EV Charging for Condos, Co-ops and Townhomes

HOSTED BY
HONORABLE ANDREW FRIEDSON
COUNCILMAN
MONTGOMERY COUNTY
COUNCIL

EV Charging for Condos, Co-ops and Townhomes

Facilitator
Housekeeping Protocols
Mark Fine,
Panel Chair and ex-officio
Chairman, CCOC

“Serving the citizens of Montgomery County residing in Common Ownership Communities since 1991”

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Montgomery County Commission on Common Ownership Communities

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EV Charging for Condos, Co-ops and Townhomes

Welcome and Introductions

- Honorable Andrew Friedson

EV Charging Overview

- Brian Booher, MC DEP

Permitting & Codes

- Anthony Toussaint, MC DPS

PEPCO's Perspective

- Lori Van Hoy Dan O'Connor
  Pepco EVSmart program

Clarksburg Case Study

- Robert Borkowski, Association President, Clarksburg Condo II

Project Financing

- Rokas Beresniovas, MCGreen Bank

Questions and Answers

- Panelist and CCOC Commissioners

EV Charging for Condos, Co-ops and Townhomes

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EV Charging Overview

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Presenter: Brian Booher, Senior Planning Special – Zero Emissions Vehicles

Audience: Condo boards, HOAs, management companies, and residents of common ownership communities

Purpose: Provide information for communities to confidently install EV charging and address key questions

This webinar will help you understand:

- Types of EV charging and what is right for your community
- Process for planning and executing a project
- Ways to engage your residents and management
- Project costs and incentives
- How to manage charger use and parking

Survey Responses

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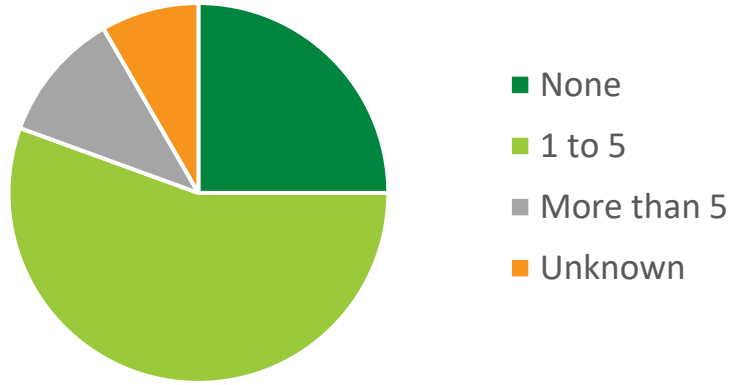
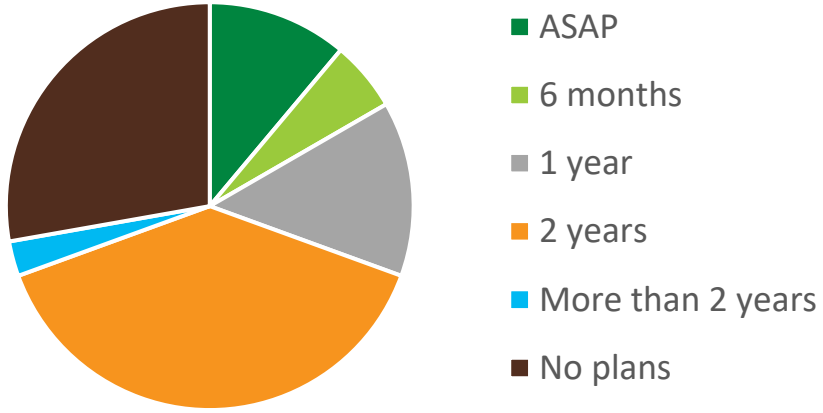
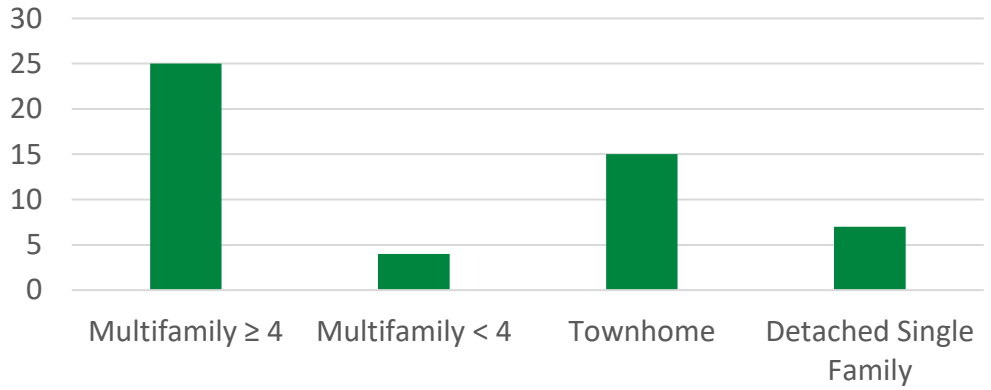
How Many EV Drivers in Your Community?



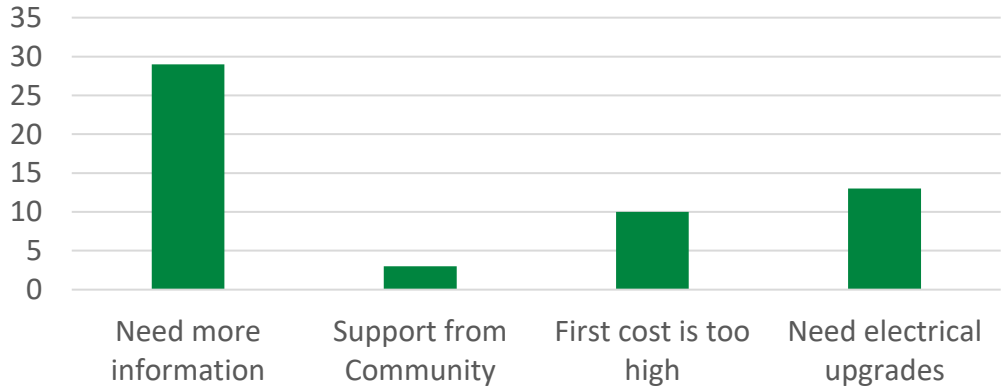
How Soon Would You Like to Install Charging?



Types of Buildings



Barrier to Installation



Why Electric Vehicles?

Zero tailpipe pollution and 50% lower lifecycle GHG emissions

+

Lower cost of ownership and incentives

+

Instant acceleration, smooth driving, and modern features

+

Convenient charging at home

=

EVs are coming, fast

- Plug-in vehicle registrations in Montgomery County up 60% in 2 years
- 9% of new vehicles in the county are fully battery electric or plug-in hybrid
- Demand is outpacing supply, expect faster growth over next few years

EV Charging 101

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There are three types of **Electric Vehicle Supply Equipment (EVSE)** that vary by charging speed as well as power requirements and installation cost

Level 1

- Plug-in standard 120V outlet, 15-20 amps
- ~5 miles per hour
- Meets needs if you drive 30-40 miles daily
- "Smart" outlets manage payment and access

Level 2

- 220-240V and 30-50 amps (hardwire or plug)
- Used for home and commercial charging
- ~25 miles per hour
- "Networked" equipment manages payment and access

Level 3 (DC Fast Charging)

- 480V 3-phase AC input and range in power output, 50-150+ kW
- Public charging locations with high usage
- Fully charge in 30 minutes or less, but more $$
- Frequent fast charging is <u>not</u> recommended for battery maintenance

EV Charging is <u>SAFE</u> when installed and operated correctly

6 Keys for COCs

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1. Every property is different – projects need to be customized
2. Develop a proactive plan and guidelines
3. Engage your community to understand needs and secure support
4. Apply for a commercial permit and follow all regulations to ensure safety
5. Plan for ongoing management and maintenance
6. Use technical and financial assistance from the County, your utility, and the Green Bank

Typical Project Steps

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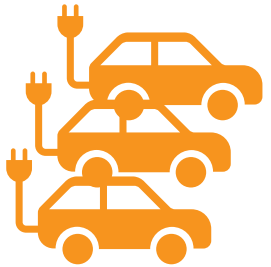
1. Identify community needs and concerns
2. Consult experts
   a. Electrical engineer
   b. Utility program
   c. Property manager and HOA regulations
3. Select site and level of charging
4. Choose equipment and service plan
5. Get project quotes and select contractor
6. Get approval from HOA board
7. Develop design documents
8. Apply for a permit
9. Construction
10. DPS Inspection
11. Apply for rebates and financing
12. Final commissioning
13. Educate residents



Community Engagement

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1. Anticipate objections

2. Survey your community

3. Work with management

4. Advocate and educate

Shared vs. Private Charging

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	Shared Chargers	Private Chargers
PROS	• Install fewer chargers • Shorter "payback period" • Manage access and charge for usage	• Exclusive access • No competition with general parking • Increases the value of the unit/parking space
CONS	• More persuasion and HOA vote • No on-demand availability for all • Networked chargers add cost • Need to enforce restrictions	• Higher install cost per charger • No backup if charger/circuit stops working • Early adopters use spare electrical capacity

Source: VCI-MUD.org

Location and Future Planning

Where to install?

