Monrovia electric vehicle charging infrastructure

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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 SpacesRequired EV-Capable Parking SpacesRequired Number of Parking Spaces with Level 2 EV Chargers0 to 90010 to 254026 to 508251 to 7513376 to 100174101 to 151256151 to 200359201 and over20% of total parking spaces25% of EV-capable parking spaces

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 ChargersVan Accessible EV ChargersStandard Accessible EV ChargersAmbulatory Accessible EV Chargers1 to 41005 to 2511026 to 5011151 to 7512276 to 100133101 and over1, 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.