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ABOUT THE NEW JERSEY BOARD OF PUBLIC UTILITIES (NJBP)

The New Jersey Board of Public Utilities ("NJBP" or "Board") is the state agency with authority to oversee the regulated utilities, which provide critical services such as natural gas, electricity, water, telecommunications, and cable television. The law requires the Board to ensure safe, adequate, and proper utility services at reasonable rates for customers in New Jersey.

ABOUT THE NEW JERSEY CLEAN ENERGY PROGRAM (NJCEP)

NJCEP, established on January 22, 2003, in accordance with the Electric Discount and Energy Competition Act (EDECA), provides financial and other incentives to the State's residential customers, businesses and schools that install high-efficiency or renewable energy technologies, thereby reducing energy usage, lowering customers' energy bills and reducing environmental impacts. The program is authorized and overseen by the New Jersey Board of Public Utilities (NJBP).

ABOUT SUSTAINABLE JERSEY

Sustainable Jersey is a certification program for municipalities in New Jersey. Launched in 2009, Sustainable Jersey is a nonprofit, nonpartisan organization that supports community efforts to reduce waste, cut greenhouse gas emissions, and improve environmental equity. It provides tools, training and financial incentives to support and reward communities as they pursue sustainability programs.

Sustainable Jersey is 100-percent voluntary and each municipality can choose whether it wants to get certified and the actions it wants to do in order to achieve enough points to get certified.

CONTENTS

I. Introduction	1
II. Community Overview.....	3
II.A. Transportation.....	4
II.A.2. Vehicle Miles Traveled by Vehicle Type.....	4
II.A.2. Means of Transport to Work.....	5
II.A.3. Electric Vehicle Usage	6
II.A.4. EV Charging Infrastructure	7
II.B. Electricity and Natural Gas Usage	7
II.B.1. Electricity Usage	7
II.B.2. Natural Gas Usage	8
II.B.3. Solar Potential	9
II.C. Residential Energy Data	10
II.C.1. Primary Heating Fuels of Occupied Housing Units.....	10
II.D. Participation in Energy Efficiency Initiatives	11
II.D.1. Residential Participation in Energy Efficiency Initiatives	11
II.D.1. Commercial Participation in Energy Efficiency Initiatives.....	12
II.E. Greenhouse Gas Emissions.....	12

The Town of Hammonton is committed to addressing climate change and reducing greenhouse gas emissions. This Community Energy Plan details the specific strategies the Town will pursue in the coming years to reduce greenhouse gas emissions from the local energy system. The plan includes municipal energy initiatives such as upgrading municipal facilities for energy efficiency, converting street lighting to LED fixtures, installing an EV Charger and encouraging its use, and advancing community solar and other clean energy projects that support emissions reductions across the Town, as well as public policies and programs aimed at supporting the community in reducing emissions.

Hammonton ratified this Community Energy Plan on July 27, 2026. Throughout the development of this plan, the Town provided numerous opportunities for public input, ensuring that low and moderate-income residents could participate. These opportunities were provided through in-person and virtual formats for public comment sessions, which were held at different times of day to accommodate different work schedules.

In January of 2024, the Town Steering Committee (Hammonton Green Committee) began reviewing the Sustainable Jersey Guide for Sustainable Energy Communities and Community Energy Plan Workplan Template and meeting with municipal staff to determine how to prioritize and implement the high-impact initiatives. The Hammonton Green Committee, chaired by Thomas Hatch, submitted an application on May 12, 2025 to the NJ Board of Public Utilities for a \$10,000 Hammonton Energy Planning Grant to create the Town's Community Energy Plan. The \$10,000 grant was awarded soon thereafter, and the Grant Agreement was executed on October 24, 2025. Relevant community data was gathered from the Sustainable Jersey Data Center. The Green Committee sought community feedback via a duly advertised and promoted Stakeholder Meeting and other means. The Green Committee worked with Triad Associates on the development of the full Hammonton Community Energy Plan.

The Green Committee presented the draft Community Energy Plan at a public meeting on July 27, 2026. The final Community Energy Plan was adopted by municipal resolution after the presentation of the CEP during that council meeting.

Hammonton's Community Energy Plan establishes how the municipality will promote the transition to sustainable energy over the next several years. Initiatives were selected based on demonstrated effectiveness, unique local opportunities, and co-benefits for the community, such as improved local air quality, energy savings for residents, and workforce development.

Climate change is one of the greatest threats to our future prosperity in Hammonton and globally. New Jersey is both a significant source of greenhouse gas (GHG) emissions and a state particularly vulnerable to climate change. Increasing heat waves, intense storms, and sea-level rise caused by climate change will dramatically alter our coastal state for many years to come (NJDEP, Scientific Report on Climate Change).

According to the New Jersey Department of Environmental Protection's NJ Greenhouse Gas Emissions Inventory Report, New Jersey adds almost 100 million metric tons of CO₂e to the atmosphere annually.

New Jersey can mitigate the local and global impacts of climate change with a rapid transition from the current GHG-intensive energy system to one that optimizes energy use and produces energy with minimal GHG emissions.

Recognizing New Jersey's role in climate change mitigation, the State of New Jersey has established a goal of 100% clean energy in the state by 2050. The New Jersey Energy Master Plan: Pathway to 2050 outlines the state's strategies for achieving that goal while also addressing issues of social and economic inequity. To promote action at the local level in support of the state's goals, the New Jersey Board of Public Utilities (NJBPU) launched the Community Energy Plan Grant Program, offering support and funding for municipalities to develop a Community Energy Plan. Hammonton received the Community Energy Plan Grant and completed this plan as a participant in the grant program.

Hammonton was established in the 19th century and developed around rail connections, agriculture, and local commerce in southern New Jersey. Its location made it a practical gathering point for farming, shipping, and service activity, helping the Town grow into an important community in Atlantic County.

As the Town evolved, blueberries became one of its most recognizable and celebrated crops, shaping both its economy and its public identity. Hammonton is widely known as the “Blueberry Capital of the World,” a title that reflects its long agricultural legacy and the strong role that farming has played in the Town’s development.

That heritage still matters today as it connects Hammonton’s past with its present-day planning priorities. The Town has maintained a small-town character while also becoming known for its numerous festivals and bustling downtown, making it a place where tradition and community life remain highly visible. This combination gives the Town a strong foundation for a Community Energy Plan that reflects local pride, economic vitality, and future-focused investment.

The Town’s public safety system is a local, three-part structure: police, volunteer fire, and independent rescue services. Hammonton has its own municipal police department, two volunteer fire stations operating under the Hammonton Fire Department, and a separate EMS provider in the Hammonton Rescue Squad. The police department is staffed around the clock, while fire protection is handled by Fire Company Station 1 and Station 2, and EMS is organized separately from both fire and police.

According to the *American Community Survey, 2024 Five-Year Estimates*, Hammonton is a majority Caucasian community, with 74.3% of the population of 14,840 identifying as “White, one-race”, significantly higher than the 54.0% of the State of New Jersey and 56.1% of Atlantic County. The Town’s “Hispanic” population is 24.7%, slightly higher than the County’s 20.4% and the State’s 22.5%. With only 8.3% of the population identifying as “Two or More Races,” the Town is significantly less than the County’s 12.3% and the State’s 12.4%.

The Town’s median household income sits at \$78,087, which is functionally equal to the Atlantic County’s \$78,050 but significantly less than the State’s \$103,556. Further, the Town’s poverty rate is relatively low, at 9.6%, again, functionally equal to the State’s 9.7% and considerably lower than the County’s 13.2%. Further, Hammonton’s SNAP utilization is considerably lower than local benchmarks, with only 7.8% of households receiving benefits. This is much lower than the County’s rate of 12.3% and the State’s rate of 9.2%. According to the New Jersey Department of Community Affairs 2026 Municipal Revitalization Index, Hammonton has an MRI Distress Score of 36.1. This score ranks Hammonton as the 125th municipality in New Jersey most in need of revitalization, in the lowest quartile.

The Town’s population is both older and younger than local benchmarks, with 22.5% of the Town’s population under 18 years of age (slightly above New Jersey’s 21.8% and Atlantic County’s 20.8%) and 22.2% aged 65 and over (about 1.5 times New Jersey’s 17.2% and Atlantic County’s 19.9%). This is balanced by a considerably lower percentage of residents between the ages of 55 and 64: only 10.9% of the

population of Hammonton is in this age group, while the State's population in this range is 13.6% and Atlantic County sits at 14.8%.

The educational attainment in Hammonton is significantly higher than the rest of the state, with 33.8% of the population of Hammonton aged 25 or older having attained at least a Bachelor's degree, markedly higher than New Jersey's 26.4%, and just under Cumberland County's 31.8%. There is a lower percentage of the population in Hammonton with some college and no degree: approximately 12.6% of the Town fits this description, as opposed to 15.0% of the State and 17.5% of the County. However, the Town's population having attained graduate-level degrees sits quite lower than the State: both the Town and the County have rates at 10.7%, while the State sits at 17.6%.

Hammonton is a diverse community with a significant senior population, median household income near the county level, a poverty rate below both county and state benchmarks, and a relatively low SNAP participation rate. For energy planning, that combination points to a Town that should prioritize affordability, targeted outreach, and practical implementation over one-size-fits-all strategies, with special attention to older residents, families, and households that may benefit most from utility savings, weatherization, and incentive programs. Its relatively strong educational attainment suggests Hammonton may be well positioned for technical initiatives such as solar, EV readiness, and municipal efficiency projects, but the Town's mixed age profile and below-state graduate degree share also mean outreach should be clear, accessible, and grounded in concrete local benefits rather than technical language.

II.A.

Transportation

Hammonton's transportation system is more connected than a typical small town because it sits on a regional rail line, has bus access, and is tied into major road infrastructure that moves both commuters and freight. The Town is served by the Atlantic City Rail Line at Hammonton Station, with NJ TRANSIT bus service on Route 554 and regional shuttle connections through the Route 54/40 Community Shuttle, which links Hammonton to nearby communities and to larger transit transfers. On the roadway side, the Atlantic City Expressway and New Jersey Route 54/Bellevue Avenue/US Route 206 provide the Town's most important east-west access, while the local street network and pedestrian plan help connect neighborhoods, downtown, and the station area. That mix of rail, bus, shuttle, and highway access gives Hammonton strong regional mobility, but it also means the Town must plan carefully for station-area connectivity, safe walking and biking routes, and congestion around key corridors such as the Bellevue Avenue corridor and the Expressway.

II.A.2.

Vehicle Miles Traveled by Vehicle Type

The chart below shows that light trucks account for the greatest amount of vehicle miles traveled at 135,781,753, followed by passenger cars at 108,959,287. Together, those two categories dominate the total miles shown, which suggests that most travel activity is concentrated in personal and light-duty vehicles rather than in the heavier or less common vehicle classes.

The remaining categories are much smaller by comparison: single unit trucks and motorhomes total 10,375,730 miles, combination trucks reach 8,904,462, buses total 3,628,906, and motorcycles are the

lowest at 2,092,763. The pattern indicates that freight trucks, buses, and motorcycles contribute far less to total vehicle travel than light trucks and passenger cars, so any transportation planning effort aimed at reducing miles or emissions would likely have the biggest impact by focusing on those two largest vehicle types.

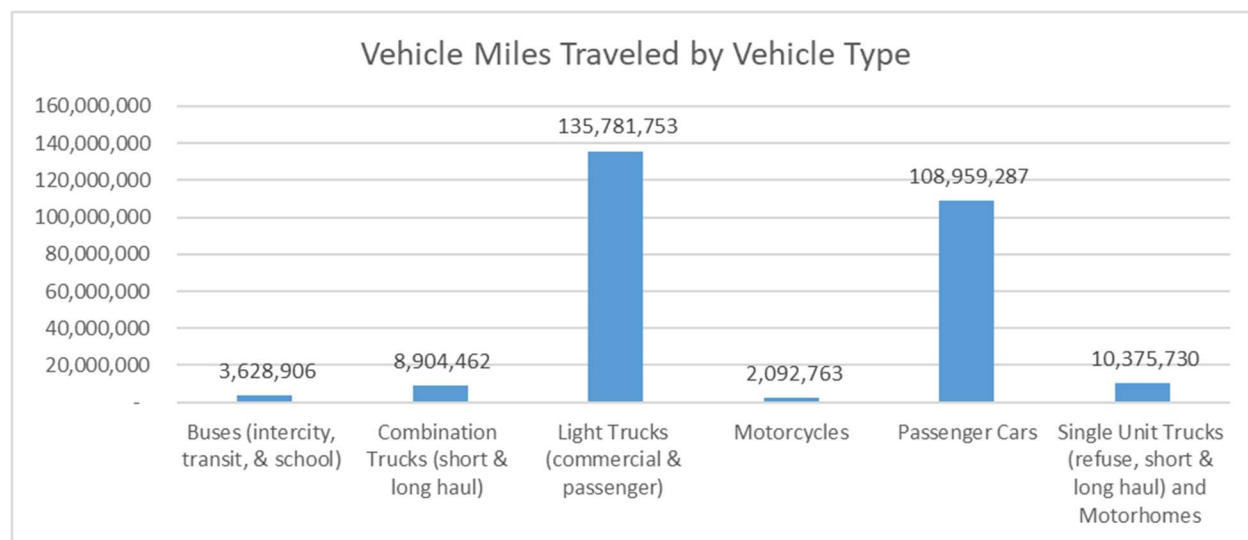


Figure 1 Source: Sustainable Jersey. Vehicle Miles Traveled. Original Source: SJTPO On-Road VMT Data

Looking ahead, Hammonton's transportation system gives the Town a strong foundation for reducing vehicle dependence and improving connectivity across modes. Because the Town already has rail service, bus and shuttle connections, major highway access, and a local pedestrian and bicycle framework, future planning can focus on making those pieces work together more effectively rather than starting from scratch.