- Depends on type of parking
- Convenience vs. competing needs
- Distance to electrical service

How many chargers to install?

- Constrained by available capacity for the property and subpanel
- Each Level 2 charger can serve up to 3 vehicles
- 10% of vehicles may be electric in 5 years
- “Make ready” electrical work can reduce future costs

Up-front Project Costs

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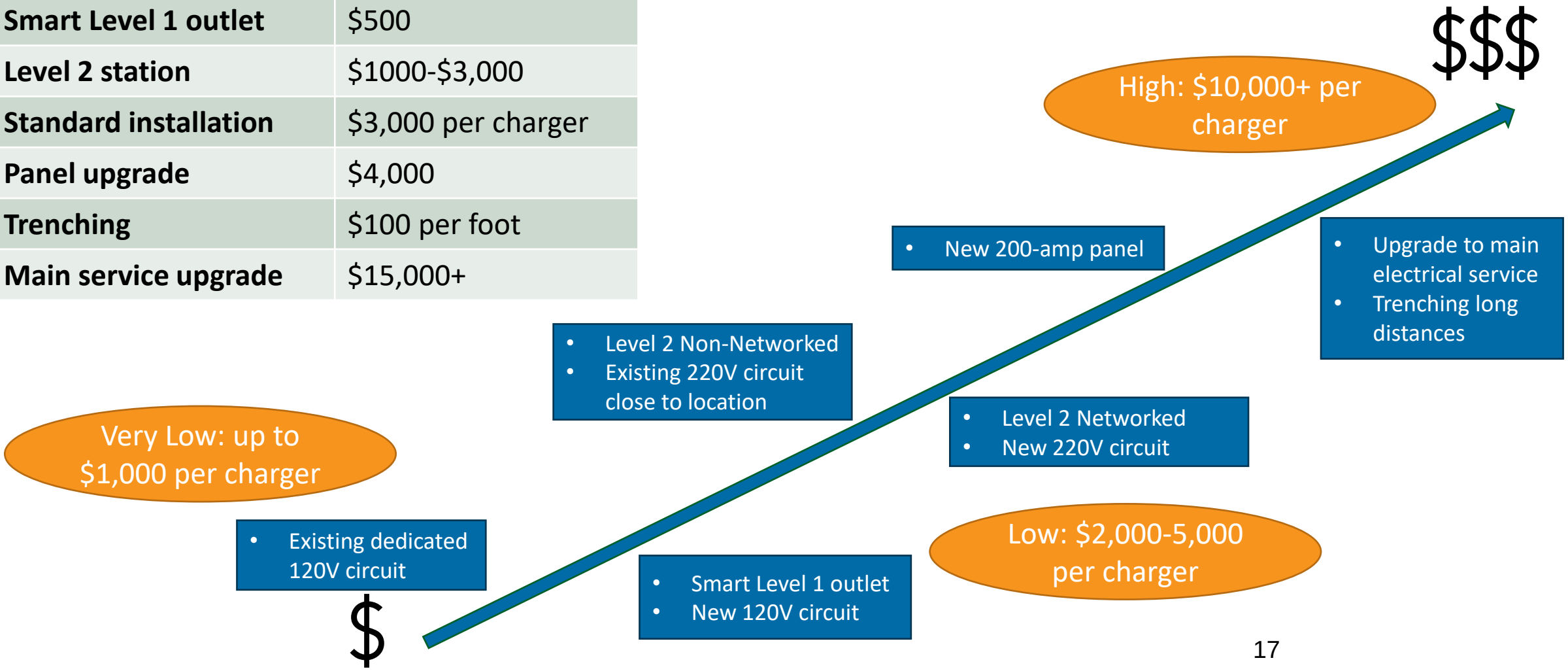
Typical Costs (Actual Will Vary)	
Smart Level 1 outlet	$500
Level 2 station	$1000-$3,000
Standard installation	$3,000 per charger
Panel upgrade	$4,000
Trenching	$100 per foot
Main service upgrade	$15,000+



Incentives and Financing

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Maryland Energy Administration

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- $10,000 or more per charger when combining state and utility rebates
- Low-cost financing can provide a bridge until rebate arrives
- Programs can help you select eligible equipment and find contractors

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Charging Experience and Management

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Recurring Costs

- Network fees
- Maintenance plan
- Utility rates and demand charges

Maintenance

- Charging cords
- Connection issues
- Cleaning
- Tripped circuit

Managing Access

- Parking signage and restrictions
- Registered users
- Charging for usage
- Reservations

Permits & EV Charging Codes

Electrical Manager: Anthony Toussaint

Sustainability, Energy, and Mechanical Manager: Bryan Bomer

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Commercial Permitting Process

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- Application
  - Fees
- Screening
  - What to submit: drawings and support documents
    - All submittals are required to be signed and sealed
- Review disciplines
  - Architectural-life safety: location of chargers in respect to pathways
  - Electrical: equipment specifications, line diagrams, load calculation
  - Structural: mounting
- Permit issuance
  - Building permit
  - Electrical permit: trade permit pulled by electrician
- Inspections
  - Rough inspection and final inspection

Important Points to Consider

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- Evaluation of existing system
  - Professional: licensed electrical engineer
    - DPS can not provide recommendations
    - DLLR agency manages database of licensed professionals
- Determine what the project wants
  - Now vs Future: Communication between COC and design team
    - Budget: this is not linear!
    - Charging power limitations
      - Total system power vs individual unit power

