

## Background

New Jersey's Energy mix is comprised almost entirely of nuclear and natural gas. While the state has [no fossil fuel reserves](#), it is home to [three oil refineries](#), which receive oil via tanker, rail, and pipelines.

New Jersey has great potential for offshore wind energy along its coastline. In fact, the state was the first to establish a mandate for wind production, setting a target for [1100 megawatts \(MW\) by 2012](#). At the end of 2016, New Jersey [ranked fourth](#) among the states in net solar generation.

New Jersey's utilities are regulated by the [New Jersey Board of Public Utilities \(BPU\)](#). The board is comprised of five commissioners, all of whom are appointed

by the Governor. The state requires that no more than three board members belong to the same political party. Currently, there are two Democrats and three Republicans. The state is under divided party government, with Democrats in control of both [legislative chambers](#) and [Republican Christopher Christie](#) in the Governor's office.

## Policy Strengths and Opportunities<sup>1</sup>

An important framework for policymakers to consider, the notion of "policy stacking"<sup>2</sup> was developed at the National Renewable Energy Laboratory (NREL). The basic idea behind policy stacking is that there is an interdependency and a sequencing of state policy that, when done effectively, can yield greater market certainty, private sector investment, and likelihood of achieving stated public policy objectives.

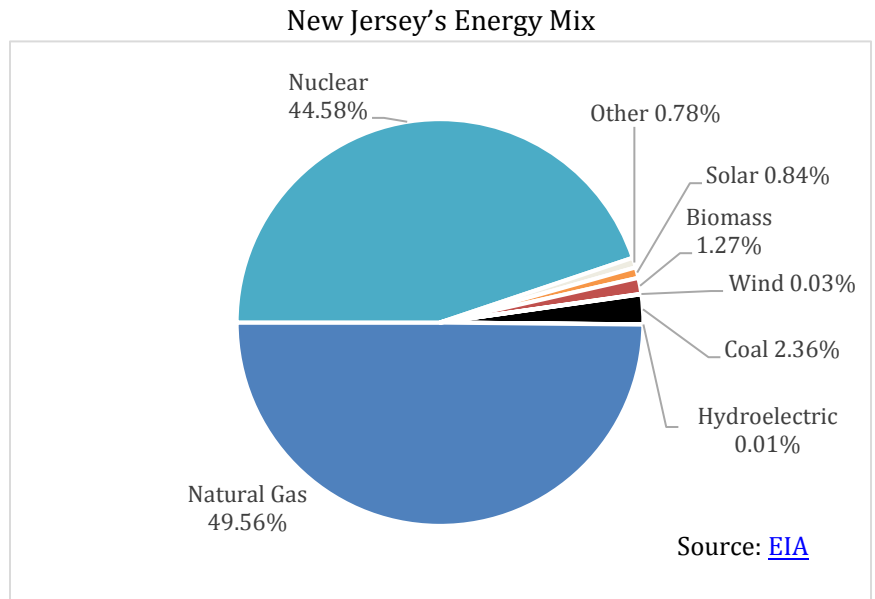
In theory, but not always in practice, clean energy policies can be categorized into one of three tiers of the policy stack. Tier 1, Market Preparation Policies, remove technical, legal, regulatory, and infrastructure-related barriers to clean energy technology adoption. Tier 2, Market Creation Policies, create a market and/or signal state support for clean energy technologies. Tier 3, Market Expansion Policies, create incentives and other programs in order to expand an existing clean energy market by encouraging or facilitating technology uptake by additional market participants.

A simple example: before financial incentives for combined heat and power (CHP) will be successful, two key considerations for deployment are having clear interconnection standards and favorable stand-by rates for customers who opt to add CHP. In this example, policies to address interconnection and stand-by rates should be adopted before financial incentive programs are implemented.

## Electrification of the Transportation Sector

<sup>1</sup> For more information on policy opportunities, please visit the [SPOT for Clean Energy](#). For more information on specific policy actions related to these opportunities, please review the [Clean Energy Policy Guide for State Legislatures](#).