That means Hammonton has an opportunity to strengthen first- and last-mile access to the station, improve safe walking and biking links to downtown and neighborhood destinations, and better connect residents to transit options that support shorter, lower-emission trips. The Town can also use its position along Route 54 and near the Atlantic City Expressway to support cleaner freight, commuter, and service travel while steering local growth toward a more accessible, multimodal transportation network.

II.A.2.

Means of Transport to Work

The chart below shows that commuting in Hammonton is overwhelmingly car-dependent, with 88% of workers traveling by car, truck, or van. The only other notable modes are walked at 5%, worked at home at 4%, and bicycle at 2%, while public transport, taxicab, motorcycle, and other means each account for only about 1% or less.

That pattern suggests that future energy and transportation planning in the Town should focus on reducing single-occupancy vehicle dependence as the dominant commute mode is still energy-intensive car travel. By improving walkability, bike connections, and access to rail, bus, and shuttle service, the Town can help shorten trip lengths, reduce fuel use, and lower transportation-related greenhouse gas emissions. Better connections between neighborhoods, downtown, and transit stops can also make it easier for residents

to choose lower-energy travel options for routine trips, which is especially important in a community trying to plan for a cleaner and more efficient transportation future.

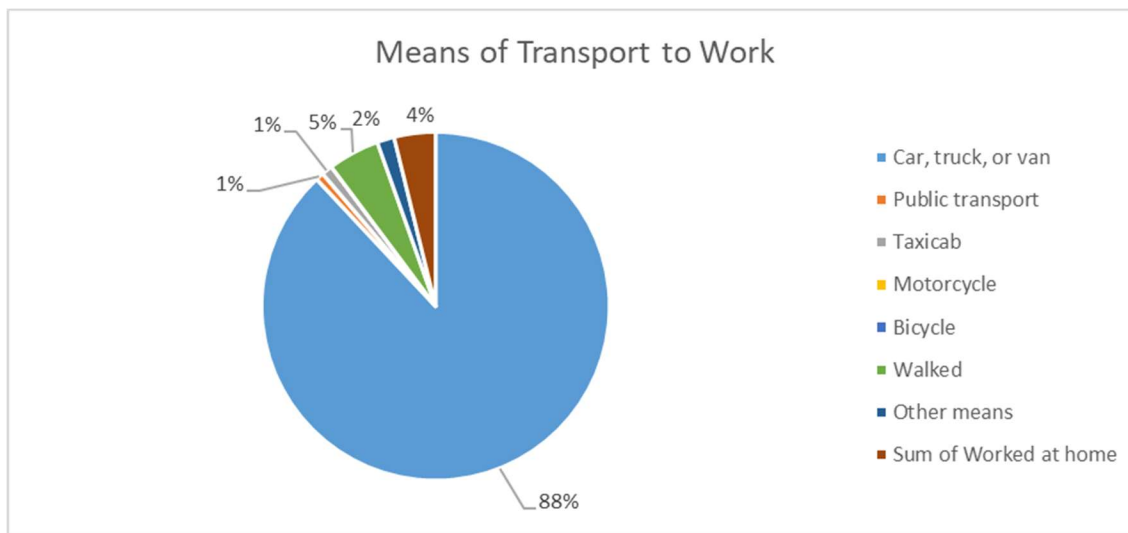


Figure 2 Source: Sustainable Jersey. Community Profile Data by Municipality.
Original Source: 2020 American Communities Survey

II.A.3.

Electric Vehicle Usage

This table shows that Hammonton's estimated number of electric vehicles increased from 9 in 2015 to 43 in 2020, while the total number of passenger vehicles declined slightly from 9,456 to 9,278. As a result, the share of electric vehicles rose from 0.09% to 0.46%, which is still very small but reflects clear growth in adoption over time.

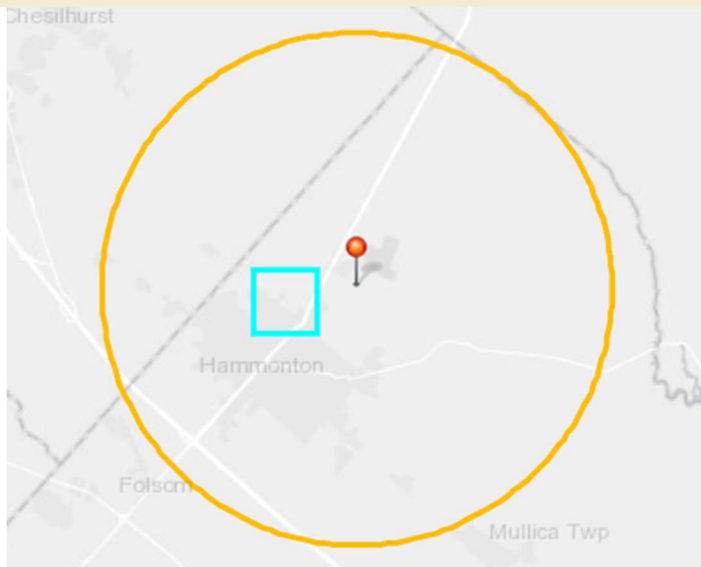
Estimated Numbers of Vehicles and Electric Vehicles			
Year	Estimated Total Passenger Vehicles	# of EVs	% Electric
2015	9456	9	0.09%
2020	9278	43	0.46%

Source: Sustainable Jersey. Electric Vehicle Ownership Data. Original Source: SJTPO Alternative Fueled Vehicles Report

For energy planning, that trend suggests the Town should prepare for continued EV growth by planning ahead for charging infrastructure, municipal fleet readiness, and policies that support easier EV use as adoption expands. That will mean identifying convenient charging locations in public parking areas, at municipal facilities, and near key destinations so residents, visitors, and workers can realistically shift to electric vehicles without creating range or access barriers. The Town should also make sure its own fleet strategy keeps pace, including evaluating which municipal vehicles can be electrified and where they would charge during daily operations. Just as important, the Town should ensure first responders are trained on EV incidents and charging equipment so fire, police, and EMS personnel are prepared to respond safely to vehicle fires, collisions, and other emergency situations involving electric vehicles.

II.A.4.

EV Charging Infrastructure



Light green tags (not shown) – Level 1; Medium green (not shown) – Level 2; Dark green (not shown) – DCFC. Figure 3 Source:

<https://njdep.maps.arcgis.com/apps/webappviewer/index.html?id=e41aa50dd8cd45faba8641b6be6097b1>

This map shows that there are currently no public EV charging stations in the immediate Hammonton area. The surrounding region is displayed, but the image indicates that public charging infrastructure is not yet available locally, which means EV drivers would have limited convenient charging options within the Town itself.

Looking ahead, that gap is important because EV adoption is much harder if drivers do not have reliable places to charge. If Hammonton wants to encourage residents, visitors, and local businesses to switch to electric vehicles, it will likely need to install at least a small network of public chargers so people can feel confident that charging will be available when they need it.

II.B.

Electricity and Natural Gas Usage

Most electricity and natural gas use is currently associated with buildings. Utility companies generally organize electricity and natural gas use into four sectors – residential, commercial, industrial, and street lighting. The commercial sector includes nonprofits and government entities such as schools and municipal buildings, as well as businesses.

II.B.1.

Electricity Usage

The chart below shows that Hammonton’s electricity purchases were dominated by commercial and residential demand throughout the 2016 to 2022 period. Commercial electricity was consistently the largest category, ranging from about 61.7 million to 69.8 million kWh, while residential electricity was close behind, generally hovering around 59 million to 64 million kWh. Industrial electricity was much smaller than either of those two sectors, staying near 5.0 to 6.5 million kWh, and street lighting was by far the smallest category at roughly 0.5 to 1.1 million kWh.

Across the seven years, total electricity purchases remained relatively steady, with only moderate year-to-year variation rather than a dramatic increase or decrease. Commercial usage dipped in 2020 – perhaps due to effects associated with the pandemic – and then rebounded, residential usage also softened in 2017 and 2019 before rising again, and industrial and street lighting loads stayed comparatively flat. That pattern suggests Hammonton’s energy profile is driven mainly by everyday residential and business activity, so the biggest opportunities for energy planning likely lie in efficiency upgrades, building-focused

conservation, and targeted commercial and residential outreach rather than in a single large industrial sector.

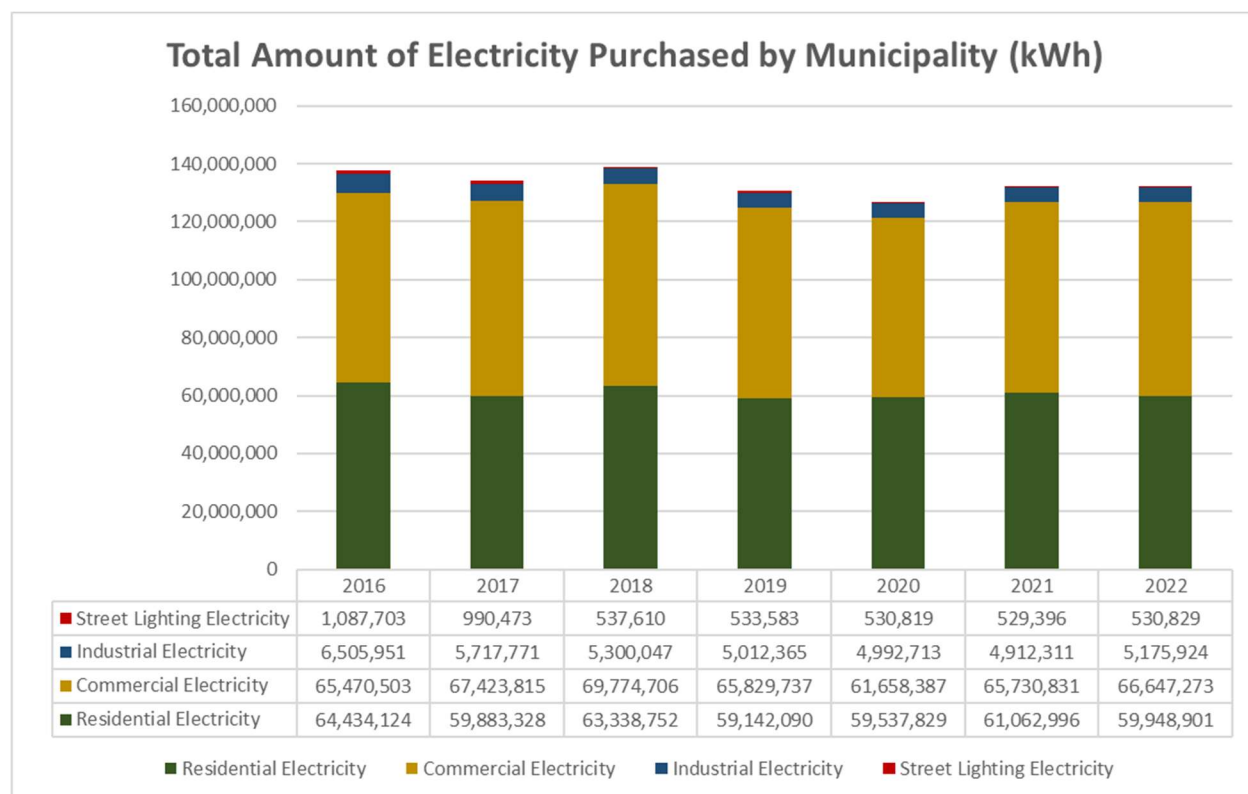


Figure 4 Source: Sustainable Jersey. Aggregated Community-Scale Utility Energy Data. Original Source: Atlantic City Electric

The Town would be wise to treat this load profile as a signal to prioritize measures that can reduce electricity demand where it is most concentrated. That means expanding energy efficiency programs for homes and businesses, supporting building retrofits, and considering distributed energy resources such as solar and storage to help manage peak demand and improve resilience. Because residential and commercial loads make up the overwhelming share of electricity use, even modest improvements in those sectors could produce meaningful savings, lower emissions, and create a more flexible local energy system for the Town's future.

II.B.2.

Natural Gas Usage

The chart shows that Hammonton's natural gas consumption is dominated by the residential sector, with commercial use consistently second and industrial use contributing only a very small share. Residential demand ranges from roughly 5.9 million therms to 7.3 million therms over the period shown, while commercial demand ranges from about 4.0 million therms to 5.2 million therms, indicating that building heat is the main driver of gas use in the Town.

The pattern also shows that total natural gas purchases are fairly stable from year to year, with a peak in 2018 and a potentially pandemic-related dip in 2020 before rising again in 2021 and 2022. Street lighting

gas use is zero across all years, and industrial gas use remains negligible throughout, so the chart is clearly shaped by homes and businesses rather than by heavy industry or public lighting.