Common Issues

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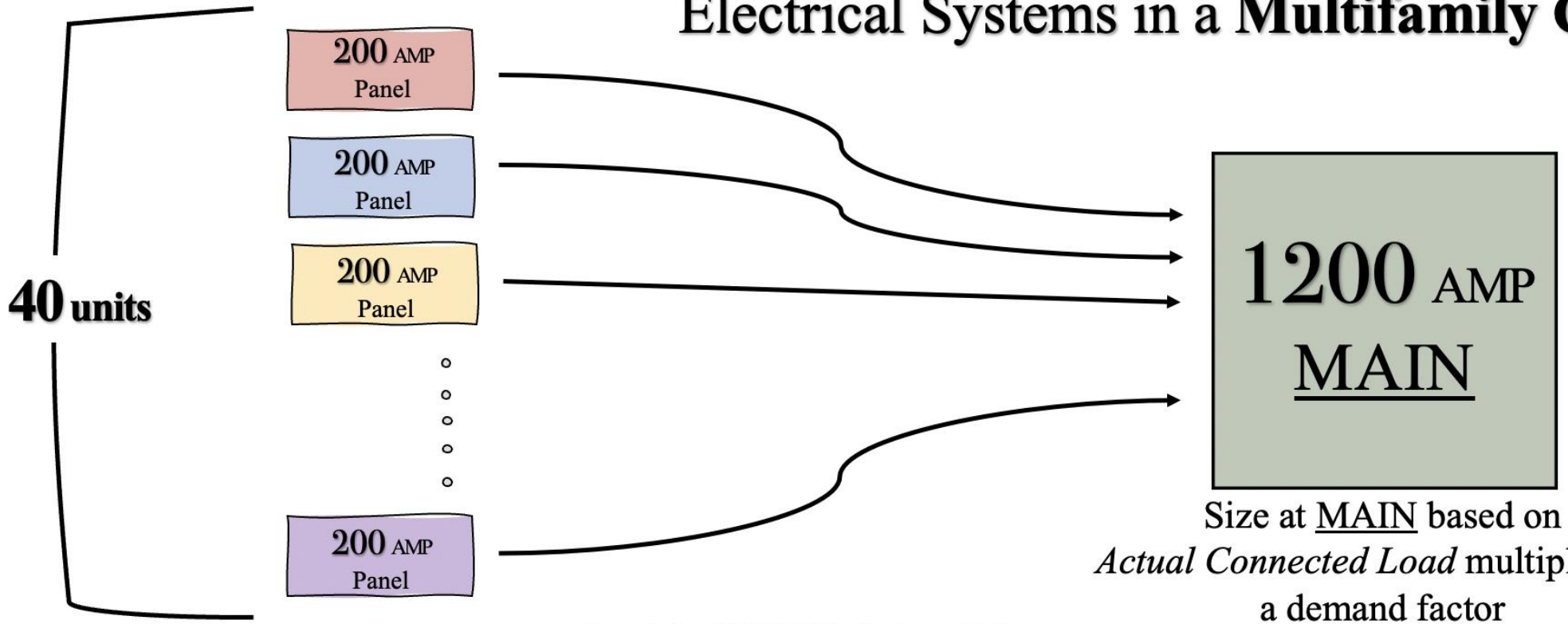
DPS | YOUR PROJECT PARTNER

- Total amperage of all chargers exceeds electrical system design maximum
- Structural changes needed to parking structures due to mounting
- Egress paths impacted by charging station locations and accessibility considerations of parking areas
- COC site and use permission responsibilities:
  - First come first served
    - Full evaluation of the electrical system is needed for each new request
  - Prioritization of parking spots
  - Cost impacts on property

Electrical Systems in a **Multifamily Complex**



Size at MAIN based on *Actual Connected Load* multiplied by a demand factor

Example from NEC 2017 Handbook page 1229

=> 40 x 200 AMPs = 8000 AMPs ✗

=> *Actual Calculated Connected Load* = 880,000 VA

Calculated **AMP**eres = $\frac{880{,}000\ VA}{240\ V}$ = 3667 AMPs ✗

Optional Method per NEC

=> Demand Load = 880,000 x 0.28 = $\frac{246{,}000\ VA}{240\ V}$

$\frac{246{,}000\ VA}{240\ V}$ = 1026 AMPs

Next Standard Overcurrent Device = 1200 AMPs ✓

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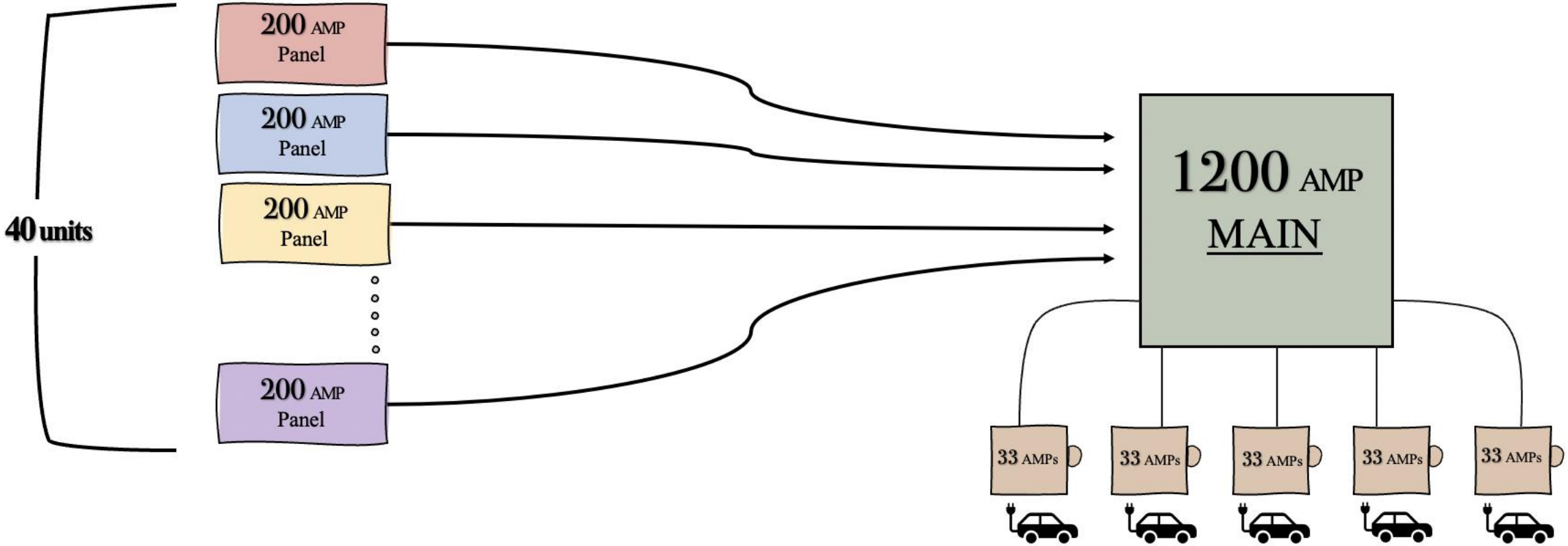
Chelsea Toussaint
ctoussai@umd.edu



Spare Capacity => 1200 AMPs – 1026 (Actual Calculated Load)

=> 174 AMPs (Spare Capacity)

Level 2 Charger approximate load = 33 AMPs

Number of Level 2 EV Chargers can then be installed without a service upgrade.

$$\Rightarrow \quad \frac{174\ AMPs}{33\ AMPs} = 5.2$$

FIVE Level 2 EV Chargers can be installed at present capacity

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ctoussai@umd.edu

Questions?

DEPARTMENT OF ENVIRONMENTAL PROTECTION
MONTGOMERY COUNTY • MARYLAND

Brian Booher

Senior Planning Specialist – Zero Emissions Vehicles

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240-506-6075

DPS | Montgomery County Department of Permitting Services
YOUR PROJECT PARTNER

Anthony Toussaint

Manager of Commercial Electrical and Fire Inspectors

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EV Charging PEPCO's Perspective

Presenter: Lori Van Hoy / Dan O'Connor, PEPCO EVSmart Program

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September 06, 2022

Pepco's Perspective: EV Charging for Condos, Co-Ops & Townhomes

Smart Grid Electric Vehicle Programs | Lori Van Hoy and Dan O'Connor

Agenda

- The EVsmart Multifamily Property Rebate Program
- Eligibility
- How Can I Participate? Two Ways.
- What Pepco Does Not Assist With
- Status of MDU EVsmart Rebate Program
- Questions
- Rebate Recipients

The EVsmart Multifamily Property Rebate Program

In 2019 the Public Service Commission (PSC) of Maryland approved a statewide electric vehicle charging pilot program. In accordance with the PSC's original and modified orders, Pepco offers a variety of incentive programs that give customers rebates, tools and information to charge faster, smarter, and more conveniently than ever before.

- Visit the Pepco EVsmart homepage for an overview of our current offerings at https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx or follow https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/MultifamilyPropertyIncentive.aspx to proceed directly to the Multifamily Property Rebate Program page.

Multifamily Property Rebate Program

- Pepco will rebate 100% of the cost of eligible Level 2 charging equipment, 50% of the network cost, and 100% of the installation - up to $15,000 per charging station (limit of 2 charging stations). There is a maximum of $30,000 in rebates per available property.
- Multifamily Property (or Multi dwelling unit) is defined as a residential building with more than 3 units of housing contained within one building. Examples of multifamily properties are apartment buildings and condominiums.
- The Multifamily Property rebates are limited to 100 in the Pepco MD territory.