<sup>2</sup> V.A. Krasko and E. Doris, *National Renewable Energy Laboratory*, 2012. Strategic Sequencing for State Distributed PV Policies: A Quantitative Analysis of Policy Impacts and Interactions. <http://www.nrel.gov/docs/fy13osti/56428.pdf>.



One of the most important barriers to increased adoption of electric vehicles (EVs) is their higher up-front cost as compared to a similar conventionally-fueled vehicle. In addition, there has been a complicated relationship between increased adoption of EVs and the availability of EV charging stations. Put simply, consumers want to be sure their car will get them where they need to go. The good news is that both supportive policies for developing charging infrastructure and technological advancements have eased “range anxiety.” For instance, the most recent GM Bolt has an estimated range of 240 miles.

The New Jersey Bureau of Mobile Services maintains the [Drive Green New Jersey](#) database, which provides information on the basics of owning an EV, charging, financing, and existing state and utility programs. There are several incentives to promote the purchase of an EV. Some of these include a [zero emissions vehicle tax exemption](#), [high occupancy vehicle lane exemption and discount](#), an [EV toll discount](#), utilities in the state offer [EV rebates](#). Furthermore, the New Jersey Department of Environmental Protection and New Jersey BPU provide [grants](#) for workplace charging stations and PSEG provides [free Electric Vehicle Supply Equipment \(EVSE\)](#) to companies for workplace charging. There are additional policy opportunities to further encourage and prepare for increased market penetration of EVs:

1. **Charging Infrastructure Plan** – Create a charging infrastructure plan for state and model plan for local governments. Locating charging infrastructure is different than locating conventional fueling stations. For the most part, EVs are cars used for commuting and local trips. Furthermore, while one fuels a conventional vehicle when they are going somewhere, stopping at a gas station for the specific purpose of filling up, a driver of an EV is generally looking to refuel when they are stopping somewhere: when going shopping, going into a restaurant, or going to work. Charging infrastructure plans should target these types of locations and attempt to pair the appropriate level of charging infrastructure with a reasonable amount of time a person may be stopped at that location. Legislation could direct a state agency to develop such a plan through a stakeholder process.
2. **Parking Infrastructure Requirements** – In tandem with the development of a state-wide plan, legislation could set requirements for EV parking infrastructure. Some states have adopted permitting standards for parking lots, requiring, for instance, that for every 100 parking spaces, one EV charging spot must be provided.
3. **EVSE Financing and Financial Incentives** – In addition to the state EVSE grants and PSE&G’s EVSE program, New Jersey can benefit from additional financial incentives and innovative financing options to increase installations of charging stations. States have adopted a number of financial incentives including income and property tax credits, sales tax credits, low-interest loans, and rebates. A handful of states qualify EVSE under their property assessed clean energy (PACE) programs. One of the simpler solutions, existing tax credits could be increased and expanded to incentivize commercial, publicly available charging stations.
4. **EV Financing and Financial Incentives** – The provision of financial incentives and innovative financing options can help spur greater market penetration of EVs. Sales and income tax credits are one of the simplest methods for addressing higher up-front costs. While sales tax credits are typically applied at the time of purchase, income tax credits may do less to address the upfront cost barrier as receipt of the credit is typically removed in time from the purchase. However, a [study](#) by the Congressional Budget Office suggests that tax credits are important tools for ensuring increased adoption of alternative-fueled vehicles. The state’s existing program could be expanded to include additional vehicle types. States have adopted a number of other financial incentives including low-interest loans, grants, vouchers, and rebates.
5. **Commercial, Public, and Residential Charging** – New Jersey could offer tax incentives for companies to install charging at their workplace and provide grants to local governments to install charging infrastructure in accordance with a state plan. Tax credits or other incentives could be used to incentivize the installation of residential charging infrastructure.

## Grid Modernization

In the last two decades, digital technologies have been developed that enable utilities to better manage the grid and that also provide opportunities for consumers to customize their services to fit their priorities. These technologies allow a two-way flow of information between the electric grid and grid operators and between utilities and their customers. Emerging technologies improve system reliability and resiliency by enabling better tracking and management of resources.