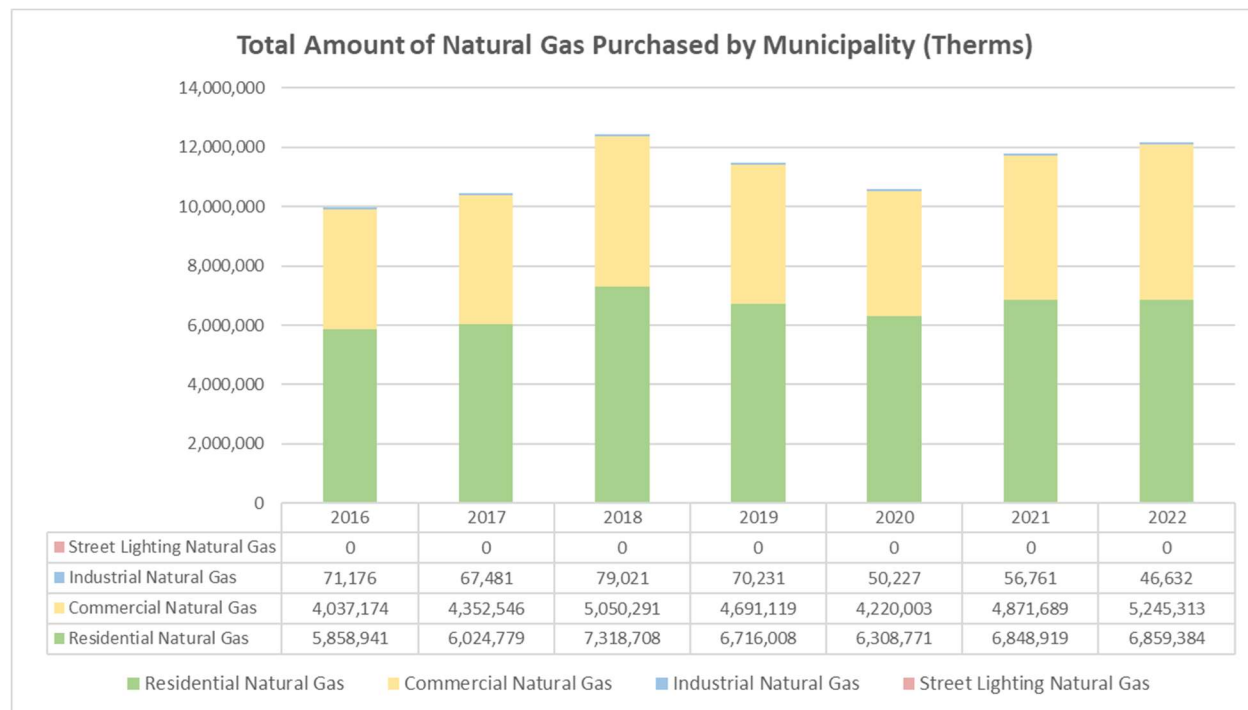


Figure 5 Source: Sustainable Jersey. Aggregated Community-Scale Utility Energy Data. Original Source: SJG.

This profile suggests that Hammonton’s energy planning should prioritize building efficiency and cleaner heating strategies in the residential and commercial sectors. Weatherization, high-efficiency HVAC systems, electrification of space and water heating, and targeted outreach to homeowners and businesses would likely deliver the greatest reductions in gas use and emissions. Because the Town’s gas load is concentrated in buildings, even modest improvements in heating efficiency could have a meaningful impact on both energy costs and long-term carbon reduction.

II.B.3.

Solar Potential

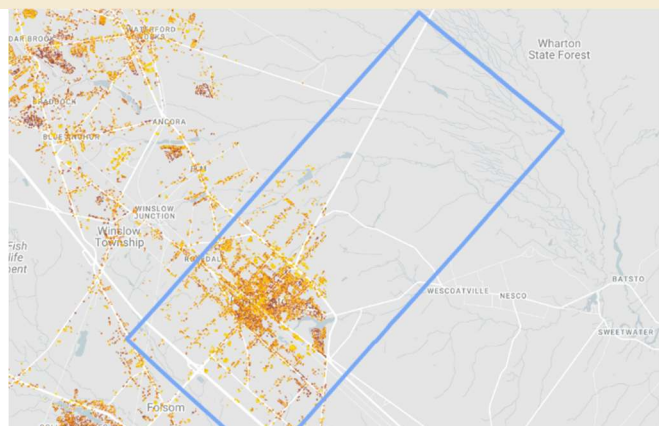


Figure 6 Darker Shades indicate shady rooftop areas, and lighter shades indicate sunny rooftop areas. Source: Project Sunroof

The solar potential map indicates that Hammonton has meaningful rooftop solar opportunity, but that opportunity is not distributed evenly across the Town. The lighter-colored rooftops represent sunnier and more solar-suitable properties, and they appear to be concentrated primarily in the Town’s developed core and along its established built corridors, while darker areas indicate more heavily shaded rooftops with lower near-term solar potential.

For the Community Energy Plan, this suggests that the Town should focus solar planning on the properties with the strongest apparent rooftop conditions rather than treating all parcels as equally viable. Municipal buildings, commercial properties, and other structures in the more developed and less shaded portions of the Town may offer the best opportunities for cost-effective solar deployment, while more wooded or shaded areas may be better suited to other clean energy and efficiency strategies.

II.C.

Residential Energy Data

The chart shows that Hammonton's housing stock is dominated by single-family detached homes, with 4,115 units in that category, far more than any other structure type. After that, the next largest categories are 1-unit attached homes at 476, 2-unit buildings at 457, and then a much smaller number of multifamily buildings, including 3 to 4 units, 5 to 9 units, 10 to 19 units, and 20 or more units. Mobile homes make up only a very small share at 15 units, which means the Town's housing market is overwhelmingly low-density and primarily residential in character.

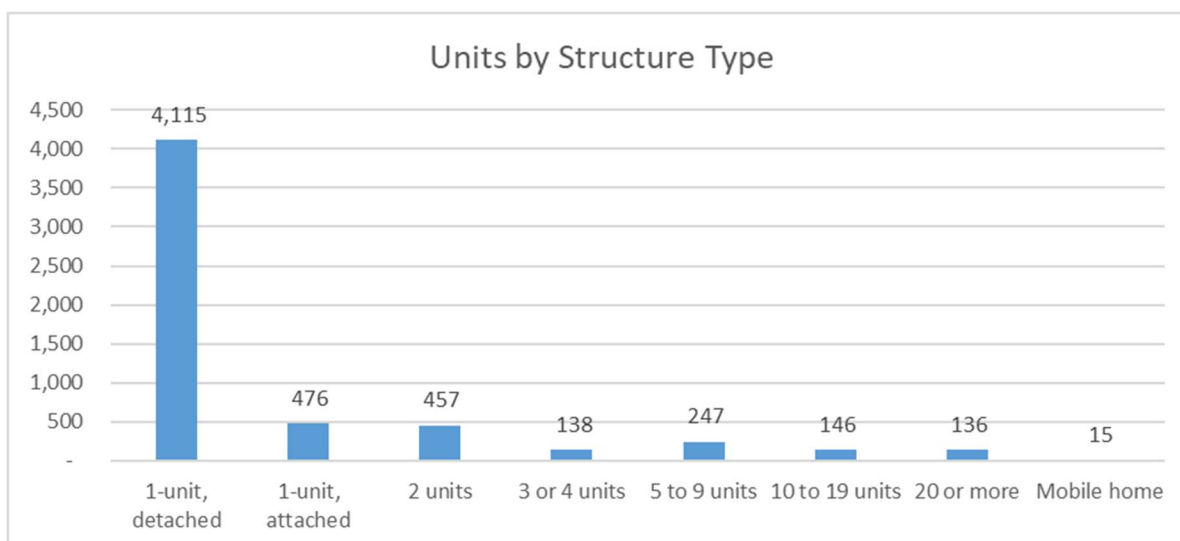


Figure 7 Source: Sustainable Jersey. Community Profile Data. Original Data: US Census. 2020. American Community Survey

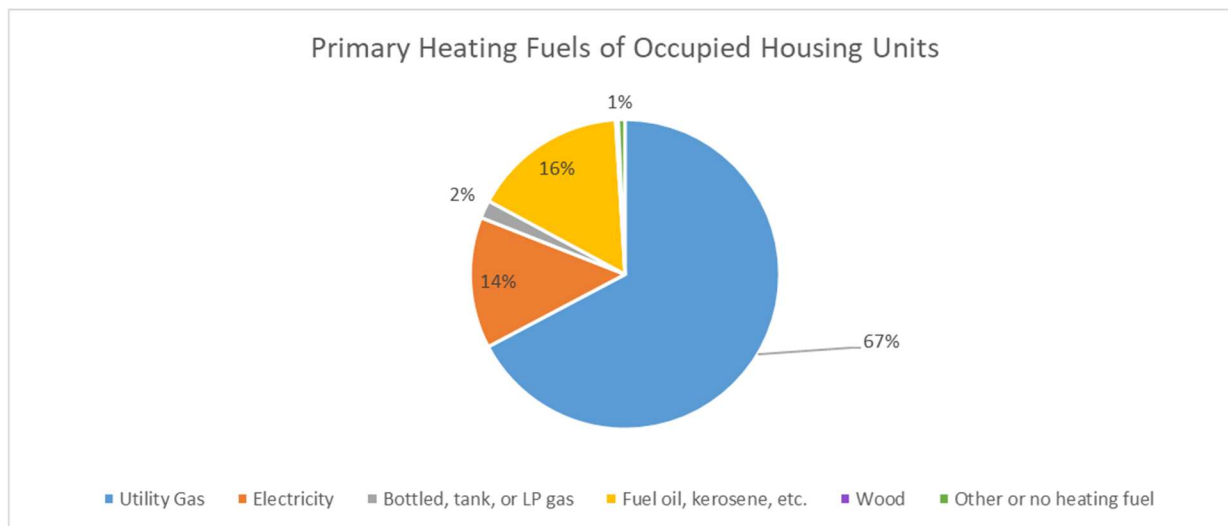
From an energy planning perspective, this housing profile suggests that Hammonton's greatest efficiency opportunities are likely to come from detached and small-scale residential properties rather than large apartment complexes. That means strategies such as home weatherization, heat pump adoption, rooftop solar, and targeted outreach to owner-occupied households could have the biggest impact, while multifamily programs should be tailored to the smaller share of attached and mid-density homes. Because the Town is so heavily weighted toward single-family housing, even modest improvements in household energy performance could produce meaningful reductions in overall electricity and natural gas demand.

II.C.1.

Primary Heating Fuels of Occupied Housing Units

The chart shows that utility gas is the primary heating fuel for occupied housing units in the Town, at 67% of households. Electricity is the second most common heating source at 14%, followed closely by fuel oil, kerosene, and similar fuels at 16%, while bottled, tank, or LP gas accounts for 2% and other or no heating

fuel makes up 1%. That means the Town’s heating profile is heavily dependent on natural gas, with a smaller but still meaningful share of homes relying on electric and oil-based heating.



*Figure 8 Source: Sustainable Jersey. Utility Energy Data by Municipality.
Original Source: US Census. 2020. American Community Survey.*

This pattern suggests that the Town’s biggest heating-related emissions and savings opportunities are likely tied to the existing gas-heated housing stock. Efforts such as weatherization, high-efficiency gas equipment upgrades, and targeted electrification through heat pumps could reduce fuel consumption over time, while outreach should also account for households using fuel oil and propane, since those systems often present strong candidates for conversion or efficiency improvement. Because a large majority of homes already use utility gas, any long-term strategy to lower residential emissions should focus on gradually shifting the heating mix toward cleaner, more efficient technologies.

II.D. Participation in Energy Efficiency Initiatives

II.D.1. Residential Participation in Energy Efficiency Initiatives

The table below shows that only 303 completed residential energy efficiency projects were recorded out of 4,975 housing units in structures with four units or fewer, for a lifetime participation rate of 6%. That is a relatively modest level of participation, suggesting that while some households have already taken advantage of energy efficiency incentives, the market penetration is still limited and there is substantial room for additional uptake.

Date	Units in Structures with 4 Units or Fewer	Total Completed Projects	Current Lifetime Rate %
March 2021	4,975	303	6%

*Source: Sustainable Jersey. Energy Efficiency Program Participation (2008-2021) Lifetime Residential Participation Data.
Original Source: New Jersey’s Clean Energy Program DOE Refresh Data*

From an energy planning standpoint, this indicates that Hammonton has a clear opportunity to expand outreach and increase participation in residential efficiency programs. The Town can likely achieve meaningful reductions in electric and gas demand by helping more homeowners access rebates, audits, insulation upgrades, air sealing, and high-efficiency equipment incentives, especially because the existing participation rate suggests many eligible households have not yet been reached.