Eligibility

To be eligible to receive incentives through the EVsmart Program:

- You must be an active Pepco electric customer on Schedule GS, MGT LV II, MGT LV III, MGT 3A II, MGT 3A III, GT, and NEM
- You must be a multifamily unit as defined by the program
- Purchases and installations of eligible Level 2 charger must be after July 1, 2019
- You must provide the following materials to receive your rebate: completed rebate form, dated copy of sales receipt or invoice with EV charger model number(s), dated copy of installation invoice, and photo of installed chargers serial number(s), proof of licensed inspection
- The rebate application must be submitted within 30 days of successful installation if installed by your own electrician
- You will be required to give Pepco the charging data and the price (structure as well as cost) charges
- You must purchase a 5-year cloud plan which will be covered 50% by Pepco per port

How Can I Participate? Two Ways.

Coordinate with Pepco to Install Your Charger

1. **Apply to Participate**

   Applications must be received and approved prior to charger purchase and installation.

   Submit an application (per property location) to participate.

   Once your application is received, Pepco will perform a Property Assessment to ensure eligibility for qualified multifamily properties (condominiums, apartments with garage parking) and property owners/HOAs. If you are approved, you will receive an estimate of the equipment and installation costs, after the rebate.

2. **Install**

   After you are approved to participate, Pepco will coordinate the purchase and installation of the eligible Level 2 charger.

   Pepco will rebate 100% of the cost of eligible Level 2 charging equipment and installation - up to $15,000 per charging station (limit of 2 charging stations).* You are responsible to the remainder of the costs not covered from the rebate.

How Can I Participate? Two Ways.

Install on Your Own and Apply for Your Rebate

1. **Purchase the Charging Station**

   Select and purchase a charging station from the list of approved chargers.

2. **Install**

   Obtain jurisdictional permits and have a certified master electrician perform your installation. Obtain your inspection and provide Pepco with a picture of the inspection.

3. **Apply for the Rebate**

   Within 30 days of your installation, submit the rebate application form and the following documents:

   1. Proof of approved inspection from your local jurisdiction
   2. Dated copy of charger sales receipt/invoice
   3. Dated copy of installation invoice from your licensed electrician

4. **Receive Your Rebate**

   Your rebate will arrive by mail within 4-6 weeks once your application has been submitted, received, and approved.

What Pepco Does Not Assist With

Pepco and the EVsmart team are here to help guide you through the process, reviewing, replying to, and processing customer inquiries and applications.

Pepco **does not**:

- Assist with coordination of HOA's to agree to getting an EV.
- Weigh in on property policies about how costs for the charger should be divided between residents.
- Influence decisions about transitioning from master meters to individual meters.
- Provide existing equipment upgrades under the EVsmart program offering.
- Provide managed charging software solutions.

Status of MDU EVsmart Rebate Program

- The Program to date has installed or rebated 15 charging stations in Pepco for the multifamily residence program. An additional 16 locations are in various stages of the review and/or approval process.

- To provide additional flexibility in discussing the Multifamily program and assisting customers in the rebate process, Pepco is providing customers the option of submitting a Multifamily Rebate Reassignment Form. The rebate reassignment will allow approved MDU rebates to be paid directly to third parties instead of directly to their customers, making the MDU rebate application process more streamlined for customers working with third parties. A .pdf copy of the form is available from the EVsmart team as we work to include the offer online. Contact the EVsmart team at plugin@pepco.com.

- Look for additional charging stations to be added to our online eligible L2 charging equipment list soon!

Whether you choose to coordinate with Pepco to install your charging station or install on your own and apply for the Rebate, we encourage early engagement with our EVsmart team! You DO NOT need to have the charging station installed and invoiced beforehand.

Questions

1. Do I need to wait until the chargers are installed to involved Pepco? Do I need an invoice in hand to start the process? No, you do NOT need to have the chargers installed and invoiced beforehand. We encourage early engagement.

2. Are there incentives for single family properties? Yes, visit the Pepco EVsmart webpage at https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx for current program offerings.

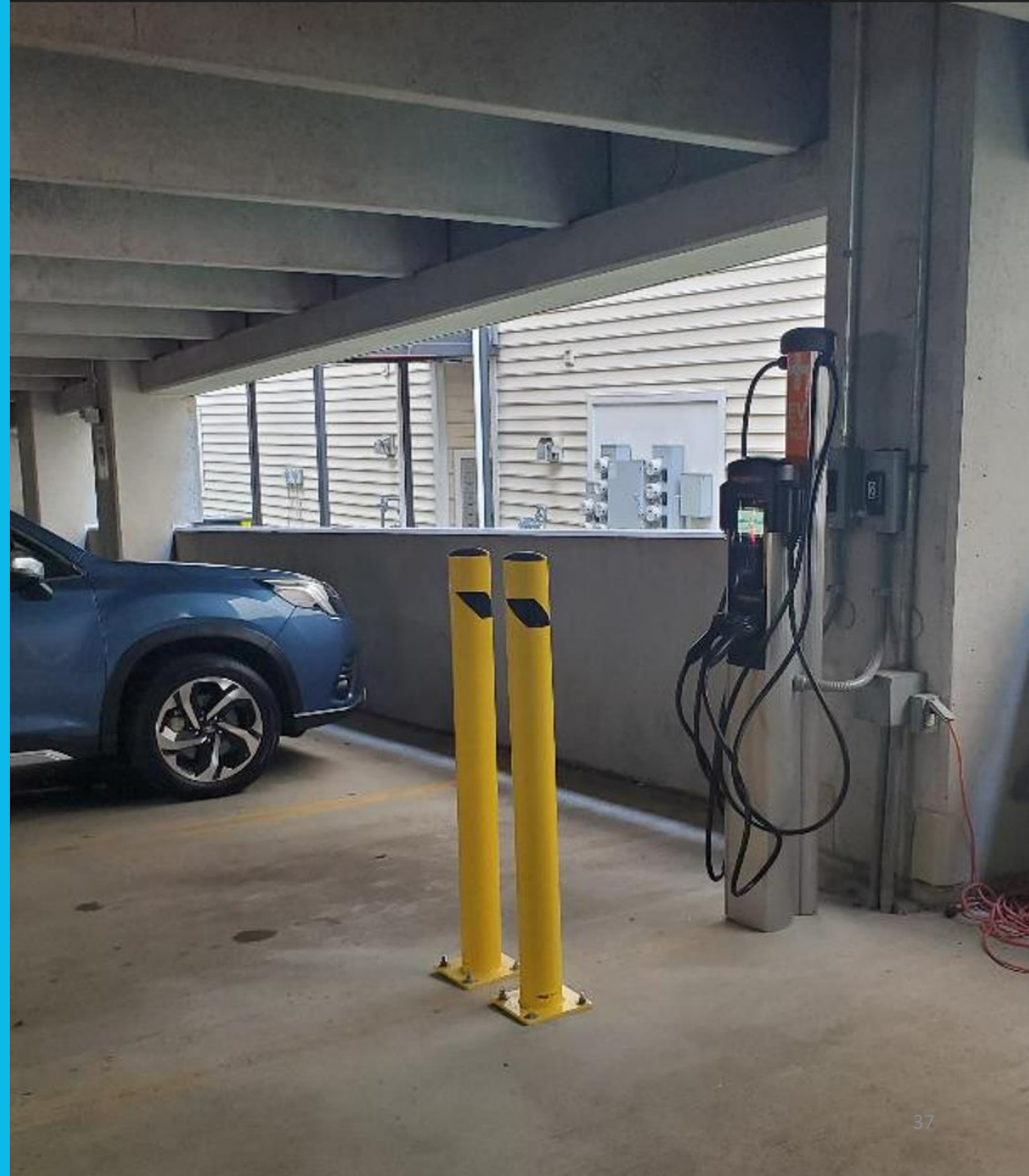
3. Are there special EV rates/tariffs for HOA properties? No.