These technologies allow grid operators to incorporate central and distributed energy resources, energy storage technologies, electric vehicles, and assist in addressing the challenges associated with planning, congestion, asset utilization, and energy and system efficiency. This can make the operational side of the utility more efficient. On the customer's side of the meter, advanced metering infrastructure, dynamic pricing, and other emerging technologies allow an exchange of information and electricity between a consumer and their electric provider. Grid modernization will be associated with greater consumer choice, allowing customers to meet their energy priorities by producing their own energy or to selecting to receive innovative energy efficient or clean energy services from different providers.

Grid modernization efforts compliment other policies such as demand response policies, customer data management, smart metering infrastructure, electric vehicles, and others. Policy approaches around grid modernization should be seen as an umbrella to put in place a structure that supports and ties together these other policy initiatives.

In terms of state efforts to modernize the grid, there is room for improvement in New Jersey. According to the most recent [Grid Modernization Index](#), New Jersey ranks 26<sup>th</sup> overall for state support, customer engagement, and grid operations. While New Jersey's [Energy Master Plan](#) addresses grid modernization and reliability, which helps provide a platform for future progress, there are supportive policies that could advance in-state grid modernization efforts.

1. Customer Data Access – New Jersey does not have clear state policies governing [customer data access](#) and privacy protections. Important aspects of legislation or rules addressing this include the following: clarification of who owns the energy data associated with consumer energy usage; protections for customer privacy; an outline of the process for allowing third parties direct access to data; and policy to promote access to the highest resolution of data by third parties. The state could establish customer access to energy data through the [Green Button Connect](#) program, for example.
2. Require that utilities' submit plans that address cybersecurity, integrating distributed energy resources (including electric vehicles and energy storage), increasing smart meter deployment and demand response and/or demand-side management (DSM) programs, and how these efforts will be measured and reported.
3. Improve the state's energy storage policies. The adoption of incentives for or a mandate to integrate a certain amount of energy storage on the grid (see below) would enhance modernization efforts. Enhancing clean energy financing (below) and electric vehicle policies (above), also improves the chances of successful grid modernization.

## **Clean Energy Financing**

Distributed generation (DG) provides localized generation that serves a specific part of the grid. It may include generation serving a specific residence or business, a neighborhood, or a region served by a substation. DG has the benefit of reducing stress on large transmission infrastructure by providing distribution level power (as opposed to central generation). Because small-scale renewable energy systems require large upfront investments, overcoming the upfront cost barrier is arguably the biggest challenge to clean energy deployment at the consumer level. Financing is key, and many states provide financing and financial incentives to spur adoption of these technologies.

Financing encompasses multiple potential state initiatives including state green banks, credit wraps, interest rate buy downs, and other common financing instruments. New Jersey Natural Gas offers a residential [on-bill financing program](#) and the BPU recently approved the extension of two Public Service Electric and Gas Company (PSE&G) [on-bill financing programs](#) in the state. To promote wide-spread deployment of DG, there are a handful of policy opportunities in New Jersey:

1. Residential Property Assessed Clean Energy (PACE) – PACE is a financing mechanism used by local governments that allows property owners to finance energy efficiency and renewable energy improvements through their property tax payment. The repayment of qualified energy improvements is done via a voluntary property tax assessment collected by local governments, just as other public infrastructure investments are financed. While PACE programs can be designed for both the residential and the commercial markets, residential PACE takes a much more committed and engaged approach on the part of the state. In order to amend New Jersey’s existing residential PACE authorization, legislation might follow the Department of Housing and Urban Development’s (HUD) guidance for determining eligibility for Federal Housing Authority (FHA) insured mortgage financing:
  1. Collection: The PACE obligation is collected and secured by the creditor in the same manner as a special assessment against the property;
  2. Enforcement: The property may only become subject to an enforceable claim (i.e., a lien) that is superior to the mortgage for delinquent regularly scheduled PACE payments. The property shall not be subject to an enforceable claim superior to the mortgage for the full outstanding PACE obligation at any time;
  3. Property Transfer: There are no terms or conditions that limit the transfer of the property to a new homeowner. Provisions to require the consent of a third-party prior to conveyance are prohibited, unless these provisions can be terminated at the option of, and with no cost to, the homeowner;
  4. Disclosure: The existence of a PACE obligation on a property is readily apparent to all parties to an FHA-insured mortgage transaction in the public records and must show the obligation amount, the expiration date and cause of the expiration of the assessment, and in no case, can default accelerate the expiration date.
2. DG and Solar Incentives- New Jersey offers tax credits and a rebate program to incentivize solar and other DG technologies. To increase the deployment of DG, the state’s offerings could be expanded to include performance-based incentives and loans. A performance-based incentive may take the form of a power purchase agreement, a standard offer payment, or a bill credit providing a certain dollar amount per kilowatt-hour (kWh) of power generated. By providing low interest financing to an individual utility customer, the state can shift the upfront payment for generation to one that reflects typical utility costs – a monthly payment over time. In addition, through the 2009 American Recovery and Reinvestment Act, states were provided with low interest bond financing for renewable energy and energy efficiency projects through Qualified Energy Conservation Bonds (QECBs). These may still be available, as it [appears that New Jersey’s allocation has not yet been used](#).
3. Innovative Financing Policies – This is an umbrella policy category that covers any mechanism to reduce the upfront cost of clean energy technologies for customers, and includes the following:
  1. State Green Bank – At its essence, a green bank blends public and private capital to fund the upfront cost of clean energy improvements. New Jersey’s Energy Resilience Bank (ERB), the “first public infrastructure bank in the nation to focus on energy resilience”, was [launched in 2014](#). The program could be expanded to fund DG and energy efficiency measures.
  2. Loan Loss Reserve - These funds are a credit enhancement or credit wrap in which a percentage of a program or project (for example, 10% of loan recipients or 10% of the principal) is held in reserve and only drawn in event of a default. These programs are used to leverage or reduce risk of private capital investment in clean energy projects and can support development of numerous clean energy finance tools, including on-bill financing and revolving loan funds.
  3. Revolving Loan Funds – The distinguishing characteristic of these public funds is that they are evergreen in the sense that the repaid principal and interest from loans made are re-issued to other loan recipients. In this way, the program funding “revolves” over time. New Jersey’s Energy Efficiency Revolving Loan Fund has been [temporarily suspended](#).
  4. Aggregate programs - These programs bundle un-securitized loans offered by private sector lenders, coupled with an interest rate buy down from a public funding source (for example, ARRA). The loans are then bundled and sold to the secondary bond market. The Warehouse of Energy Efficiency Loans ([WHEEL](#)) is a prime example of this approach. WHEEL links low cost capital from private sector lenders with state energy efficiency program implementers.

5. Securitization – Securitization, in this context, is borrowing against future ratepayer contributions into a public benefits fund. Perhaps the best example of a state securitization program is the Hawaii Green Energy Market Securitization ([GEMS](#)) program, which makes low cost capital available to a broad range of participants including renters and lower credit score borrowers.

## Energy Storage

Energy storage offers a unique opportunity to dynamically manage supply and demand to maximize the value of grid resources. By deploying storage in strategic locations, utilities can more effectively manage their energy portfolios. First, storage can dispatch power to better integrate intermittent resources like renewable energy. Second, it provides management of intermittent demand – helping to flatten peak demand requirements for the utility. Third, the responsiveness of energy storage can allow the utility to implement voltage regulation and other ancillary services, useful for improving system efficiency. Finally, energy storage can help the commercial sector avoid costly “[demand charges](#).” As utilities around the country consider [extending demand charges to the residential sector](#), this will become an even more important issue.

Storage provides multiple benefits to both the customer and the utility. State planning and regulatory policies can help maximize these benefits through a combination of 1) establishing a framework for easy integration of energy storage into the grid and 2) establishing a marketplace that monetizes the benefits of energy storage for cost effective investment.