II.D.1. Commercial Participation in Energy Efficiency Initiatives

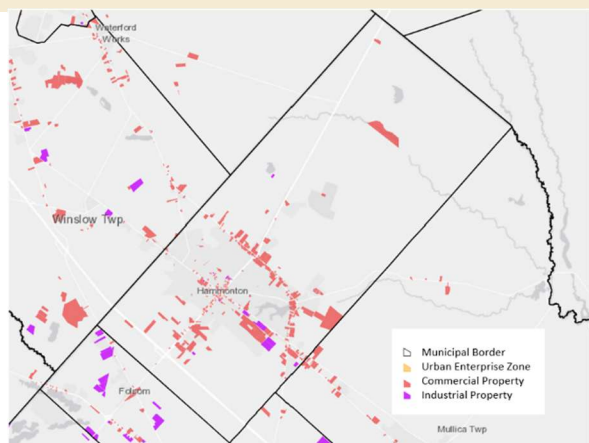


Figure 9 Source: Sustainable Jersey. NJ Commercial and Industrial Properties Map

The table below shows that only 27 commercial energy efficiency projects were completed out of 450 C&I taxed parcels, producing a lifetime participation rate of 6%. That is a very low level of market penetration, and it suggests that most commercial properties in Hammonton have not yet taken advantage of available energy efficiency incentives.

This points to a significant opportunity to reduce commercial electricity and natural gas demand through more aggressive outreach and technical support. Hammonton could likely make meaningful gains by targeting business owners, landlords, and

property managers with clear information about rebates, audits, and retrofit incentives, since the current participation rate suggests the commercial sector remains largely untapped.

Date	C&I Taxed Parcels	Total Completed Projects	Current Lifetime Rate %
March 2021	450	27	6%

Source: Sustainable Jersey. Lifetime Commercial Energy Efficiency Program Participation Rate (2021),
Original Source: New Jersey's Clean Energy Program DOE Refresh Data

II.E. Greenhouse Gas Emissions

The below chart shows that on-road vehicles are by far the largest source of energy-related greenhouse gas emissions in Hammonton, accounting for 61% of the total. The next largest contributors are residential natural gas at 15% and commercial natural gas at 10%, while residential electricity and commercial electricity each make up 6%; industrial electricity is essentially negligible, street lighting is not visible as a meaningful share, and other heating fuels account for 2%. That distribution makes clear that transportation is the dominant emissions source, but it also shows that building heating and electricity use remain important secondary contributors.

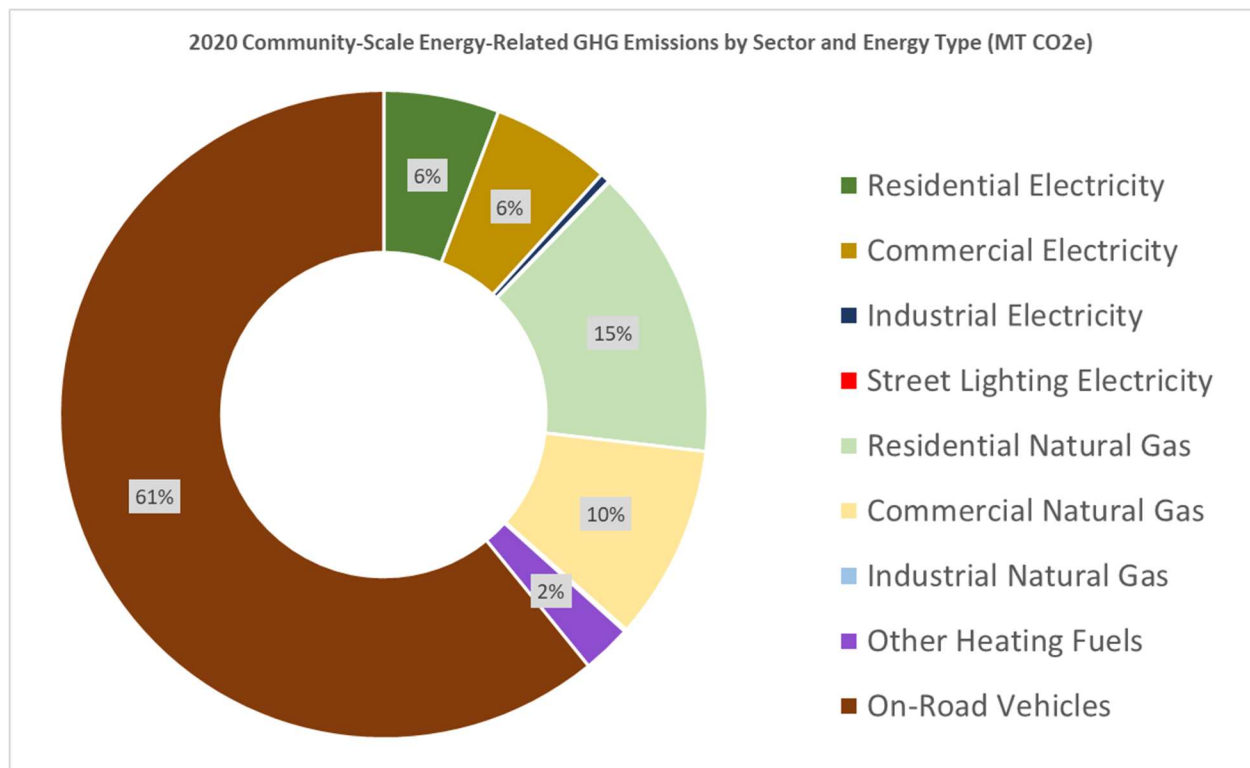


Figure 10 Source: Sustainable Jersey. Community-Scale Greenhouse Gas (GHG) Emissions Data

Taken together, the chart suggests that Hammonton's emissions profile is driven mostly by everyday travel and the energy used in homes and businesses, not by heavy industry. That means the Town's strongest near-term energy planning opportunities are likely to come from reducing vehicle miles traveled, improving vehicle efficiency, expanding EV readiness, and lowering building energy demand through weatherization, efficient equipment, and fuel switching. A strategy that addresses both transportation and buildings will have the greatest potential to cut emissions in a meaningful way.

Strategy 1: Reduce Energy Consumption and Emissions from the Transportation Sector

Initiative 1.1: Adopt Supportive Zoning and Regulations for EV Infrastructure

DESCRIPTION: This initiative focuses on adopting supportive zoning and regulations for electric vehicle infrastructure so the Town can make EV charging easier to permit, install, and use. In practical terms, this means reviewing the municipal zoning and land use code to ensure that electric vehicle supply equipment is clearly allowed where it is needed, including in public lots, commercial areas, and new development. It also means making sure the Town has clear standards for issues such as parking layout, signage, accessibility, lighting, and safety so applicants understand what is required before they submit a project.

This initiative is important because zoning language can either support or slow down EV adoption. If the Town has outdated or unclear regulations, residents, businesses, and developers may face unnecessary delays or extra costs when trying to install charging stations. Updating the ordinance can remove those barriers, create a more predictable approval process, and help the Town prepare for the growing demand for electric vehicles and charging infrastructure.

For Hammonton, this initiative would also support broader energy and transportation goals by encouraging cleaner travel and reducing dependence on gasoline-powered vehicles. It can be paired with outreach to local stakeholders, including businesses, developers, and municipal departments, so the Town's regulations reflect real-world needs while still maintaining local control. Over time, a supportive EV ordinance can help position the Town to attract investment, improve convenience for drivers, and build a more future-ready transportation network.

LEAD	START DATE	PRIORITY	ANTICIPATED LENGTH
<i>Town of Hammonton Green Committee Chairperson</i>	<i>May 31, 2026</i>	<i>High</i>	<i>One Year</i>

FUNDING SOURCES	<i>Minimal municipal administrative costs; implementation may be supported through the Town operating budget or planning/legal staff time, with future EV infrastructure projects eligible for outside grants or incentives as they arise.</i>
DEPARTMENTS INVOLVED	<i>Planning Staff, Legal, Zoning, Code Enforcement</i>

OBSTACLES/BARRIERS: The primary obstacle to implementing this initiative is getting the ordinance through the full municipal review process while balancing EV readiness with local standards for safety, access, and land use. Because this initiative requires coordination among Planning, Legal, Zoning, and Code Enforcement, progress may slow if those departments need to align on ordinance language, permitting procedures, and the scope of any "reasonable standards" for EV charging installations.

A second barrier is potential concern from developers, business owners, and property owners about added requirements or perceived development costs. Even though the initiative is mainly regulatory rather than

capital-intensive, stakeholders may still push back if they believe the ordinance will add delay, uncertainty, or extra design constraints, especially in multifamily or commercial projects where parking and site layout are already tight.

A third challenge is making sure the ordinance stays practical over time as EV technology, state guidance, and local development patterns evolve. The Town will need a process for reviewing and updating the code so it remains consistent with current NJDCA guidance and actually supports installation rather than unintentionally creating new barriers.

POTENTIAL SOLUTIONS: A primary solution is to keep the ordinance drafting process tightly coordinated across Planning, Legal, Zoning, and Code Enforcement from the start. If those departments review the language together early, the Town can avoid conflicting interpretations, reduce revisions later in the process, and make sure the final ordinance is clear, enforceable, and consistent with state guidance.

A second solution is to use the NJDCA model ordinance and related guidance as the baseline, then only make targeted local adjustments where they are truly needed. That approach can help the Town move faster while still preserving flexibility for local conditions such as accessibility, signage, parking enforcement, historic districts, and site design standards. It also gives stakeholders a clearer sense that the ordinance is meant to streamline EV deployment rather than create unnecessary red tape.

A third solution is to build a simple review and update process into the ordinance so it can evolve with EV technology and state policy. The Town can designate a point person or department to monitor changes, collect feedback from applicants and local stakeholders, and recommend updates as needed. That will help keep the ordinance practical over time and reduce the risk that it becomes outdated or overly restrictive.

COMMUNITY NOTES: Community members are critically aware that policy change is the first step increasing the number of EV infrastructure installations. This awareness has resulted in general support for this initiative due to its potential to support the growing number of residential and commercial EVs along with tourist vehicles who wish to patronize the Town's businesses.

MEASURES OF SUCCESS: Success for this initiative would be reflected in the Town adopting a clear and workable EV ordinance that updates its zoning and permitting framework to support electric vehicle infrastructure. The ordinance should incorporate any needed local adjustments to the "reasonable standards" language so that it fits Hammonton's needs while still aligning with state guidance. Once adopted, the ordinance would give applicants, staff, and the public a more predictable process for installing EV charging equipment.

Another sign of success would be that the Town's EVSE requirements are easy to find and understand. Posting the make-ready and EV charging parking minimums on the municipal website would help residents, developers, and businesses know what is expected before they begin a project. That transparency would also reduce confusion and make the approval process more efficient for everyone involved.

Over time, the Town should also be able to show that the ordinance is supporting real EV readiness rather than just existing on paper. If the code is clear enough to guide development, flexible enough to accommodate safety and design concerns, and strong enough to support charging installation in new multifamily and commercial projects, then the initiative will have achieved its purpose.

NEXT STEPS:

1. Review the [NJDCA Model Statewide Municipal EV Ordinance](#) and identify any local edits needed for accessibility, lighting, parking enforcement, safety, signage, and other reasonable standards.
2. Meet with the municipal officials and stakeholders identified for this initiative to explain the purpose of the ordinance and gather feedback.
3. Revise and adopt the EV ordinance so it reflects the Town's needs while still aligning with NJDCA guidance.
4. Update the relevant sections of the zoning and land use code to match the new EVSE ordinance language.
5. Post the ordinance, make-ready requirements, and EV charging parking minimums on the municipal website and provide a point of contact for questions.

Initiative 1.2:

Train First Responders on EVs and EVSE

DESCRIPTION: Through this initiative, The Town of Hammonton will create a framework to support training for volunteer first responders on electric vehicles and EV charging equipment to prepare local fire and EMS personnel to respond safely and effectively to incidents involving EVs and related infrastructure. The Town has two volunteer fire companies and is supported by volunteer EMS providers. With this strong foundation, this initiative will be collaborative effort amongst relevant fire chiefs and emergency leadership to ensure that the training is reflective of local operating conditions and is applied to all active response personnel.

This initiative builds on the Town's existing planning work and the broader CEPG framework, which encourages municipalities to use the plan to organize practical, high-impact actions that reduce emissions and improve readiness. The Town has already established EV safety training as a relevant priority for first responders. Because of this increased emphasis, the municipality has begun formalizing and strengthening an existing safety practice.

The Town will maintain training as an ongoing requirement for new volunteers and periodically refresher training for current personnel going forward. To ensure that the training remains current and institutionalized, the Town will work to integrate EV response procedures into departmental policies or standard operating procedures where appropriate. This approach will bolster public confidence, fortify emergency preparedness, and help ensure that future EV adoption in the community is matched by safe and informed local response capacity.

LEAD	START DATE	PRIORITY	ANTICIPATED LENGTH
<i>Town of Hammonton Fire Chief</i>	<i>August 2026</i>	<i>High</i>	<i>Ongoing</i>

FUNDING SOURCES	<i>The Town will collaborate with Triad Associates, a reputable consulting firm, to investigate, secure, and manage grants for the successful completion of this project.</i>
DEPARTMENTS INVOLVED	<i>Fire Department, Emergency Medical Services and Police Department</i>

OBSTACLES/BARRIERS: The primary obstacle to implementing this initiative is the Town's reliance on all-volunteer fire and EMS personnel, which can prove challenging when coordinating training schedules and ensuring that all responders receive the same information. Due to the volunteer-based staffing of 72 volunteer firefighters and 0 paid firefighters, participation, shift availability, and individual readiness may vary by company. These additional obstacles push the Town to work through fire chiefs and emergency leadership to keep training current and consistent.

