



## Staff Report

**TO:** City Council  
**FROM:** Kari Mendoza, Administrative Services Director  
**DATE:** October 21, 2025  
**SUBJECT:** Fee Schedule Update for City-owned Electric Vehicle Charging Stations

---

**Description:** Consider a Resolution Updating the Fee Schedule for City-owned Electric Vehicle (EV) Charging Stations.

### **Background and Analysis:**

On July 7, 2020, City Council approved a fee schedule for the City-owned EV charging stations, establishing a rate of \$0.35 per kilowatt-hour (kWh) and a \$2.00 per hour parking fee for vehicles that remained parked in a charging stall after the first hour of charging.

On November 2, 2021, City Council updated the fee schedule to a per-kWh rate set through a quarterly analysis of actual costs, aligning pricing with Southern California Edison rate changes and surrounding station practices. However, the \$2.00 per hour parking fee has remained unchanged since it was first adopted in 2020.

The City operates three DC fast charging (DCFC) stations in the public lot adjacent to City Hall. Because the number of chargers is limited and the site is centrally located, turnover is essential to ensure access for residents, commuters, and visitors. Usage data from Fiscal Year 2025 demonstrates that the current parking fee is no longer effective. Vehicles remained in stalls after charging sessions ended for a total of 299 hours, including 171 hours when vehicles stayed at least 15 minutes past completion of charging. These blocked hours reduce access and limit the effectiveness of the City's investment in fast charging infrastructure.

The current \$2.00 per hour parking fee applies after the first hour of parking, even if a vehicle is still actively charging. This structure can disadvantage drivers of slower-charging vehicles and does not effectively promote turnover once charging sessions are complete. To address this, staff recommend replacing the parking fee with an idle fee that applies only after a vehicle has finished charging, following a 15-minute grace period. This ensures drivers are not penalized while charging and provides a stronger deterrent for vehicles that remain in a stall after charging has finished.

The following table provides a side-by-side comparison of the current and proposed fee structures for City-owned EV charging stations:

*Table 1. Comparison of Current Parking Fee and Proposed Idle Fee*

<b>Fee Type</b>	<b>Rate per Kilowatt Hour</b>	<b>Parking Fee</b>	<b>Idle Fee</b>
<b>Current Fee</b>	Determined by quarterly analysis of actual costs to provide charging stations for public use	\$2.00 per hour or part thereof after first hour	-
<b>Proposed Fee</b>	Determined by quarterly analysis of actual costs to provide charging stations for public use	-	\$0.25 per minute, applied after a 15-minute grace period following the completion of charging
<b>Difference</b>	No change	To be replaced by idle fee	Applies only after charging ends (not during active charging)

Many DCFC operators in Southern California use idle fees to encourage turnover. Examples include:

- Tesla Superchargers (nationwide): \$0.50 per minute, increasing to \$1.00 per minute when a site is fully occupied.
- Beaumont Kohl’s DCFC (private site): \$0.25 per minute after a 15-minute grace period once charging ends.
- Desert Hills Premium Outlets DCFC (Cabazon): \$0.40 per minute after a 10-minute grace period once charging ends.
- Riverside County DCFC (County-owned parking facilities): \$0.50 per minute once a 30-minute maximum charging limit is reached.

Compared to regional idle fee practices ranging from \$0.25 to \$1.00 per minute, the City’s current \$2.00 per hour fee (\$0.033 per minute) is significantly lower and does not provide an effective deterrent.

Staff recommends updating the fee schedule to establish a \$0.25 per minute idle fee, applied after a 15-minute grace period following completion of a charging session. This approach aligns with regional practices, improves fairness for drivers of slower-charging vehicles, and increases turnover at the City’s limited DC fast charging stations.

**Fiscal Impact:**

The estimated cost to prepare this staff report is \$98.

The proposed fee update is designed primarily to improve access and turnover at City-owned EV charging stations. Revenue generated from the stations supports station operations and maintenance, as well as transit operations.

**Recommended Action:**

Waive the full reading and adopt by title only, "A Resolution of the City Council of the City of Beaumont, California, Updating the Fee Schedule for City-owned Electric Vehicle Charging Stations to Establish an Idle Fee."

**Attachments:**

- A. Resolution