New Jersey does not have a procurement target or goal for energy storage, but it did offer [financial incentives](#) for the development of additional energy storage in the past. The state ranks [fifth in the nation](#) for installed solar capacity, which, combined with some utilities’ time of use rate programs, creates a good foundation for storage as a distributed energy technology. Additional policy opportunities include:

1. Consider adding a procurement target or requirement for energy storage with a documented process for periodic review of progress towards that goal.
2. Instruct the utilities commission to evaluate the value of energy storage in multiple strategic locations across the utility system and consider a requirement to deploy storage where it will be cost effective, or identify the price point at which it will be cost effective.
3. Allow utilities that provide storage incentives to customers to install smart meters that enable dynamic energy management from multiple distributed battery systems.
4. Provide an option for utility customers (targeted at commercial users) to pay an additional charge to be included in a “high reliability zone” provided through a combination of distributed generation and energy storage – forming a utility integrated “microgrid”.

### 2017 Legislation Introduced by Attendee

Bill Number	Bill Summary	Bill Status	Sponsor
<a href="#">A 16-404</a>	Directs installation of electric vehicle charging stations at service areas on State's toll roads.	<a href="#">Companion</a> Passed One Chamber	Eustace
<a href="#">A 16-436</a>	Requires natural gas pipeline utilities to repair or replace leaking natural gas pipelines.	Introduced	Eustace
<a href="#">A 16-441</a>	The Board of Public Utilities (board), in consultation with electric public utilities, is to designate five strategic zones in this State that would benefit from reduced electric grid congestion through the installation of solar panel systems. For solar panel systems installed in strategic zones after the bill's effective date, the board is to reimburse an owner of a solar panel system 15 percent of the cost to install the solar panel system and \$1.50 per watt of energy produced by the solar panel system. The Solar Power Incentive Program is to be	Introduced	Eustace

	limited to solar panel systems with an installed capacity equal to or less than 25 kilowatts for residential systems and 200 kilowatts for non-residential systems. The bill requires the board to use funds collected from the societal benefits charge that is imposed pursuant to section 12 of P.L.1999, c.23 (C.48:3-60) to fund and administer the Solar Power Incentive Program.		
<a href="#">A 16-1251</a>	The Governmental Energy Reliability and Savings Public-Private Partnership Act permits private entities to propose to government entities certain energy-related projects at government facilities through a public-private partnership (P3) agreement.	Introduced	Eustace
<a href="#">A 16-1759</a>	The percentage of electricity sold in this State that is from Class I renewable energy is to increase once every five energy years between energy years 2015 and 2050. Beginning with energy year 2015, 11 percent of the electricity sold in this State is to be from Class I renewable energy. By energy year 2050, 80 percent of the electricity sold in this State is to be from Class I renewable energy. By energy year 2030, 13.849% of the electricity sold in this State is to be from solar energy. Class I renewable energy includes solar energy.	<a href="#">Companion</a> Passed One Chamber	Eustace
<a href="#">A 16-2080</a>	Authorizes municipalities to establish program for public or private financing of certain renewable and energy efficiency, microgrid, conservation, and storm resiliency projects through the use of voluntary special assessments (PACE Assessments) for certain property owners.	Passed One Chamber	Eustace
<a href="#">A 16-2201</a>	Requires local contracting units, boards of education, and county colleges to purchase hybrid electric vehicles or electric vehicles when purchasing vehicles.	Introduced	Eustace
<a href="#">A 16-2203</a>	The percentage of electricity sold in the State that is from Class I renewable energy is to increase once every five energy years between energy years 2015 and 2050. Beginning with energy year 2015, 11 percent of the electricity sold in the State is to be from Class I renewable energy. By energy year 2050, 80 percent of the electricity sold in the State would be required to be from Class I renewable energy.	<a href="#">Companion</a> Passed One Chamber	Eustace
<a href="#">A 16-2204</a>	Authorizes virtual net metering for certain electric public utility customers connected to certain hydropower facilities.	Passed One Chamber	Eustace
<a href="#">A 16-2214</a>	Provides a gross income tax deduction for costs of certain green home improvements that increase building systems resiliency.	Introduced	Eustace
<a href="#">A 16-2217</a>	Requires electric public utilities to enter into long-term contracts for certain forms of Class I renewable energy.	Introduced	Eustace
<a href="#">A 16-2417</a>	Requires large food waste generators to separate and recycle food waste and amends definition of "Class I renewable energy."	Introduced	Eustace
<a href="#">A 16-2445</a>	This bill establishes in law the Office of Clean Energy which currently exists as a non-statutory office in the Board of Public Utilities (BPU). The office will coordinate the State's programs to improve energy distribution and the use of non-polluting energy sources.	Introduced	Eustace
<a href="#">A 16-2446</a>	Establishes "Solar Roof Installation Warranty Program" in EDA and transfers \$2 million from societal benefits charge to initially fund program.	<a href="#">Companion</a> Passed One Chamber	Eustace
<a href="#">A 16-2465</a>	This bill would create the Office of Sustainability in the Department of the Treasury. The office would be responsible for developing and implementing environmental sustainability measures in all State buildings and coordinating with all owners of real property in which State agencies are located in an effort to implement environmental sustainability practices in those buildings.	Introduced	Eustace