A second barrier is maintaining continuity as personnel change over time. If current responders complete EV and EVSE safety training, the Town will need to establish a process to recruit new volunteers for the program and provide refresher training on a regular basis. Without this ongoing structured training process, knowledge can quickly become uneven across stations or lost due to volunteer attrition.

A third challenge is access to appropriate training resources and instructors. The Town will need to identify training options that are practical, affordable, and relevant to local response conditions. These format and

structure of these training options may need to coordinate with outside organizations or technical providers to make sure the training is properly tailored. Because of Hammonton's modestly sized municipal staff, administrative coordination and follow-through may also be limited by available time and capacity.

POTENTIAL SOLUTIONS: The Town can address these barriers by coordinating training through the fire chiefs and scheduling sessions in a way that aligns with the realities of a volunteer emergency response system. Collaboration amongst department leadership will ensure that training expectations are communicated clearly across both fire districts and all active volunteer companies, while also alleviating obstacles that hinder tracking participation and identify personnel who still need training.

The Town of Hammonton can also strengthen this initiative by establishing EV and EVSE training as an ongoing practice instead of a one-time event. Incorporating the training into regular refresher cycles, onboarding for new volunteers, and department procedures will help maintain continuity as membership changes over time and will reduce the risk of uneven preparedness among responders.

The Town can further improve training implementation by using established outside training resources and technical assistance programs already identified in the workplan template. Available programs from organizations such as the National Fire Protection Association, the National Alternative Fuels Training Consortium, the New Jersey Division of Fire Safety, and other recognized training providers can give the Town practical options without requiring it to build a program from scratch. This approach will allow Hammonton to rely on tested materials and outside expertise while keeping the initiative manageable within local staff and volunteer capacity.

COMMUNITY NOTES: The community has emphasized this critical need for their first responders to receive EV safety training, especially due to the dependence on cars as the main mode of transportation, while the automotive industry continues to integrate newer technologies.

MEASURES OF SUCCESS: Measures of success for this initiative will include confirmation that key emergency response personnel in both fire districts and the Town's volunteer EMS system have completed or are actively participating in EV and EVSE safety training. Success will also be demonstrated by maintaining documentation through the fire station chiefs showing which personnel have received training and when that training occurred.

A further indicator of success will be the integration of EV response awareness into departmental policies, procedures, or standard operating guidance where appropriate. Over time, the Town will be better positioned to respond safely to incidents involving electric vehicles and charging equipment, demonstrating that emergency preparedness has kept pace with emerging transportation technologies.

NEXT STEPS:

1. Work with the first responders, including law enforcement, fire, and emergency response departments, to create a list of key personnel who should receive EV and EVSE safety training.

2. Identify the training programs available to first responders, such as the National Alternative Fuels Training Consortium, Kean University Fire Safety Training, and the New Jersey Division of Fire Safety.
3. Document the dates of training, the personnel who completed it, and the departments represented.
4. Set a regular training cycle, such as once every three years, to keep responder knowledge current.
5. Integrate EV and EVSE response procedures into department policies and procedures so training remains part of ongoing emergency preparedness.

Initiative 1.6

Install Public EV Charging Infrastructure

DESCRIPTION: Initiative 1.6 focuses on installing public EV charging infrastructure so the Town of Hammonton can support the growing number of electric vehicles on local roads. That includes identifying where chargers would be most useful, such as municipal parking areas, downtown locations, and other public or semi-public sites where residents and visitors are likely to park for meaningful periods of time. It also means planning for the practical parts of installation, including utility coordination, signage, accessibility, and the electrical capacity needed to make the chargers reliable.

This initiative is important because charging access is one of the biggest factors shaping whether people feel comfortable choosing an electric vehicle. If drivers know they can charge in town, they are more likely to consider EVs for daily use, local errands, and commuting. Public chargers can also help support households that do not have convenient home charging, including renters and residents of multifamily buildings.

For Hammonton, this initiative is both a transportation strategy and an energy strategy. It supports cleaner travel, helps reduce gasoline use, and positions the Town to be more EV-ready as the market continues to grow. Over time, a well-planned charging network can strengthen downtown activity, improve convenience for drivers, and help the Town align infrastructure investment with long-term emissions reduction goals.

LEAD	START DATE	PRIORITY	ANTICIPATED LENGTH
<i>Town of Hammonton Green Committee Chairperson</i>	<i>May 31, 2026</i>	<i>High</i>	<i>Two Years</i>

FUNDING SOURCES	<i>Potential funding sources include NJBPU's Clean Fleet EV Incentive Program, NJBPU's EV Tourism Program for eligible destination sites, federal 30C tax credits for qualifying charging infrastructure, utility rebates or make-ready support where available, and municipal capital funds as match or gap financing.</i>
DEPARTMENTS INVOLVED	<i>Transportation Department, Public Works Department, Purchasing Department or Officer</i>

OBSTACLES/BARRIERS: The primary obstacle to implementing this initiative is cost. Even with state and federal incentives available, public EV charging infrastructure still requires substantial upfront investment for equipment, electrical upgrades, site preparation, and installation, and the Town may need to secure multiple funding sources to fully cover those costs.

A second barrier is site selection and utility coordination. The Town will need to identify locations that have strong public demand, enough space, and the right electrical capacity, and some sites may require new service upgrades or other utility work before chargers can be installed. That can add time, complexity, and uncertainty to the project.

A third challenge is ongoing management after installation. The Town will need to decide how chargers will be used, maintained, and monitored, including any rules for pricing, time limits, enforcement, and

long-term repairs. Without a clear operating plan, the infrastructure may not function as effectively as intended.

POTENTIAL SOLUTIONS: A strong first solution is to use the NJBPU Clean Fleet EV Incentive Program and the EV Tourism Program as the Town's main funding targets, since both programs are specifically designed to help New Jersey public and public-serving entities install charging infrastructure. If the chosen site qualifies as a tourism or destination location, the EV Tourism Program can be especially helpful for offsetting charger costs, and, considering the draw of Downtown Hammonton and the Town's numerous festivals, a strong argument can be made for many of the feasible locations in the Town. Further, the Clean Fleet program can support public chargers and fleet-related charging equipment.

A second solution is to coordinate early with the electric utility so the Town can understand available make-ready support, interconnection needs, and any rebate opportunities before finalizing sites. That can prevent expensive surprises and make it easier to pair state grants with utility support and site-specific design choices.

A third solution is to build a layered funding plan rather than relying on one source. The Town can combine NJBPU grants, federal 30C tax credits where eligible, possible utility rebates, and municipal capital funds if needed, which makes the project more realistic and easier to phase. That approach also gives the Town flexibility to start with the most viable sites first and expand the network over time. Further consultation with the Town's grant writing firm is strongly recommended.

COMMUNITY NOTES: Similar to Initiative 1.1, Community members have shown overall support for this multiphase strategy of installing EV infrastructure in major corridors that would possibly encourage residents to purchase EVs. In doing so, the community notes there could be an indirect benefit to local businesses with or are located near EV Chargers.

MEASURES OF SUCCESS: Success will be measured by the Town's installation of its first public EV charging station or stations in locations that are accessible, well-used, and supported by adequate electrical capacity. The Town should also be able to show that selected sites were identified through heat mapping or other demand analysis, that utility coordination was completed, and that the chargers were brought into public service with the necessary signage, safety features, and operating rules in place.

A second sign of success will be the Town's ability to secure funding and move the project from planning to implementation. That includes successfully applying for applicable NJBPU programs, utility support, or other incentives, and using those resources to reduce the Town's out-of-pocket cost for equipment and installation. Over time, success can also be measured by charger utilization, expanded EV visibility in the community, and public confidence that charging is available locally.

Ultimately, the initiative will be successful if Hammonton can demonstrate that it has created a reliable and practical public charging option that supports residents, visitors, and businesses while laying the groundwork for future expansion of the network.

NEXT STEPS:

1. Identify the areas in Hammonton with the highest potential for EV use and the greatest need for public charging infrastructure.
2. Work with the utility to understand the existing electrical infrastructure at the selected locations and determine whether upgrades will be needed.
3. Decide how many chargers are needed and what type of chargers should be installed based on community demand and site conditions.
4. Determine how the Town will pay for charger equipment, installation, and any related site improvements.
5. Apply for available incentive programs, including NJBPU, utility, or other grant opportunities that can help offset project costs.
6. Decide what rules the Town wants to set for charger use, such as fees, time limits, and operating policies.

Initiative 1.9

Community EV Outreach

DESCRIPTION: This initiative focuses on community EV outreach, which means building public awareness and interest in electric vehicles and EV charging across Hammonton. The goal is to reach the audiences most likely to influence or benefit from EV adoption, such as residents, commercial property owners, multifamily property owners, local workplaces, fleet operators, and automobile dealerships.

This initiative is about more than general education. It is meant to connect people with practical information on EV incentives, charging options, and the benefits of switching to electric transportation. By tailoring outreach to different audiences, the Town can make the information more useful and more likely to lead to real action.

For Hammonton, this initiative supports broader transportation and climate goals by helping remove information barriers that can slow EV adoption. A well-designed outreach effort can build local familiarity with EVs, support charger deployment, and encourage more people and businesses to consider electric vehicles as a realistic option.

LEAD	START DATE	PRIORITY	ANTICIPATED LENGTH
<i>Town of Hammonton Green Committee Chairperson</i>	<i>May 31, 2026</i>	<i>Medium</i>	<i>Ongoing</i>

FUNDING SOURCES	<i>Minimal. Existing municipal operating funds, staff time, and in-kind support from the Green Team/Environmental Commission; outreach can be conducted through existing municipal communication channels and partner resources at no or very low cost.</i>
DEPARTMENTS INVOLVED	<i>Governing body; Communications team; Public Works Department; Economic Development Department.</i>

OBSTACLES/BARRIERS: The primary obstacle to implementing this initiative is maintaining steady public engagement with limited staff capacity. Community EV outreach requires ongoing coordination to keep materials current, reach multiple audiences, and avoid message fatigue, which can be difficult if staff are balancing other municipal priorities.

A second barrier is audience reach, since different groups such as residents, businesses, property owners, and fleet operators may respond to different messages and communication channels. That makes it more difficult to use one outreach approach for everyone, and the Town may need to tailor materials or messaging for each audience to make the effort effective.

A third challenge is converting awareness into action. The Town will need to connect outreach to practical information on incentives, charging access, and next steps so the campaign does more than simply raise awareness.

POTENTIAL SOLUTIONS: The Town should identify the target audience for the campaign, including residents, commercial property owners, multifamily property owners, commercial fleet operators, local workplaces, and automobile dealerships.

The Town should also define the campaign objective, such as promoting available incentives or organizing an EV ride-and-drive event. Once the objective is set, the outreach team should develop current and relevant materials that can be shared with each audience through the most effective channels.

The outreach plan should include community events, social media, municipal communications, and partner organizations that can help distribute the information. The Green Team, Environmental Commission, business organizations, and other community groups can help broaden the campaign's reach and make the message more effective.

COMMUNITY NOTES: Despite the growing number of EVs in the Town, some community members are still unaware of ways to engage with, purchase, or benefit from EVs. The community supports this initiative to increase awareness which may lead to even stronger community support for EV infrastructure and policy.

MEASURES OF SUCCESS: Reach out to at least two of the six potential audiences: residents, commercial property owners, multifamily property owners, commercial fleet operators, local workplaces, and automobile dealerships.

For each of the two selected audiences, complete at least two outreach tasks, such as emails, social media posts, flyers, or in-person events.

The Town should also be able to document that outreach materials were distributed and that the campaign was carried out through multiple channels or community touchpoints.

NEXT STEPS:

1. Identify the target audience for the campaign: residents, commercial property owners, multifamily property owners, commercial fleet operators, local workplaces, and automobile dealerships.
2. Identify the objective of the campaign, such as promoting incentives or organizing an EV ride-and-drive event.
3. Develop relevant and up-to-date outreach materials to distribute.
4. Create an outreach campaign plan that lists existing community events where EV outreach could be included, considers social media and other outreach channels, and identifies outreach partners such as community organizations and business organizations.

Strategy 2:

Accelerate Deployment of Renewable Energy and Distributed Energy Resources

Initiative 2.1: Adopt Supportive Zoning and Permitting for Private Solar

DESCRIPTION: The Town of Hammonton has adopted supportive zoning and permitting practices to make private solar projects easier to develop and install. These policies provide clear guidance for solar developers, reduce unnecessary delays, and establish a more predictable local review process while still allowing the Town to maintain appropriate standards for safety, design, and community character.

The Town's approach includes permitting criteria that are straightforward and accessible, along with a fee structure that is intended to be fair and transparent. Where appropriate, the Town will continue to review whether any local design, siting, or historic preservation considerations should be addressed so that applicants understand the process before applying.