4. How do demand charges work and what strategies are there to avoid or reduce demand charges? The distribution demand charge is based on maximum demand (kW) a building incurs (15 min intervals) over the course of a month (~ $3 - $4 / kW); the transmission demand charge (~ $1 / kW) is based on peak (12 – 8 pm) usage. Managed charging software could be leverage to reduce demand charges.

5. What if an electric upgrade is needed? Customers can work with the PHI New Business team. Electrical upgrades are completed at the cost of the customer. The New Business team can be reached here: https://www.pepco.com/MyAccount/MyService/Pages/ServiceRequests.aspx.

MDU Program Recipients In Montgomery County

- Pictured: King Farm located in Rockville, MD
- Other installations:
  - The Wisconsin in North Bethesda
  - Fountain Hills Condominium, Germantown
  - Parkside Condominium, Bethesda
  - Summer Village Condominium, Bethesda
  - Kenwood Forest Condominium, Chevy Chase
  - Fallswood Condominium, Rockville



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Thank you

EVsmart Team
plugin@pepco.com

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Clarksburg Condominium II Case Study

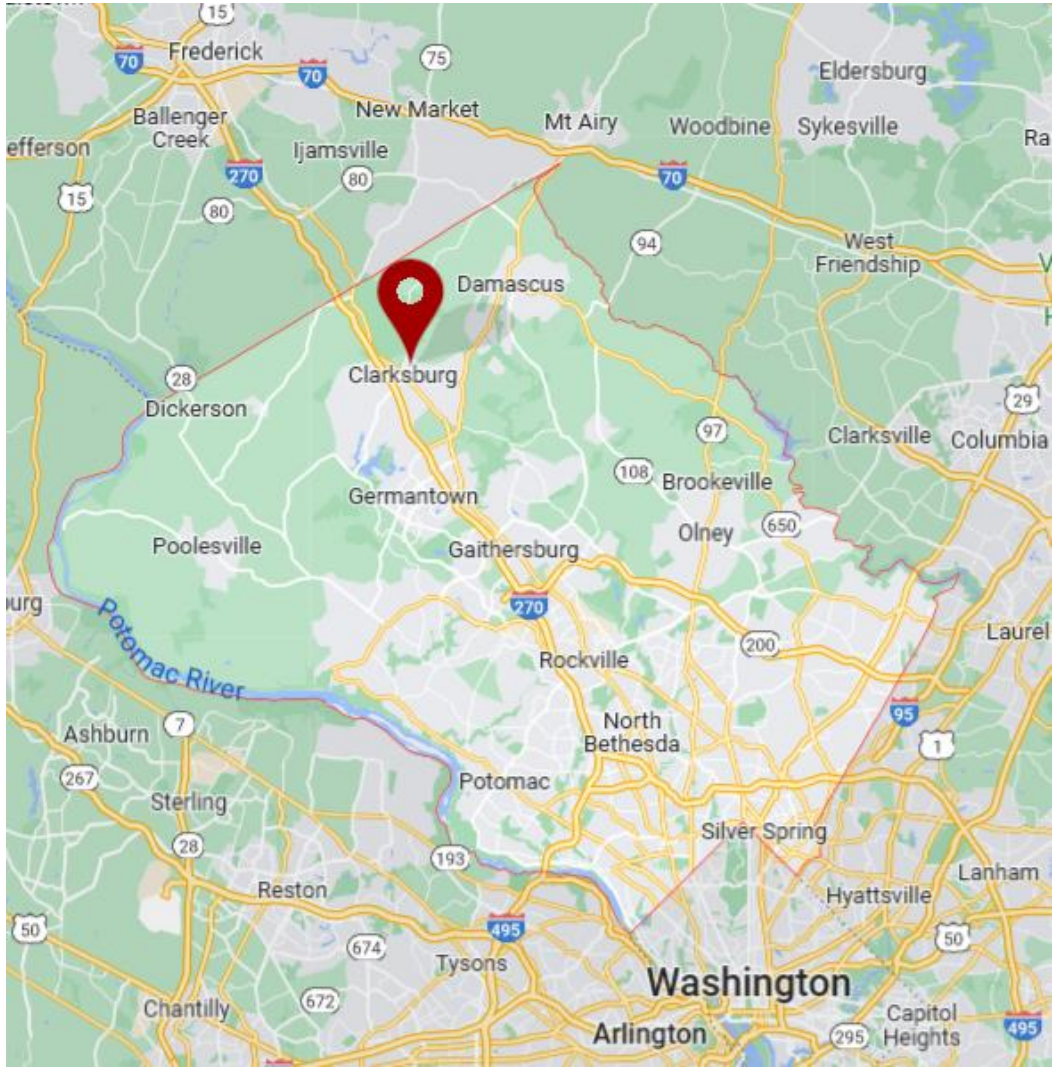
Presenter: Robert Borkowski - Clarksburg Condominium II – President

Clarksburg Condominium II

- 2 Buildings
- 40 Units
- 12 private garages
- Unassigned parking
- 47 Surface parking stalls
  - 6 EV Charging
  - 3 Handicap

- Presented by:
- Robert Borkowski
- Clarksburg Condominium II – President

- www.ClarksburgCondo2.com



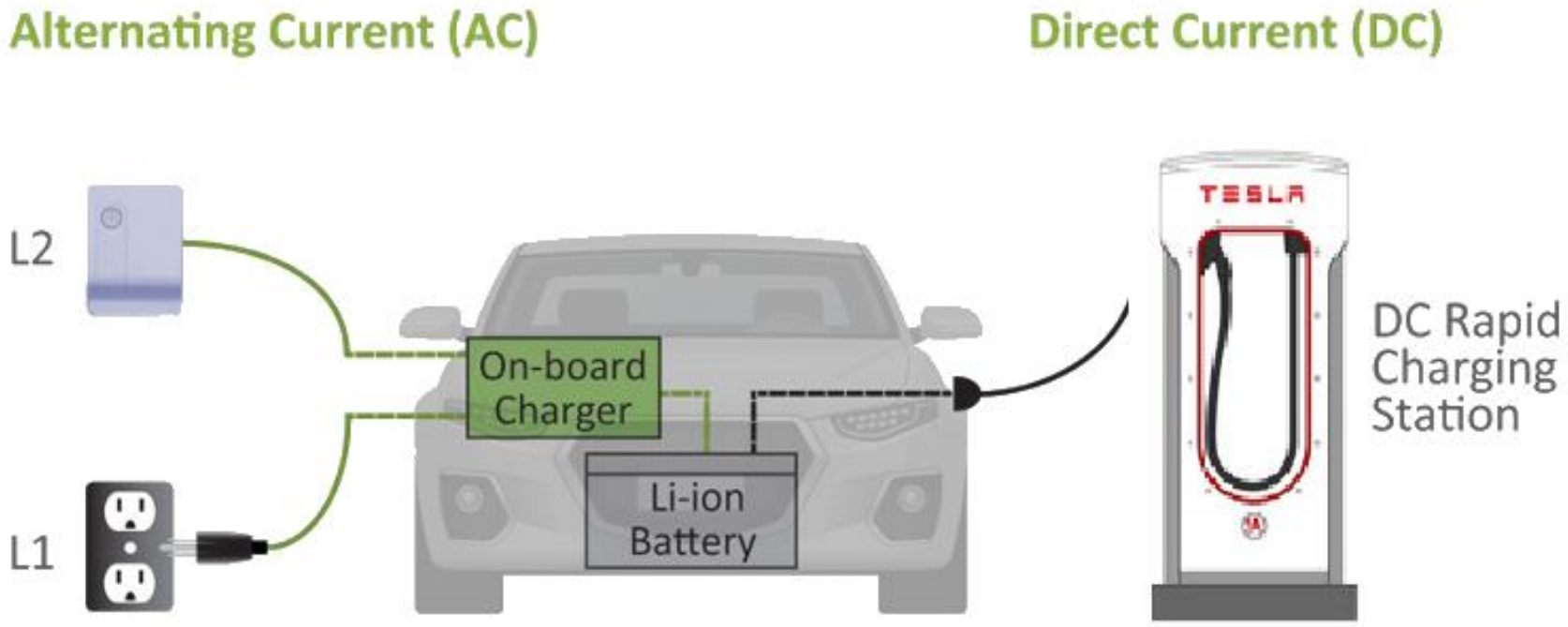
• **EVSE - E**lectric **V**ehicle **S**upply **E**quipment

