preventative maintenance, performance testing, proactive part replacement, and station cleaning.

Revenue Allocation:

- 80% covers operational costs: electricity (47.9%), maintenance (35.4%), and administration (16.7%).
- 20% is reinvested through a revolving fund to support EV infrastructure, programs, and initiatives that expand EV adoption and accessibility in Broomfield.

The facility business hours where charging stations are placed are listed below:

- Anthem Park:
 - Every day, 6:00 am - 10:00 pm
- Paul Derda Rec Center:
 - M-TH: 5:00 am - 10:00 pm
 - F: 5:00 am - 6:30 pm
 - Sat: 7:00 am - 8:00 pm
 - Sun: 8:00 am - 6:00 pm
- Health and Human Services:
 - M-F: 8:00 am -5:00 pm
 - Weekends: Closed
- Broomfield Community Center:
 - M - TH: 5:00 am-10:00 pm
 - F: 5:00 am-8:00 pm
 - Sat: 7:00 am-8:00 pm
 - Sun: 8:00 am-6:00 pm
- George Di Ciero Building:
 - M-F: 8:00 am-5:00 pm
 - Weekends: Closed

Although the municipal code does not prohibit overnight parking in City lots, some facilities have posted hours or location-specific parking restrictions. EV charging stations will not supersede these requirements, and users are expected to comply with posted signage and facility operating hours.

For each location, the table below shows the electricity and maintenance costs in 2024 (calculations can be found [here](#)):

Actual Costs			
Date(s)	Location	Electricity Usage (kWh)	Electricity Costs
April 2024 to April 2025	Paul Derda Recreation Center	38,747.89	\$4,649.75
April 2024 to April 2025	Health and Human Services	59,539.98	\$7,144.80
April 2024 to April 2025	Anthem Community Park	30,683.66	\$3,589.99

Electrical Vehicle (EV) Fee Structure
 Prepared By: Barney Gordon, Director of Public Works

February 2025 - March 2025	BCC	16,821.48	\$2,018.58
April, 2025 - May, 2025	GDC	15,835.83	\$1,900.30
TOTAL		161,628.84	\$19,303.42

Note: BCC and GDC chargers were installed later, so only two months of data were available. Their annual costs are estimated, while all other locations reflect a full year of data.

Estimated Annual EV Electricity Costs by location	
Item	Annual Costs
Paul Derda Recreation Center	\$4,649.75
Health and Human Services	\$7,144.80
Anthem Community Park	\$3,589.99
Broomfield Community Center	\$10,092.90
George Di Ciero	\$11,401.80
TOTAL	\$36,879.24

Estimated Annual Revenue (Based on Price Model #1) by location	
Location	Revenue
Paul Derda Recreation Center	\$7,653.66
Health and Human Services	\$17,194.39
Anthem Community Park	\$5,850.32
BCC	\$16,729.55
GDC	\$24,307.35
TOTAL ANNUAL REVENUE	\$71,735.27

Financial Considerations

Using historical data and projected 2025 data, staff estimates the following annual costs for EV Charging utilization:

Estimated Annual Costs	
Electricity	\$36,879.24
Warranty, Maintenance, Cloud Contracts, and Replacement (Link)	16,048.80
Administration	\$4,830.28
TOTAL	\$57,758.32

Prior Council or Other Entity Actions

On September 22, 2020, Broomfield City Council adopted Resolution No. 2020-169, which established targets for reducing greenhouse gas (GHG) emissions.

On March 25, 2020, the City and County of Broomfield was awarded grant funding from the Regional Air Quality Council (RAQC) through the Charge Ahead Grant Program to install two electric vehicle (EV) charging stations at the Health and Human Services (HHS) building.

On July 31, 2020, additional funding was awarded by RAQC through the Charge Ahead Grant Program to install one EV charging station at the Paul Derda Recreation Center (PDRC).

On December 20, 2022, the Colorado Energy Office awarded Broomfield a grant to install six additional EV charging stations at the George Di Ciero City and County Building (GDC).

Boards and Commissions Prior Actions and Recommendations

The Broomfield Advisory Committee on Environmental Sustainability (ACES) was engaged to review and provide feedback on the proposed fee structure for public EV charging stations. ACES members discussed potential operational costs, revenue allocation, and strategies to support EV adoption in the community. Their input helped shape the recommendations presented for consideration.

Proposed Actions / Recommendations

Staff recommends adopting a time-of-use and dwell time fee structure based on the operating hours of the facility where each EV charging station is located.

While Colorado jurisdictions have the authority to impose fees for services, this authority must be exercised through formal legislative action, such as an ordinance or resolution, by the governing body. Staff will evaluate what amendments to the Broomfield Municipal Code are necessary to authorize implementation of a fee structure for public electric vehicle charging stations. Potential updates may include Title 17 (Land Development Code), specifically Chapters 17-76 and 17-32 related to EV infrastructure and parking standards, as well as any applicable provisions governing municipal fee-setting authority and use of public facilities. Staff will return with proposed ordinance amendments, as needed, following direction from Council.

Alternatives

The alternative would be for the City Council not to adopt a fee schedule and maintain the program's current status.