By creating a clearer path for private solar development, Hammonton supports renewable energy adoption, reduces barriers for property owners, and encourages investment in clean energy. This initiative also helps prepare the community for future solar opportunities by aligning local procedures with state guidance and best practices.

LEAD	START DATE	PRIORITY	ANTICIPATED LENGTH
<i>Town of Hammonton Green Committee Chairperson</i>	<i>August 2026</i>	<i>Medium</i>	<i>Ongoing</i>

FUNDING SOURCES	<i>The Town will rely primarily on municipal administrative support, with assistance from Sustainable Jersey technical resources and consultant support as needed to review, update, and implement solar-friendly zoning and permitting practices.</i>
DEPARTMENTS INVOLVED	• <i>Hammonton Environmental Commission</i> • <i>Hammonton Green Committee</i> • <i>Planning Staff</i> • <i>Code Enforcement</i> • <i>Zoning Official</i> • <i>Legal Department</i>

OBSTACLES/BARRIERS: Potential barriers to implementing this initiative include the time and coordination required to review existing zoning and permitting practices and determine whether local standards fully support private solar development. Even when a municipality is generally supportive of solar, updating ordinances and review procedures can require input from planning, zoning, code enforcement, legal staff, and other municipal officials, which may slow progress if staff capacity is limited.

Another challenge is balancing solar-friendly permitting with local concerns about land use, aesthetics, safety, and compatibility with surrounding properties. Residents, businesses, or other stakeholders may support renewable energy in principle but still raise questions about appearance, location, screening, or review process for specific projects, especially if standards are not clearly communicated in advance.

POTENTIAL SOLUTIONS: Potential solutions for this initiative include reviewing the Town’s existing zoning and permitting language against established solar-friendly guidance and identifying only those changes that are necessary to make the process clearer and more efficient. Using model resources such as Sustainable Jersey’s guidance and the U.S. DOE SolSmart framework can help the Town simplify the review process without having to create a new approach from scratch.

The Town can also address potential concerns by coordinating early among planning, zoning, code enforcement, legal staff, and local stakeholders before any ordinance revisions are finalized. Early discussion can help resolve questions related to siting, design standards, safety, and neighborhood compatibility, while also improving transparency for applicants and residents.

Another practical solution is to focus on creating a predictable and easy-to-understand permitting process. Clear application requirements, straightforward standards, and public-facing information on the Town website can reduce confusion, avoid unnecessary delays, and make it easier for property owners and solar developers to move projects forward.

COMMUNITY NOTES: Community members are eager for the implementation of this initiative that could lead to the reduction in frustrations around unnecessary obstacles in the solar permitting process, leading to a likely increase in solar panel installation on eligible buildings.

MEASURES OF SUCCESS: Measures of success for this initiative will include adoption of a solar-friendly ordinance, reduction or elimination of unnecessary zoning barriers, and establishment of a clear and predictable permitting process for private solar projects. Success will also be reflected in the Town’s ability to provide standards that are easy for applicants, property owners, and municipal staff to understand and apply.

Another measure of success will be the creation of a permitting structure that is more efficient and transparent. This may include a streamlined review process, a clearly defined application pathway, and a flat or simplified permitting fee structure that reduces confusion and helps applicants move through the process more easily.

Over time, the initiative will be successful if reports from private solar developers indicate that the process has become easier to navigate in Hammonton and if municipal procedures are aligned with solar-friendly best practices. A well-functioning ordinance and permitting framework will help demonstrate that the Town is reducing barriers to renewable energy while maintaining appropriate local oversight.

NEXT STEPS:

1. Review the Town’s existing zoning and permitting language and compare it with solar-friendly guidance to identify any provisions that may be creating unnecessary barriers.
2. Meet with relevant municipal staff and stakeholders to discuss any needed updates and confirm how private solar projects will be reviewed under local standards.
3. Revise and adopt the ordinance or permitting procedures as needed, then post the updated requirements on the Town website and provide a clear point of contact for applicants.

Initiative 2.2:

Post Solar Permitting Checklist

DESCRIPTION: The Town of Hammonton will post a solar permitting checklist on its website to make the local permitting process easier to understand and navigate for residents, contractors, developers, and solar installers. The checklist will provide clear guidance on required application materials, review steps, and any standards that applicants must meet before submitting for approval.

This initiative builds on the Town's existing permitting ordinance, which already includes the criteria for permitting, and converts that information into a more accessible public-facing format. By organizing the requirements into a simple checklist, the Town can reduce confusion, improve transparency, and help applicants prepare more complete submissions.

Over time, the checklist can be updated based on user feedback and any changes to local procedures or state guidance. Maintaining this resource online will support a more predictable permitting process and reinforce the Town's broader goal of making solar development more straightforward and accessible.

LEAD	START DATE	PRIORITY	ANTICIPATED LENGTH
<i>Town of Hammonton Green Committee Chairperson</i>	<i>August 2026</i>	<i>Medium</i>	<i>Ongoing</i>

FUNDING SOURCES	<i>The Town will rely on municipal administrative support, with assistance from Sustainable Jersey technical resources and consultant or grant support as needed to develop and post the solar permitting checklist.</i>
DEPARTMENTS INVOLVED	• <i>Hammonton Environmental Commission</i> • <i>Hammonton Green Committee</i> • <i>Code Enforcement</i> • <i>Municipal Webmaster</i>

OBSTACLES/BARRIERS: Potential barriers to this initiative include limited staff capacity to draft, post, and periodically update the checklist, as well as the need to coordinate among code enforcement, the municipal webmaster, and any staff involved in permitting review. Because the checklist will be based on the Town's existing ordinance language, care will be needed to ensure that the online version is accurate, easy to understand, and consistent with current local requirements.

Another challenge is that a checklist alone may not answer every applicant question, particularly for projects with site-specific issues or unusual conditions. The Town may still need to respond to follow-up questions from residents, contractors, developers, and solar installers, and it will need to keep the checklist current if permitting standards, ordinance language, or state guidance change over time.

POTENTIAL SOLUTIONS: Potential solutions include assigning one staff member or department to maintain the checklist and keep it aligned with the ordinance, so updates do not get lost between offices. The Town can also keep the checklist short, plain-language, and easy to navigate on the website so applicants can find what they need quickly.

Another solution is to use the checklist as a first step, then direct applicants to a named contact person for questions that go beyond the basics. This will reduce confusion while still providing staff with a clear method of handling more complicated projects.

The Town can also set a regular review schedule, such as once a year or whenever the ordinance changes, to ensure that the checklist stays accurate. This will keep the public-facing information current without requiring a major overhaul each time a small change is made.

COMMUNITY NOTES: No community feedback was provided for this Initiative.

MEASURES OF SUCCESS: Measures of success for this initiative will include posting a clear solar permitting checklist on the Town website and making it easily available to residents, contractors, developers, and solar installers. Success will also be reflected in whether the checklist clearly explains the application requirements and helps applicants understand the permitting process before they submit materials.

Another measure of success will be assessed anecdotally, specifically concerning whether the checklist reduces confusion and improves the quality of permit submissions. Over time, the Town can also measure success by reviewing feedback from users and revising the checklist as needed so it remains accurate, useful, and aligned with current permitting requirements.

NEXT STEPS:

1. Review the Town's existing permitting ordinance and pull the relevant solar application criteria into a simple checklist format.
2. Post the checklist on the Town website in a place that is easy for residents, installers, and solar developers to find.
3. Update the checklist whenever the ordinance or permitting process changes.

Initiative 2.3:

Train First Responders on Solar

DESCRIPTION: The Town of Hammonton will ensure that first responders are prepared to respond safely to incidents involving solar installations by supporting training on solar panels, associated electrical systems, and related emergency response procedures. This initiative is intended to strengthen public safety and emergency preparedness as solar development expands in the community.

Currently, local firefighters and EMS personnel have not completed solar panel safety classes. However, the municipality has indicated that it is prepared to provide these training modules to create a strong foundation for continued preparedness. Building on that work, the Town can support ongoing training so that emergency personnel remain familiar with evolving solar technologies, hazard recognition, and proper response protocols.

By maintaining this training over time, Hammonton can help ensure that key emergency responders are equipped to handle solar-related incidents confidently and consistently. This initiative also supports the broader goal of integrating renewable energy into the community while maintaining a high standard of public safety.

LEAD	START DATE	PRIORITY	ANTICIPATED LENGTH
<i>Town of Hammonton Fire Chief</i>	<i>August 2026</i>	<i>High</i>	<i>Ongoing</i>

FUNDING SOURCES	<i>Town administrative support, Sustainable Jersey technical assistance, and grant support if needed for training materials or outside instruction.</i>
DEPARTMENTS INVOLVED	<i>Fire Department, Emergency Medical Services, and Police Department</i>

OBSTACLES/BARRIERS: Potential barriers to this initiative include limited time for key staff to identify the appropriate personnel to receive training, arranging training scheduling, and updating the program structure over time. Because Hammonton relies on volunteer firefighters and volunteer EMS personnel, there may also be difficulties in scheduling training around changing availability and shift coverage.

Another challenge is ensuring that training remains relevant to the needs of local responders and stays current as solar technology and emergency response practices evolve. The solar industry is growing at such a rapid pace that The Town may need coordinate with leading solar industry professionals on a regular basis, such as every year, to receive the latest changes that could affect first responder training. The Town may also need to organize across the Fire Department, Police Department, and EMS to avoid duplication and ensure all key personnel receive the same level of instruction.

A final barrier is maintaining documentation and follow-through. The Town will need to track who has completed the training, when refreshers are needed, and whether the training is being incorporated into department procedures, so it becomes a regular part of emergency preparedness rather than a one-time event.

POTENTIAL SOLUTIONS: Potential solutions include identifying the appropriate volunteer and career personnel that need to complete the training, followed by scheduling sessions in a that aligns with the

department's availability and emergency coverage. These actions will streamline the efforts to include firefighters, EMS, and police personnel without creating unnecessary strain on day-to-day operations.

The Town can also use established training resources, such as the [Interstate Renewable Energy Council](#) and the U.S. DOE [SolSmart](#) program, so it does not have to build training materials from scratch. Using nationally recognized resources can help keep the training practical, consistent, and aligned with current solar safety practices.

A final solution is to track participation and make the training part of routine department procedures. If the Town records who completed the training, when it was completed, and when refresher sessions are due, the program will be easier to maintain over time and less likely to depend on a single individual or one-time effort.

COMMUNITY NOTES: The community expressed a great deal of support for this Initiative due to the rapid adoption of solar in the Town and the potential dangers that may be associated with it. The community desires the utmost protection and training for its first responders to adequately address future emergency situations.

MEASURES OF SUCCESS: Measures of success include completion of solar safety training by key first responders, including firefighters, EMS personnel, and police staff. Success would also be shown by the Town making the training part of regular department practice rather than treating it as a one-time event.

Another sign of success would be that personnel are able to respond confidently and safely to incidents involving solar equipment. The Town will measure success by tracking attendance, documenting refresher training, and confirming that training records are maintained over time.

NEXT STEPS:

1. Identify the first responders and relevant municipal staff who should receive solar safety training, including firefighters, EMS personnel, and police officers.
2. Select an appropriate solar training program or outside resource that covers emergency response procedures and solar equipment safety.
3. Record who completed the training, when it was completed, and set a schedule for refresher training so the program remains current.
4. Set a regular schedule for trainings, such as once every 2 years.
5. Plan the integration of solar training and education programs for First Responders into department policies and procedures.

Initiative 2.11:

Support Community Solar as Outreach Coordinator

DESCRIPTION: The Town of Hammonton will support the development community solar by providing personnel (or ensuring that its private-sector partner will do so) to serve as outreach coordinator(s) for residents, businesses, and other potential subscribers. Through this role, the Town will assist in promoting available enrollment information for their select community solar program and connect residents with opportunities to participate in a clean energy project that can provide bill savings and expand access to solar benefits.

This initiative will focus on building public awareness, encouraging participation, and helping residents understand how community solar functions within the Town. The Town may use community events, municipal communications, flyers, website updates, and partnerships with local organizations to spread the awareness of community solar and answer basic questions about the program. The Town can help increase enrollment and strengthen community support for solar energy by taking this active outreach role.

Overall, this initiative positions Hammonton as a local advocate for clean energy while helping make community solar more visible, accessible, and successful for residents who may not be able to install solar on their own properties.

LEAD	START DATE	PRIORITY	ANTICIPATED LENGTH
<i>Town of Hammonton Communications Director</i>	<i>August 2026</i>	<i>Medium</i>	<i>Ongoing</i>

FUNDING SOURCES	<i>Town administrative support, Sustainable Jersey technical assistance, and consultant/grant support as needed for outreach materials and program coordination</i>
DEPARTMENTS INVOLVED	<i>Communications Team and Mayor's Office</i>

OBSTACLES/BARRIERS: Potential barriers to this initiative include limited time for municipal staff to plan and execute outreach, coordinate with community partners and local organizations, while facing the challenge retaining residential engagement beyond an initial announcement. The Town may also need to overcome the lapse of time needed for the public to trust the unfamiliar concept of community solar and to improve the community's collective understanding of how the program works in simple, accessible language.

Another barrier is that outreach efforts may need to be repeated through multiple channels to reach different audiences effectively. If program details, enrollment windows, or eligibility rules change, the Town will also need to update its messaging quickly across all platforms for residents to receive accurate information.