- 120 VAC
- Level-1

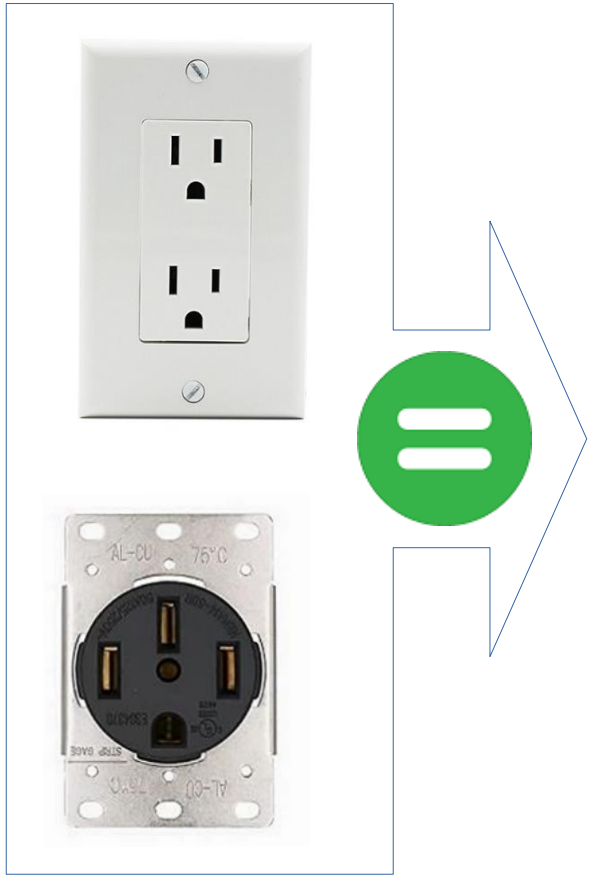
- 240 VAC
- Level-2

EVSE is not an EV charger

- General public refers to Level-1 and Level-2 EVSE as a Charging Station



EVSE = Electrical Receptacle

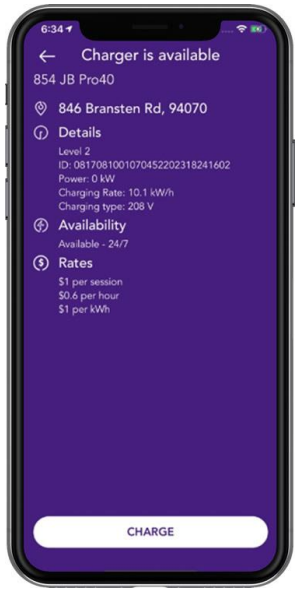


Condo’s Six Level-2 EVSEs

- Six Commercial EVSEs: JuiceBox Pro 40 amp
- Surface mounted metal stands
- Dedicated 3-phase 400 amp Commercial Service
- Capacity to install 11 additional 40 amp EVSEs
- Additional conduit in the ground for future EVSEs
- Comcast Business Internet, WiFi
- Painted EV Charging Stalls and installed EV signs

Condo's Six Level-2 EVSEs

- Six JuiceBox Pro 40 amp
- Pay per charge



Condo’s Six Level-2 EVSEs

- Surface mounted metal stands
- Safety bollards, EV signs.

Condo’s Six Level-2 EVSEs

- Dedicated 3-phase 400 amp Commercial Service

- Capacity to install 11 additional 40 amp EVSEs
- Additional conduit in the ground for future EVSEs
- Installed ¾ inch crashed rocks pad for save and easy access.

Condo’s Six Level-2 EVSEs

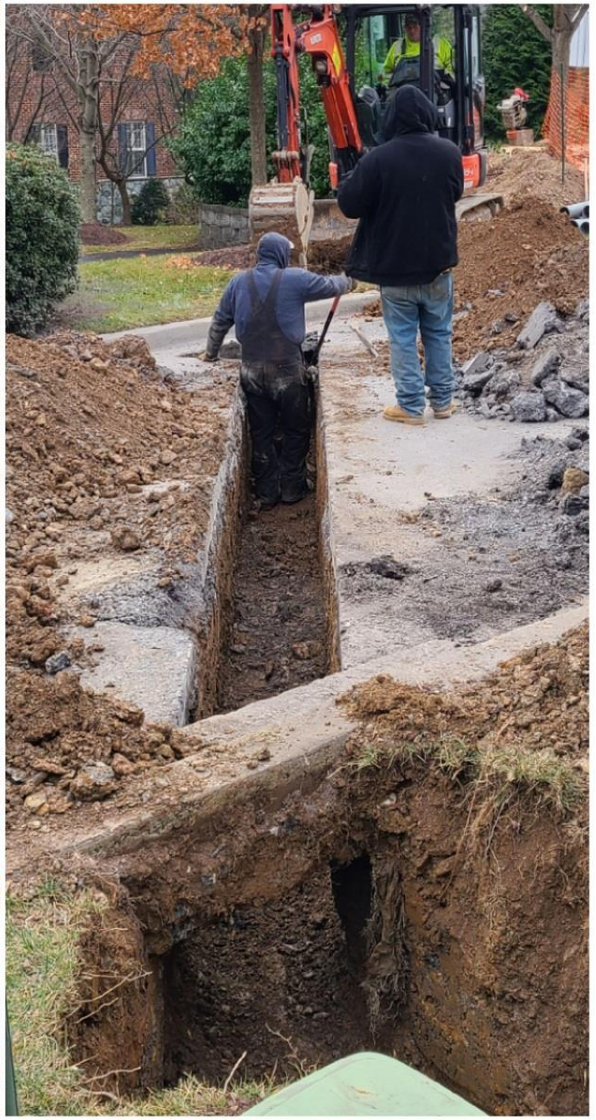
- Comcast Business Internet
- WiFi

Bylaws and expenditures

- The Board is under no obligation to install charging stations for electric vehicles ("EV"), but it could do so, subject to certain Bylaws requirements.
- While the Board has general authority to maintain and improve the common elements, there are certain limitations to its expenditure authority. Under Section 2.4.10 of the Bylaws, ***the Board is not authorized to take an "Extraordinary Action" without prior approval by an affirmative vote of unit owners representing at least 2/3 of the votes present and voting at a meeting of the full Council of Unit Owners at which a quorum is present.*** An "Extraordinary Action" is defined as any action that requires an expenditure in excess of $15,000, or an amount equal to 15% of the total annual assessment budget, whichever is greater.

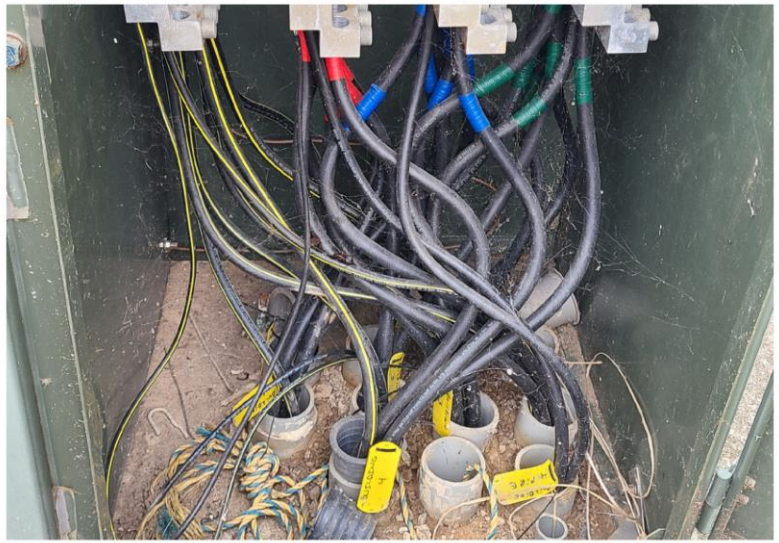
Construction

- A directional drilling hit an obstacle.
- Plan B, trench across parking lot from a transformer to dedicated load center for EVSEs.
- Additional cost to repair parking lot surface.