<a href="#">A 16-2756</a>	Establishes microgrid pilot program.	Introduced	Eustace
<a href="#">A 16-2920</a>	Allows certain on-site generation facilities to deliver electricity without utilizing electric public utility infrastructure.	Introduced	Eustace
<a href="#">A 16-2922</a>	Requires environmental sustainability plan for State House Complex.	Introduced	Eustace
<a href="#">A 16-3093</a>	Permits BPU to approve qualified wind energy project; requires BPU to provide application periods for those projects.	<a href="#">Companion</a> Vetoed	Eustace
<a href="#">A 16-3504</a>	Clarifies liability for discharges of hazardous substances from drilling platforms that enter NJ waters.	Introduced	Eustace
<a href="#">A 16-3825</a>	Establishes Clean Energy Technology Center and Alternative and Clean Energy Investment Trust Fund for purposes of creating clean energy-related employment opportunities; allocates revenues from societal benefits charge to support its activities.	Introduced	Eustace
<a href="#">A 16-3918</a>	Establishes a 25-member “New Jersey Solar Energy Study Commission” and modifies the State’s solar renewable energy portfolio standards.	<a href="#">Companion</a> Passed One Chamber	Eustace
<a href="#">A 16-3965</a>	Establishes DEP rebate program for purchase of alternative fuel vehicles.	Introduced	Eustace
<a href="#">A 16-3972</a>	Provides gross income tax credit to persons purchasing or leasing alternative fuel vehicles.	Introduced	Eustace
<a href="#">A 16-4031</a>	Creates New Jersey Crude Oil by Rail Safety Task Force.	Introduced	Eustace
<a href="#">A 17-4540</a>	Requires municipal land use plan element of master plan to address smart growth, storm resiliency, and environmental sustainability issues.	Passed One Chamber	Eustace
<a href="#">A 17-4552</a>	Encourages local units to plan for electric vehicle charging infrastructure.	Introduced	Eustace
<a href="#">A 17-4604</a>	Provides corporation business tax credit to public utilities that develop qualified native pollinator habitat in their rights of way.	Introduced	Eustace
<a href="#">A 17-4698</a>	Requires the Board of Public Utilities (board) to conduct a study concerning the feasibility and benefits of implementing a zero emission credit (ZEC) program in this State.	Introduced	Eustace
<a href="#">A 17-4701</a>	Requires State's full participation in Regional Greenhouse Gas Initiative.	Vetoed	Eustace
<a href="#">A 17-4727</a>	Allows 50 percent credit against societal benefits charge to electric or gas public utility customers who install and maintain publicly available zero emission vehicle charging stations.	Introduced	Eustace
<a href="#">A 17-4728</a>	Requires BPU and electric public utilities to conduct energy storage analysis.	Introduced	Eustace
<a href="#">A 17-4750</a>	Provides sales and use tax exemption for the sale of plug-in hybrid vehicles.	Introduced	Eustace
<a href="#">A 17-4756</a>	Permits solar electric power generation facility projects not having commenced commercial operation to retain designation through May 31, 2018 as connected to distribution system.	<a href="#">Companion</a> Enacted	Eustace
<a href="#">A 17-5040</a>	Requires NJ to join U.S. Climate Alliance to uphold Paris Climate Accord.	<a href="#">Companion</a> Passed One Chamber	Eustace
<a href="#">A 17-5093</a>	Authorizes virtual net metering for certain electric public utility customers who are connected to resource recovery facilities.	Introduced	Eustace
<a href="#">ACR 16-148</a>	Invalidates DEP rules and regulations that repealed DEP regulatory program concerning State participation in greenhouse gas cap and trade program.	Introduced	Eustace