POTENTIAL SOLUTIONS: Potential solutions include the community solar developers providing educational materials to the Town. After review, the Communications Director can collaborate with local media for the creation of public information material. The Town can also work with local partners such as

community groups, churches, and municipal communications channels to spread awareness in several ways at once. This could be done by handing out materials to stakeholders at Town Council Meetings.

Another solution would be to keep the outreach messaging as straightforward and practical as possible, focusing on the definition of community solar, examples of success stories, who can enroll, and how residents can benefit. Using flyers, website posts, public meetings, and recurring reminders at community events can help reach people who may not see one announcement.

The Town shall also identify a single point of contact and support personnel. These stakeholders shall work together to answer residents' questions and update the materials whenever program details change. That will make the outreach easier to manage and help residents trust that the information they receive is current.

COMMUNITY NOTES: In similar support of Initiative 1.9, the community desires to have more accessible information on solar technology as it continues to evolve so that clear decisions can be made about participation in solar programs or installations. The community is interested in having an outreach coordinator so that they can ask questions in real time rather than searching for scattered information online.

MEASURES OF SUCCESS: Measures of success would include increased awareness of the community solar program among residents and a measurable rise in interest or sign-ups. Success would also be reflected in the Town's ability to share clear, accurate information through community events, mailings, website updates, and other outreach channels.

Another sign of success would be stronger participation from residents and better use of local outreach networks to promote the program. If the Town can keep the community informed and engaged over time, the outreach effort will be working as intended.

NEXT STEPS:

1. Identify the community partners, local organizations, and Town staff who will help coordinate outreach for the community solar program.
2. Develop simple outreach materials that explain what community solar is, who can participate, and how residents can sign up.
3. Share the information through Town communications, community events, and other local outreach channels, then update the materials as program details change.

Initiative 2.12:

Host a Community Solar Project on Municipal Property

DESCRIPTION: The Town of Hammonton is in the process of working with a solar developer to host a community solar project on municipal property, specifically at the Convenience Station located at the former municipal landfill site. Through prior proposal documents and a memorandum of understanding, the Town and the developer have outlined a project on the landfill site and committed to continue working in good faith to advance the approvals, agreements, and other actions needed to move the project forward.

This initiative therefore reflects not just a future opportunity, but an active effort to use municipal property to support a community solar installation that can provide benefits to local residents. The proposed project is intended to expand access to solar energy, deliver discounted electricity to participating households, and create broader community benefits through related education, training, and outreach programs.

As the host municipality, Hammonton's role will be to continue coordinating with the developer and relevant agencies as the project proceeds through development, permitting, interconnection, and implementation. This initiative will help formalize the Town's support for a community solar project that is already under discussion and position the municipality to realize the long-term clean energy and community benefits associated with the landfill site.

LEAD	START DATE	PRIORITY	ANTICIPATED LENGTH
<i>Town of Hammonton Green Committee Chairperson</i>	<i>November 2026</i>	<i>High</i>	<i>Ongoing</i>

FUNDING SOURCES	<i>The Town will collaborate with Triad Associates, a reputable consulting firm, to investigate, secure, and manage grants for the successful completion of this project.</i>
DEPARTMENTS INVOLVED	<i>Town Administration, Department of Public Works, and Finance Department</i>

OBSTACLES/BARRIERS: Several obstacles and barriers could affect the project's progress. One major challenge is the need to complete multiple approvals and coordination steps with outside agencies, including local officials, environmental regulators, utility providers, and other entities that may need to sign off before the project can move ahead. Any delay in those approvals could slow the overall schedule, especially if additional site review, engineering revisions, or environmental documentation is required.

Another important barrier is the possibility that project costs may rise beyond original estimates. Site preparation, landfill-related work, interconnection requirements, and construction expenses can all change as the project develops, and those changes could affect feasibility or timing. The project may also face complications if the design, size, or available incentives change, or if there are coordination issues between the Town and the developer while final agreements are still being worked out.

POTENTIAL SOLUTIONS: Potential solutions include maintaining close coordination between the Town, the developer, and all reviewing agencies so that questions are addressed early and approvals do not stall.

Creating a clear timeline with defined responsibilities for permits, site work, interconnection, and regulatory filings can also help reduce delays and keep the project moving.

The Town will also build in regular cost reviews and contingency planning so there may be a quick response if site preparation, construction, or interconnection expenses rise. If any design or incentive changes arise, the Town and developer should document revisions promptly and continue working in good faith to adjust the project plan without losing momentum.

COMMUNITY NOTES: The community has expressed general support of this Initiative as they believe that this would be a beneficial use of underdeveloped municipal land and would provide a means of solar benefit participation for residents and businesses who are not able to install solar on their buildings.

MEASURES OF SUCCESS: Measures of success for this initiative include the project advancing through approvals on schedule, with the Town and developer completing the necessary agreements, permits, and site preparation milestones without major delays. Another key indicator would be the project reaching construction and then becoming operational on a reasonable timeline.

Success will also be measured by whether the project delivers the expected community benefits, such as discounted clean energy for residents, educational outreach, and possible workforce or training opportunities. Financial stability would be another important measure, including staying within budget and securing the grants, incentives, or other funding needed to complete the project.

NEXT STEPS:

1. Confirm the Town's current status with the developer and ensure both sides agree on the next milestones.
2. Review any outstanding approvals, permits, and site requirements needed before the project can move forward.
3. Identify any remaining funding, grant, or budget needs and assign responsibility for pursuing them.
4. Set a clear timeline for the next phase of work, including deadlines for engineering, environmental review, and interconnection.
5. Continue regular coordination between Town officials, the developer, and any other involved agencies to keep the project on track.

Strategy 3:

Maximize Energy Efficiency and Conservation and Reduce Peak Demand

Initiative 3.1:

Upgrade Energy Efficiency for Municipal Facilities

DESCRIPTION: Hammonton plans to upgrade energy efficiency for its municipal facilities through targeted upgrades to building systems and operations. The goal is to reduce overall energy consumption while making public buildings more cost-effective to operate.

The Town has begun the process of auditing municipal facilities and has identified potential improvements to increase energy efficiency. Possible improvements may include LED lighting upgrades, more efficient heating and cooling systems, better insulation, smart controls, and other energy-saving measures identified through audits or facility assessments. These types of projects can help the Town prioritize the most practical upgrades first and maximize the impact of available funding.

In addition to lowering utility costs, this initiative would help extend the life of existing equipment and support the Town's broader sustainability goals. It also demonstrates municipal leadership by showing residents that the Town is actively investing in cleaner, more efficient public infrastructure.

LEAD	START DATE	PRIORITY	ANTICIPATED LENGTH
<i>Town of Hammonton Green Committee Chairperson</i>	<i>May 2026</i>	<i>High</i>	<i>12-18 months for planning and implementation, with ongoing monitoring</i>

FUNDING SOURCES	<i>Grant funding, energy efficiency incentive programs, and any available utility rebate opportunities, with support from Triad Associates or a similar grant consultant if needed.</i>
DEPARTMENTS INVOLVED	<i>Administration, Public Works, and any staff responsible for building operations and maintenance.</i>

OBSTACLES/BARRIERS: One practical set of obstacles is the condition of the municipal building stock itself. Several facilities may need major heating, cooling, or systems work before energy-saving upgrades can be implemented, which can make the project more complex and expensive than a simple retrofit. Because the Town utilizes multiple buildings in various locations, each facility may have different needs, utility accounts, and priority levels, which adds coordination challenges.

Funding is another barrier. Even when rebates or technical assistance are available, the Town may still need to cover upfront audit, design, and installation costs, and those costs may compete with other municipal priorities. Implementation may also be slowed by the need to schedule work around daily municipal operations, emergency uses, and staff availability, especially if any of the buildings serve as firehouses or backup community facilities.

POTENTIAL SOLUTIONS: Potential solutions include continuing full energy audits or audit-based assessment for each municipal building so the Town can identify the most cost-effective upgrades first. This would allow staff to prioritize major needs, such as HVAC replacements or lighting retrofits, and match each facility with the most suitable incentive program or technical assistance option.

The Town will also reduce barriers by creating a building-by-building implementation plan, with separate timelines, budgets, and responsibilities for each facility. Coordinating early with grant consultants, utility program representatives, and municipal staff would make it easier to sequence the work around operations and secure outside funding before construction begins.

A forward-thinking solution is to phase the improvements instead of trying to complete everything at once. This approach would allow the Town of Hammonton to address the most urgent facilities first, spread costs over time, and monitor the savings from early projects to support later upgrades.

COMMUNITY NOTES: The community has expressed general support of this initiative because its implementation would likely lower the Town's operating costs.

MEASURES OF SUCCESS: Measures of success include completing energy audits for all municipal facilities and identifying specific upgrades for each building. Another sign of success is to secure funding or incentive support and then completing the highest-priority improvements on schedule.

Success will also be measured by reduced energy use, lower utility costs, and improved comfort or reliability in municipal buildings. For facilities that serve emergency or community functions, another important measure would be better performance during extreme weather or backup use periods.

A strong outcome would be a clear, repeatable process for future upgrades, so the Town can continue improving building efficiency over time. That would show the initiative is not just a one-time project, but part of an ongoing municipal energy strategy.

NEXT STEPS:

1. Schedule walkthrough assessments of Town facilities with the incentive program(s) representative to identify energy conservation measures/projects that are best suited to the Town's needs; considering potential energy savings, cost-effectiveness, and available implement project.
2. Gather utility account information, meter data, and basic building details for each facility.
3. Prioritize the buildings with the greatest energy needs or the highest operating impact, such as firehouses, Town Hall, and the senior center.
4. Match each facility with the most appropriate rebate, incentive, or funding pathway for the recommended improvements.
5. Develop a phased implementation schedule so the Town can complete upgrades in a manageable order and track the savings over time.
6. Monitor and evaluate the results of the implementation projects after installation. See Sustainable Jersey's Energy Efficiency for Municipal Facilities action and the Energy Use Intensity spreadsheet for further guidance on this approach.

Initiative 3.5: Upgrade Street Lighting to Energy-Efficient LED Lighting

DESCRIPTION: The Town of Hammonton plans to upgrade their current, inefficient street lighting to energy-efficient LED fixtures. This initiative would replace older, less efficient lighting with modern LED technology that uses less electricity, lasts longer, and provides more reliable illumination throughout the community.

An LED street lighting upgrade will help the Town lower energy and maintenance costs while improving visibility and public safety on roads, intersections, and other public areas. Because LED fixtures typically require fewer replacements and less routine maintenance than older lights, the Town may also reduce ongoing operational demands over time.

This initiative will support broader municipal sustainability goals by cutting energy consumption and reducing greenhouse gas emissions associated with street lighting. It will also demonstrate the Town's commitment to practical, cost-saving improvements that benefit residents, visitors, and municipal operations alike.

LEAD	START DATE	PRIORITY	ANTICIPATED LENGTH
<i>Town Public Works Department, in coordination with the Environmental Commission / Green Team Chairperson</i>	<i>Fall 2026</i>	<i>High</i>	<i>12-24 months, with phased implementation as fixtures are replaced</i>

FUNDING SOURCES	<i>Utility incentive programs, state energy-efficiency grants, municipal capital funds, and potential direct-pay tax credit support where applicable</i>
DEPARTMENTS INVOLVED	<i>Public Works, Hammonton Environmental Commission, Town Administration, and Finance.</i>

OBSTACLES/BARRIERS: A major obstacle is the upfront cost of converting existing street lighting to LED fixtures, particularly if poles, wiring, controls, or other equipment also need to be upgraded. Even though LEDs typically save money over time, the Town may still need to identify funding sources or phase the work to ensure project affordability.

Another barrier is coordination with the utility provider and scheduling the work around existing street-light infrastructure. Some locations may have older fixtures, inconsistent hardware, or maintenance issues that require custom solutions, which can slow implementation. There may also be permitting, procurement, or contractor availability constraints that affect the project timeline.

A further challenge is ensuring the new lighting meets safety, visibility, and aesthetic needs for different areas of the Town. Residents or municipal staff may have concerns about brightness, color temperature, or placement, so public input and careful planning will be important to avoid delays and build support.

POTENTIAL SOLUTIONS: Potential solutions include phasing the LED conversion so the Town can replace the highest priority streetlights first and spread costs over time. That approach also makes it easier to match projects with available grants, utility rebates, or other funding sources.

The Town can also work closely with the utility provider and a qualified lighting contractor to review existing infrastructure, identify compatibility issues, and standardize fixture selection where possible. Doing that early can reduce delays, avoid unexpected equipment problems, and make procurement smoother.

Another useful solution is to gather resident and staff input on lighting needs before finalizing the project design. That can help the Town choose the right brightness, placement, and fixture type for each area, which reduces complaints and improves public support for the upgrade.

COMMUNITY NOTES: The Community has expressed interest in this initiative because, similar to Initiative 3.1, upgrading streetlight efficiency would likely lead to a reduction in the Town’s operating costs.

MEASURES OF SUCCESS: Measures of success include completing the LED conversion on schedule and replacing a significant share of older streetlights with energy-efficient fixtures. Another clear indicator would be lower electricity use and reduced maintenance calls after installation.