Construction

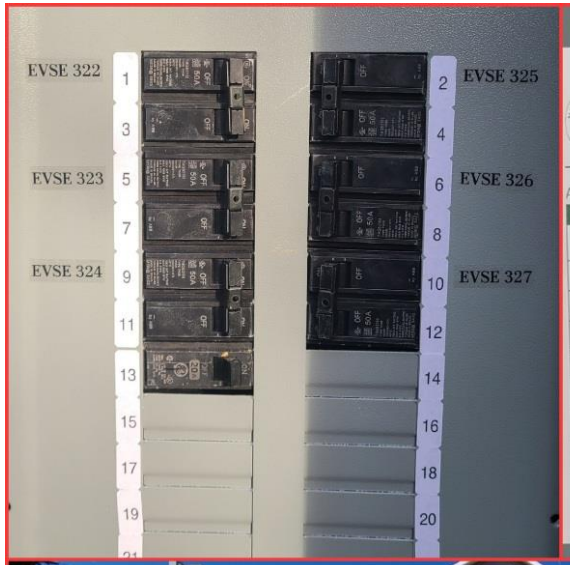
- 5 inch conduit between a transformer and a load center.

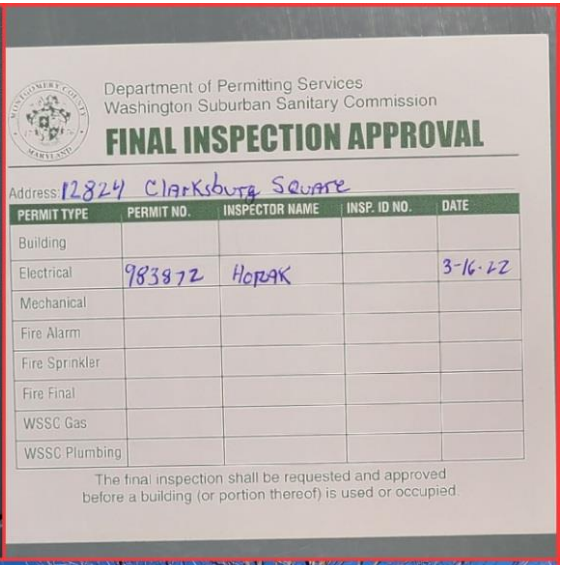


Construction

- Dedicated 3-phase 400 amp Commercial Service for 6 EVSEs

- Capacity to add 11 more EVSEs.




Department of Permitting Services
Washington Suburban Sanitary Commission

FINAL INSPECTION APPROVAL

Address: 12824 Clarksburg Square

PERMIT TYPE	PERMIT NO.	INSPECTOR NAME	INSP. ID NO.	DATE
Building				
Electrical	983872	HORAK		3-16-22
Mechanical				
Fire Alarm				
Fire Sprinkler				
Fire Final				
WSSC Gas				
WSSC Plumbing				

The final inspection shall be requested and approved before a building (or portion thereof) is used or occupied.

Cost and Incentives

- Total cost $62,000
- MD Energy Administration EVSE Rebates $24,000
- Potomac Edison EV Driven Rebates $20,000

- **Total Net Cost $18,000 or $3,000 per EVSE**

- $18,000 is equivalent to $450 per condo unit.

Cost to charge

- ***Residents rate**
- $0.20 per kWh
- $0.01 per hr
- $0.00 connection fee

- 8.3kW = $1.67/hr or 29 miles/hr

- * $50 Registration fee

- **Public rate**
- $0.30 per kWh
- $0.05 per hr
- $0.00 connection fee

- 8.3kW = $2.54/hr or 29 miles/hr

Cost to operate

- EVSE subscription fee $10 per plug per month
- Internet
- Electricity average $/kWh depends on Peak Demand & electricity used
- Credit card processing fee
  - 2.99% + $0.30 per successful card charge
    - ex. 100 miles needs 28.5 kWh, 3.5 hrs to charge
    - **Residents rate** **Public rate**
      - $5.74 cost to charge — $8.75 cost to charge
      - $0.47 processing fee or 8.2% — $0.56 processing fee or 6.4%

Impact of Condo's EVSEs

- Since 3/16/2022 until 9/5/2022
- 20,000 EV miles driven
- Offset 800 gallons or 15 barrels of gasoline!
- EVSEs utilized at 3% capacity or 43 minutes per day.
- www.ClarksburgCondo2.com/evse.html

Design

Technical design

1) Dream big.
2) How may EV Charging stations would your property need if all cars were EVs?
   a) 5-6 cars per charging station
1) Source of electricity. Do the nearby transformers have available 200-400 amp capacity?
2) Location closest to the transformer / existing load center.
3) Internet, WiFi or wireless bridges.

Financial / Legal

1) Consider financing the project to preserve cash reserves, Montgomery County Green Bank
2) Financial rebates
   a) Are rebates still available?
   b) What are the limits per site?
   c) What EVSEs qualify?
   d) What are the specific requirements or limits? MD Energy Admin. considers dual EVSE as a single unit thus qualifies for one rebate.
3) Community's governing documents/bylaws.

a) Get your community's Architectural Review Committee approval.

Contract the work

1) Work with your Electric Utility.

2) Work with a Department Permitting Services.

3) Get a detailed written contract.

a) Quantify the scope of work:

i. number of charging stations,

ii. gauge of installed conductors (wires),

iii. size of installed conduit (consider overs sizing),

4)Get necessary Permits and Engineering designs.

5)List items excluded from the contract:

a)On boarding, setting up EVSEs.

b)Internet setup

1)Expected duration of the installation.

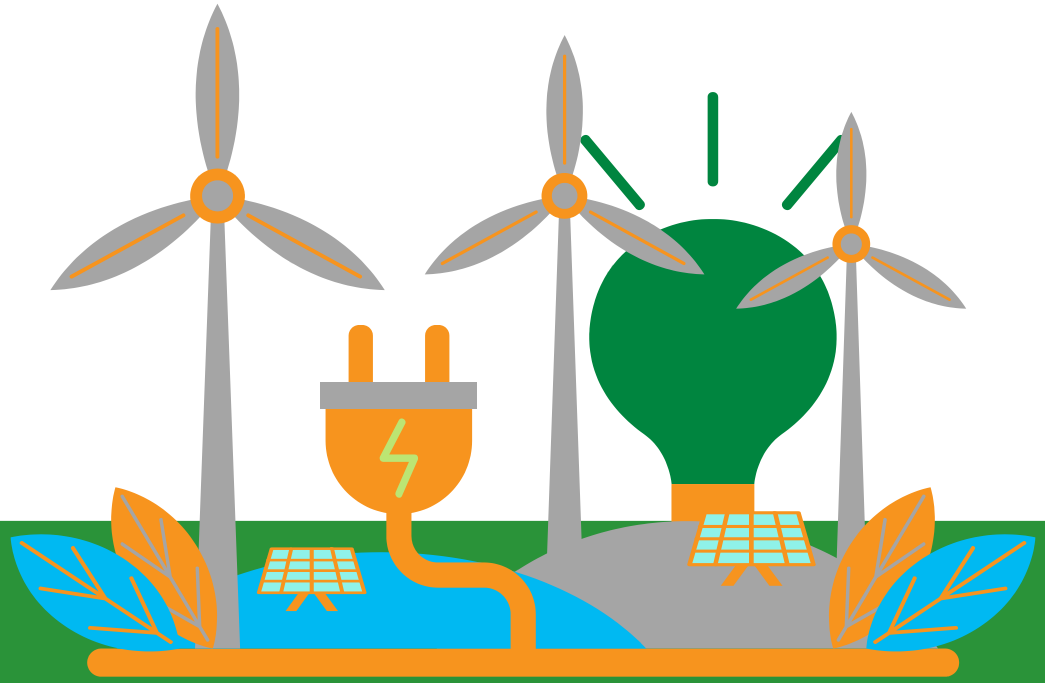
Promote your EVSEs

- Register your site on a different EV platforms.
- PlugShare
- https://www.plugshare.com/location/308415
- US Department of Energy, Alternative Fueling Station Locator
- https://afdc.energy.gov/stations/#/find/nearest?fuel=ELEC&location=clarksburg,MD
- Google Maps
- https://www.google.com/maps/search/EVSE+Clarksburg,Maryland
- Your community website
- www.ClarksburgCondo2.com/evse.html