<a href="#">ACR 17-238</a>	Urges President Trump to rescind executive order authorizing offshore oil and natural gas drilling.	Introduced	Eustace
<a href="#">AR 16-20</a>	Urges US DOT to promulgate regulations concerning transport of crude oil by rail that ensures safety of NJ residents who live along railroads.	Introduced	Eustace
<a href="#">AR 17-263</a>	Condemns President Trump's decision to withdraw U.S. from Paris Climate Accord.	Filed with Secretary of State	Eustace
<a href="#">AR 17-264</a>	Urges NJ Governor to join U.S. Climate Alliance.	Filed with Secretary of State	Eustace

### Other 2017 Legislative Activity

Only bills that have passed both chambers are set out below. For all 2017 energy-related legislation, visit [aeltracker.org](http://aeltracker.org).

Bill Number	Bill Summary	Bill Status
<a href="#">A 16-12</a>	Adjusting certain State taxes, amending and supplementing various parts of the statutory law pertaining to taxes of this State.	Enacted
<a href="#">S 16-1969</a>	Requires NJ Clean Energy Program's Residential New Construction incentives be made available Statewide.	Enacted
<a href="#">A 16-2512</a>	Requires BPU to render decision on case within 12 months of final public hearing or hold another public hearing prior to deciding case.	Enacted
<a href="#">S 16-2098</a>	Exempts hydrogen fuel cell-powered vehicles from certain labeling requirements.	Enacted
<a href="#">S 16-518</a>	Permits holding companies of eligible New Jersey emerging technology companies to receive investments under the New Jersey Angel Investor Tax Credit Act.	Enacted

### News

- August 29<sup>th</sup>, 2017: [Amazon Says It Just Flipped Switch on N.J.'s Largest Rooftop Solar Array.](#)
- August 23<sup>rd</sup>, 2017: [New Jersey Approves Funding for Town Microgrid Study.](#)
- August 16<sup>th</sup>, 2017: [Christie Tells Trump White House 'NO' on Coastal Energy.](#)
- August 16<sup>th</sup>, 2017: [Seven Firms Interested in Buying NRG Energy Renewable Assets.](#)
- August 16<sup>th</sup>, 2017: [New Jersey Drivers Warming Up to Electric Vehicles, Study Says.](#)
- August 17<sup>th</sup>, 2017: [Offshore-Wind True Believers Remain Optimistic About New Jersey.](#)
- August 22<sup>nd</sup>, 2017: [New Jersey Regulators Take High Touch Approach to Community Microgrids.](#)
- August 24<sup>th</sup>, 2017: [New Jersey Regulators Approve \\$69M in Efficiency Spending for PSEG.](#)
- August 3<sup>rd</sup>, 2017: [3 More Municipalities Joining Energy Cooperative.](#)
- August 2<sup>nd</sup>, 2017: [PSE&G to Extend New Jersey Energy Efficiency Program.](#)
- July 6<sup>th</sup>, 2017: [BPU Proposes 13 Energy Microgrids across New Jersey.](#)

### Other Resources

- Drive Green New Jersey: <http://www.drivegreen.nj.gov/>
- New Jersey Board of Public Utilities: <http://www.state.nj.us/bpu/index.shtml>
- New Jersey Clean Energy: <http://www.njcleanenergy.com/>
- The American Council for an Energy-Efficient Economy State and Local Policy Database, New Jersey: <http://database.aceee.org/state/new-jersey>
- The Database of State Incentives for Renewables and Efficiency, New Jersey: <http://programs.dsireusa.org/system/program?fromSir=0&state=NJ>
- U.S. Energy Information Administration, New Jersey: <https://www.eia.gov/state/?sid=NJ>



- SPOT for Clean Energy, New Jersey: <https://spotforcleanenergy.org/state/new-jersey/>