Success will also be measured by anecdotal evidence of improved nighttime visibility and public safety, along with fewer outages or lamp replacements over time. Further, the Town can track cost savings, providing a strong sign that the upgrade is producing long-term operational benefits.

A final measure is whether the project is completed in a way that keeps residents and staff satisfied with the lighting quality. Such an outcome would show the Town balanced efficiency, safety, and community needs effectively.

NEXT STEPS:

1. Review the Town’s current street lighting inventory to identify older fixtures, priority locations, and any problem areas.
2. Contact the utility provider or a qualified lighting contractor to assess infrastructure needs and determine the best LED options.
3. Identify available funding sources, including grants, rebates, and municipal capital funding, to support the upgrade.
4. Develop a phased replacement schedule that starts with the highest-priority streets and public areas.
5. Confirm fixture specifications, installation standards, and any resident concerns before beginning implementation.

COMMUNITY OUTREACH

The Town of Hammonton used a combination of formal meetings, emails, and advertised media to share information about energy assistance and energy efficiency. One Sustainable Jersey meeting was held in January of 2025; however, due to limited participation, outreach shifted toward smaller gatherings with local organizations where discussion could be more interactive and productive. The outreach effort began with energy assistance information and expanded into broader energy efficiency education, with residents asking questions and engaging directly with presenters.

In an effort to bolster public participation in the Town's energy planning, the Green Committee initiated an outreach strategy for next big opportunity for feedback: the Stakeholder Meeting on April 30, 2026. The Green Committee placed advertisements in the Hammonton Gazette, the Town of Hammonton municipal website, its social media accounts, and on Access Hammonton (Comcast channel 9). This was a major early step in the energy assistance outreach effort and helped reach households that may not normally attend meetings or public events. The Town and the Green Committee posted separate announcements on Facebook on April 14, 2026 (and on subsequent days) about the community meeting, where some suggested strategies were also listed. The Green Committee submitted an article that was published in the April 29 edition of the Hammonton Gazette newspaper, both in print and online, inviting participation and community input for this project during the April 30 Stakeholder Meeting. To further offset the limited citizen turnout at this meeting, follow-up emails requesting feedback were sent by the Green Committee who received a handful of responses from other community and committee members. (See appendix for evidence of Community Outreach efforts.)

During the Community Stakeholder Meeting on April 30, a draft of the initiatives for inclusion in the Community Energy Plan was reviewed, and comprehensive notes were taken by the Green Committee for further editing. Key focus areas discussed included transportation, renewable energy, energy efficiency in municipal and residential buildings, and energy equity. Community solar was a major topic of discussion, including how subscription-based models work, cost savings for participants, and protections against energy price increases.

Elected officials were supportive throughout the entire outreach process, emphasizing the importance of public education around these programs, such as community solar, green building policies, and energy innovations, due to common misconceptions. These collective outreach efforts were supported by existing formal monthly meetings facilitated by the Town Council and Green Committee. Overall, the Town's approach combined public events, targeted media advertisements, and emails to encourage participation.

Community feedback during these outreach efforts was generally constructive and centered on practical concerns such as energy costs, access to assistance programs, and ways to improve household energy efficiency. Residents responded well to opportunities for direct engagement, especially in smaller settings where questions could be answered in real time.

Evidence of Community Outreach efforts:

Facebook screenshot and link:

<https://www.facebook.com/share/p/1ETtBJBkxZ/>

Town of Hammonton's Post

Your input is important!

STAKEHOLDER MEETING



Help select actions Hammonton could implement to:
save energy,
to use more renewable energy
and to save money,
for the town,
residents, and
businesses.

learn more here: hammontongreencommittee.com

Thursday, April 30 @ 6:00 pm
Hammonton Canoe Club
100 Sports Drive, Hammonton Lake Park

See insights and ads [Boost post](#)

12 1 10

Most relevant ▾

 April Boyer Maimone · 13w
Wonderful that you are including our taxpayers while governing this great little town.
Well done.

👍 🗨️ Reply Hide Edited

Town website calendar screenshot and link:

<https://www.townofhammonton.org/event/community-energy-planning-grant-stakeholder-meeting/>

The screenshot shows the Town of Hammonton website. At the top is a navigation bar with links: Customize, New, Edit Event, LayerSlider, Edit Live, Events, and Avada. Below this is the Town of Hammonton logo and a secondary navigation bar with links: How Do I..., Departments, and Gover. The main content area features a large purple banner with the text: "Community Energy Planning Grant • Stakeholder Meeting" and "April 30 @ 6:00 pm - 8:00 pm". Below the banner, there is a section titled "Community Energy Planning Grant" with a paragraph explaining the grant. To the right of this text is a graphic titled "Your input is important! STAKEHOLDER MEETING" which includes a circular diagram with icons representing energy, water, and waste, and a list of actions to implement. Below the graphic is a blue box with the meeting details: "Thursday, April 30 @ 6:00 pm", "Hammonton Canoe Club", and "100 Sports Drive, Hammonton Lake Park". At the bottom of the screenshot, there is a paragraph about the meeting and a link to learn more.

Community Energy Planning Grant

Hammonton has received a grant through the NJ Board of Public Utilities in 2025.

The Green Committee will be helping to administer this grant and will assist with setting up stakeholder meetings so that residents, business owners and other members of the community can discuss ideas about what might help to save money, use energy more efficiently and to prepare for the future. The purpose of this grant is to develop a community energy plan that includes several projects that make sense for our town. With this plan, additional grant money may be available to implement these projects.

Community Energy Planning - Potential Initiatives

Hammonton has the opportunity to select actions that we may be able to get grant funding to help implement. New Jersey Board of Public Utilities created a Community Energy Plan Grant (CEPG) program to help New Jersey municipalities in developing a community energy plan and **we need your input!**

Your input is important!

STAKEHOLDER MEETING

Help select actions Hammonton could implement to:
save energy,
to use more renewable energy
and to save money,
for the town,
residents, and
businesses.

learn more here: hammontongreencommittee.com

Thursday, April 30 @ 6:00 pm
Hammonton Canoe Club
100 Sports Drive, Hammonton Lake Park

Come out to a Stakeholder (that's you!) Meeting on **Thursday, April 30th** at 6 pm at the **Canoe Club** (100 Sports Drive, Hammonton Lake Park). We need your input!

Town website announcement link, posted on April 14, 2026:

<https://www.townofhammonton.org/community-energy-planning-grant-stakeholder-meeting-4-30/>

Green Committee website post:

<https://hammontongreencommittee.com/community-energy-planning-grant/>

Stakeholder meeting info:

<https://hammontongreencommittee.com/community-energy-planning-potential-initiatives/>

OBITUARIES

Joseph A. Knapp



Joseph A. Knapp, 83, of Sweetwater, NJ, passed away peacefully on April 14, 2026, after a long battle with cancer. Born in Orange, NJ, he was raised in Livingston and attended St. Philomena’s School before graduating from Seton Hall Preparatory School, Class of 1961. He went on to earn his degree in business from Seton Hall University, Class of 1965, where he participated in ROTC and mission work in Mexico and Honduras. Joe began his professional career in sales with American Foresight while serving in the U.S. Army Reserves. He later worked in wholesale and janitorial supply before following his passion for technology, contributing to several ventures including Voxcera and A Greater Town. He enjoyed music, travel, theater, sports, and meaningful conversation, and held a special fondness for tractor shows in Pennsylvania. He was predeceased by his parents, Andrew and Julia Knapp, and his wife, Diana (Kirkwood) Knapp. He is survived by his daughter, Dr. Kelley Kline; grandson, Christopher Kline; sisters, Mary Ann Morrissey (Brian) and Kathy Pohl (John); brother, Andrew “Drew” Knapp; fiancée, Connie (Loveland) String; cousin, Maureen Kearney; and many extended family members and friends. A gathering of family and friends will be held on Saturday, June 7, 2026, from 2:00 to 3:00 p.m. at Beacon Evangelical Free Church, 420 S. 6th Ave., Galloway, NJ 08205, followed by a service at 3:00 p.m. In lieu of flowers, donations may be made to Reel Recovery or Gilda’s Club. Arrangements entrusted to Wimberg Funeral Home.

Seville Newman



Seville “Reggie” Newman, 76, of Hammonton, passed away at home on Monday, April 13, 2026. Born in Byers, Texas, Reggie was raised in Pennsylvania and had been a longtime resident of Hammonton. He worked for the Central Pennsylvania Teamsters and later served as manager for 16 years at Al & Rich’s Gas Station in Hammonton. A proud United States Army veteran, he honorably served during the Vietnam War. He was predeceased by his parents, Henry James Edgar Newman and Juliar Gladys Trousdale; his brother, Ronnie Newman; and his sisters, Judy Meford and Irene Sylvester. He is survived by his longtime companion, Kim Purzner; his son, Jon Rich; and his sisters, Bobbie Eckels, Rosetta Newman, and Brenda Leitch. Funeral services will be held privately. Entombment will follow at the Atlantic County Veterans Cemetery in Estell Manor. The family extends their heartfelt appreciation to AtlantiCare Care Center of Egg Harbor Township and New Jersey Hospice for their care and compassion.

Green Cmte. to host Community Energy Planning Grant stakeholder meeting April 30

PRESS RELEASE
FOR THE GAZETTE

HAMMONTON—The Hammonton Green Committee invites residents, local businesses, and community stakeholders to attend a Community Energy Planning Grant stakeholder meeting on Thursday, April 30, from 6 p.m. to 8 p.m. at the Canoe Club in Hammonton Lake Park. This meeting is part of an ongoing initiative to develop a comprehensive Community Energy Plan focused on improving energy efficiency, reducing costs, and advancing sustainable practices across Hammonton. The plan will serve as a roadmap for identifying potential energy-related projects and priorities within the community. Importantly, the Community Energy Plan does not obligate the Town to adopt or commit to any specific actions identified in the document. However, inclusion of projects and strategies within the plan will make those initiatives eligible for future grant funding opportunities, providing a valuable pathway to support implementation. The plan can include strategies across several key categories, including Transportation; Solar and Renewable Energy; Energy Efficiency and Reducing Demand; the Building Sector and New Construction; Community and Clean Energy Innovation. Each category will include a variety of potential actions designed to support a more sustainable and resilient community. Attendees will learn about the goals and scope of the Community Energy Planning Grant, review initial concepts, and share feedback, ideas, and priorities. Community input will play a critical role in shaping the final plan and ensuring it reflects local needs and opportunities. “You don’t need to be an energy expert to be part of this, we want to invite everyone to come,” said Green Committee Chair Tom Hatch. “Community input is essential to making a good energy plan for Hammonton.” The Hammonton Green Committee welcomes participation from all interested community members. No prior experience or expertise is required—just a willingness to share your perspective and ideas. For more information, please contact Tom Hatch, Chair at hammontongreencommittee@gmail.com or visit hammontongreencommittee@gmail.com. About the Hammonton Green Committee: The Hammonton Green Committee works to promote environmental sustainability, energy awareness, and community engagement through local initiatives and partnerships that support a healthier, more resilient Hammonton.

Local Moments

Taking A Closer Look at Hammonton

SPONSORED BY:



Courtesy Photos

Last week, t Hammonton Education Foundation supported a community-based field trip initiative benefiting Warren E. Sooy Jr. Elementary School (WES) students. In partnership with Hammonton Drug Awareness, 50 students and staff enjoyed a guided walking tour of Downtown Hammonton. The day began at the Hammonton Family Success Center, where students learned about pedestrian safety, then practiced those skills on their way to Town Hall for an informative tour of local offices. Students also enjoyed lunch at Marcello’s and a sweet treat at Mannino’s Cannoli Express before returning for more time at the Family Success Center.

Hammonton prepares for annual Downtown Cleanup and Flower Planting May 9

PRESS RELEASE
FOR THE GAZETTE

HAMMONTON—MainStreet Hammonton invites residents to take part in the annual Downtown Cleanup and Flower Planting on Saturday, May 9 at 9 a.m., a spring tradition focused on community pride and keeping Hammonton looking its best. Volunteers are encouraged to arrive between 8:45 and 9:00 a.m. at the Historic Hammonton Train Station, located at 10 S. Egg Harbor Road, to sign in and receive instructions. Participants will have the opportunity to join one of two groups. One group will plant flowers in the beds surrounding the street trees along 12th Street and Bellevue Avenue. The other will focus on litter removal across five designated zones throughout Downtown Hammonton. “There is something important about getting

your hands dirty and seeing the work you actually put into a place,” said Ty Wilson, executive director of MainStreet Hammonton. “When you spend time cleaning up or planting downtown, you start to feel a sense of ownership in how it looks and how it is taken care of. That is what builds pride in the community.” Thanks to the support of the Atlantic County Utilities Authority, all necessary supplies will be provided, and volunteers may receive a commemorative t shirt. Participants are encouraged to wear comfortable clothes that can get dirty, along with sturdy shoes suitable for outdoor work. The event will run until approximately noon. This year’s event is supported by Riverview Landscape, Ron’s Gardens, the Town of Hammonton Public Works Department, and the Atlantic County Utilities Authority.

LOOKING TO BUY OR SELL?
I’VE GOT THE KEYS TO MAKE THAT HAPPEN!



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