Project Financing

Presenter: **Rokas Beresniovas - Director of Commercial Business**
Montgomery County Green Bank

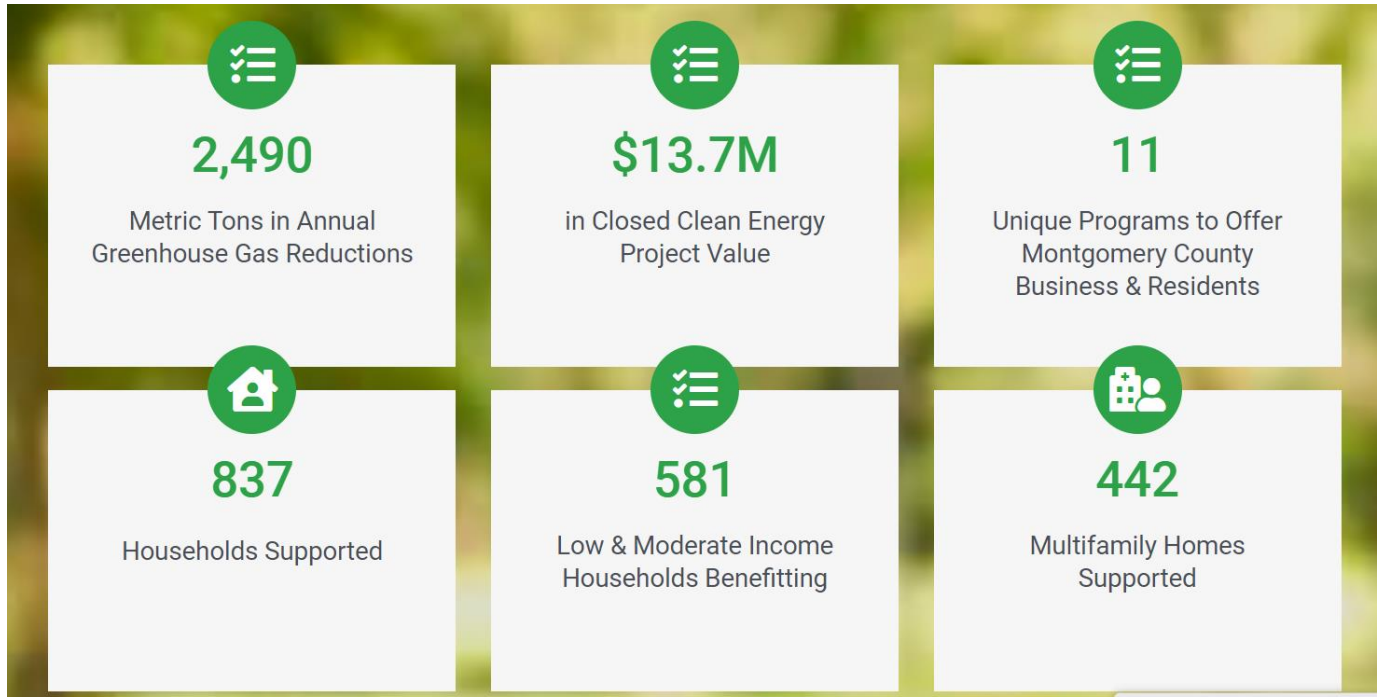
Montgomery County
GreenBank
Your partner for clean energy



EV Charging for Condos, Co-ops and Townhomes

About the Montgomery County Green Bank

- ❑ Structure: Chartered by Montgomery County. Independent, 501(c)3 nonprofit.
- ❑ Equity: One-time capitalization 2018 and ongoing County appropriation 2022.
- ❑ Purpose: Accelerate energy efficiency and renewable energy.
- ❑ Focus: Build the case for resilience and sustainable investing in the County.
- ❑ Alignment: Support goal to reduce greenhouse gas emissions to 0% by 2035.
- ❑ Target: Leverage investment to attract private capital at target 3:1.



Green Bank Support for Common Ownership Communities (COC)

- **Technical assistance and trusted, independent partner:**
  - Education, contractor referral, and other project facilitation.

- **Financial products that can support COC properties:**
  - Long-term subordinate lending (no single deed of trust for condos!).
  - Solar leases and power purchase agreements (no upfront capital!).
  - Smaller projects with flexible terms on repayment and interest only.
  - Green Bridge Loan to bridge the time needed to receive MEA/utility incentives.

Montgomery County GreenBank

Your partner for clean energy ™

Green Bank's Green Bridge Support Sample

Sample Turnkey Proposal for 2 Dual EV Chargers

Make	Model	Description	Qty	Amount
Charge Point	CT4021-GW1	Dual Output, Gateway, Bollard Unit	2	$18,380
Charge Point	CT4001-CCM	Bollard Concrete Mounting Kit.	2	$250
Charge Point	CPCLD-COMMERCIAL-5	5yr Prepaid Commercial Cloud Plan	4	$5,540
Charge Point	CT4000-ASSURE5	5yr Prepaid Assure Plan	2	$5,240
Charge Point	CPSUPPORT-ACTIVE	Cost to activate and configure initial station	2	$1,200
Charge Point	CPSUPPORT-SITEVALID	Chargepoint to verify the install	2	$1,000
		Installation Labor	1	$22,022
		Shipping	1	$625
		Taxes	1	$1,765
Project Cost Total				**$56,022**

Customer Project Cost Net of All Grants, Rebates		
Project Cost Total		$56,022
MEA Grant		$8,000
Pepco		$43,172
Net Project Cost		$4,850

- Association can consider a $56,022 loan to have no upfront capital outlay (repayment shown next slide).
- Association could also consider a $51,172 loan where the net project cost is paid upfront.

Green Bank's Green Bridge Support Sample

Sample Financing Terms
Green Bridge vs. Term

Comparison of Summary Terms			
Product Name	Bridge Loan 12-MONTHS	Term 3-YEARS	Term 5-YEARS
Project Cost	$56,022	$56,022	$56,022
Grant Funding (MEA)	$8,000		
Utility Incentives (Pepco)	$43,172		
Down Payment	$0	$0	$0
Financed Amount	$56,022	$56,022	$56,022
Interest Rate	5.00%	5.00%	5.00%
Term (months)	12	36	60
Monthly Debt Service Payment	Interest	($1,679)	($1,057)

- Second two options consider an alternative use of the MEA/Pepco incentives (e.g., not used to repay a bridge loan).

Montgomery County

GreenBank

Your partner for clean energy

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Questions and Answers with the Panel

Panel:

- Brian Booher, Senior Planning Special – Zero Emissions Vehicles

Montgomery County Department of Environmental Protection

- Anthony Toussaint, P.E., Manager of Commercial Electrical and Fire Inspectors, Department of Permitting Services

Montgomery County Department of Permitting Services

- Bryan Bomer, Sustainability, Energy, and Mechanical Manager, Department of Permitting Services

Montgomery County Department of Permitting Services

- Sonya Burke, Community Outreach Manager, Department of Permitting Services

Montgomery County Department of Environmental Protection

- Lori Van Hoy, Dan O'Connor Smart Grid Programs,

PEPCO HOLDINGS

- Robert Borkowski

Clarksburg Condominium II – President
Montgomery County Department of Environmental Protection

- Terry Anderson
- Erik Herron, Esq.
- Hon. Marvin Holmes
- Susan Nerlinger

Commissioners, Montgomery County CCOC

Thank you for attending

For more information:

CCOC@MONTGOMERYCOUNTYMD.GOV