



# Monrovia electric vehicle safety

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The GoMonrovia pilot program is brought to you by the Southern California Association of Governments Future Communities Pilot Program, a new service program that provides local cities and counties with the resources needed to reduce transportation demand through the use of new technology and data solutions.

Compressed natural gas, hydrogen, electric, and plug-in hybrid electric vehicles meeting specified California and federal emissions standards and affixed with a California Department of Motor Vehicles (DMV) Clean Air Vehicle sticker may use HOV lanes regardless of the number of occupants in the vehicle. Blue stickers expire January 1, 2025; and yellow, burgundy, and green stickers expire September 30, 2025.

Vehicles originally issued white, green, orange, purple, or red decals are no longer eligible to participate in this program. Additionally, the Income-Based CAV Decal Program expired January 1, 2024. Vehicles with stickers are also eligible for reduced rates on or exemptions from toll charges imposed on HOT lanes. For more information and restrictions, including a list of qualifying vehicles and additional eligibility requirements, see the California Air Resources Board Carpool Stickers website.

The California Energy Commission (CEC) administers the Clean Transportation Program (Program) to provide financial incentives for businesses, vehicle and technology manufacturers, workforce training partners, fleet owners, consumers, and academic institutions with the goal of developing and deploying alternative and renewable fuels and advanced transportation technologies. Funding areas include:

Electric vehicles and charging infrastructure; Hydrogen vehicles and refueling infrastructure; Medium- and heavy-duty zero emission vehicles; and, Workforce development. The CEC must prepare and adopt an annual Investment Plan for the Program to establish funding priorities and opportunities that reflect program goals and to describe how program funding will complement other public and private investments. For more information, see the Program website.

A hybrid electric vehicle that is Model Year 2000 or newer and is a passenger car, light-duty truck, or medium-duty vehicle may be converted to incorporate off-vehicle charging capability if the manufacturer demonstrates compliance with emissions, warranty, and durability requirements. CARB issues certification to the manufacturer and the vehicle must meet California emissions standards for the model year of the original vehicle.

The California Building Standards Commission (CBSC) published mandatory building standards requiring pre-wiring for EV charger installation in parking spaces at one- and two-family housing units with attached private garages, multi-family dwellings, commercial facilities, and public buildings in the California Green Building Standards Code within the California Building Standards Code.

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New one- and two-unit single family dwellings or townhouses with attached private garages must have an electrical conduit installed that is capable of supporting a Level 2 EV charger. For new multifamily housing and hotels, 40% of parking spaces must be capable of supporting a low-power Level 2 EV charger and 10% of parking spaces must be equipped with Level 2 EV chargers.

Total Actual Parking Spaces	Required EV-Capable Parking Spaces	Required Number of Parking Spaces with Level 2 EV Chargers
0 to 90	10 to 25	40%
100 to 250	26 to 50	25%
251 to 500	51 to 100	25%
501 to 1000	101 to 200	25%
1001 to 1500	201 to 300	25%
1501 to 2000	301 to 400	25%
2001 to 2500	401 to 500	25%
2501 to 3000	501 to 600	25%
3001 to 3500	601 to 700	25%
3501 to 4000	701 to 800	25%
4001 to 4500	801 to 900	25%
4501 to 5000	901 to 1000	25%
over 5000	over 1000	25%

Public facilities must also install accessible EV chargers when installing new or additional EV chargers. Minimum accessible EV charger installation requirements, per parking facility, are as follows:

Total EV Chargers	Van Accessible EV Chargers	Standard Accessible EV Chargers	Ambulatory Accessible EV Chargers
1 to 4	1	0	0
5 to 10	1	0	0
11 to 25	1	0	0
26 to 50	1	1	0
51 to 100	1	1	0
101 to 250	1	1	0
251 to 500	1	1	0
501 to 1000	1	1	0
1001 and over	1	1	1

1, plus 1 for each 300, or fraction thereof, over 1003, plus 1 for each 60, or fraction thereof, over 1003, plus 1 for each 50, or fraction thereof, over 100

In cases in which EV chargers can simultaneously charge more than one vehicle, the number of EV chargers provided shall be considered equivalent to the number of EVs that can be simultaneously charged.

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