



Somerset County EV Study

POWERING AHEAD FOR SOMERSET COUNTY

Final Report

Prepared for:
Somerset County
June 30, 2026





**Powering head for
Somerset County**

Disclaimer: This report has been prepared as part of the North Jersey Transportation Planning Authority (NJTPA) Subregional Studies Program with financing by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange.

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Acronyms

ADA	Americans with Disabilities Act
BEV	Battery Electric Vehicles
BTW	Behind The Wheel
BUILD	Better Utilizing Investments to Leverage Development
CCIA	Clean Communities Investment Accelerator
CDL	Commercial Driver License
CFI	Charging and Fueling Infrastructure
CFTP	County Fleet Transition Plan
COS	County of Somerset
DAS	Disadvantaged Communities
DCFC	Direct Current Fast Charging
DERA	Diesel Emissions Reduction Act
EMP	Energy Master Plan
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
HVAC	Heating, Ventilation and Air Conditioning
ICE	Internal Combustion Engine
ICEV	Internal Combustion Engine Vehicles
MPO	Metropolitan Planning Organizations
MVC	Motor Vehicle Commission
NCIF	National Clean Investment Fund
NEVI	National Electric Vehicle Infrastructure
NJ	New Jersey
NJBPU	New Jersey Board of Public Utilities
NJDEP	New Jersey Department of Environmental Protection
NJEDA	New Jersey Economic Development Authority
NJ ZIP	New Jersey Zero-Emission Incentive Program
OEM	Original Equipment Manufacturer
O&M	Operations and Maintenance
PCAP	Priority Climate Action Plan
PM	Preventative Maintenance
PPE	Personal Protective Equipment
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
SUV	Sports Utility Vehicle
TIGER	Transportation Investing Generating Economic Recovery
USDOT	United States Department of Transportation
WSP	WSP USA Inc.
ZEV	Zero-Emission Vehicle



Executive Summary

Somerset County is positioning itself as a leader in New Jersey's transition to electric vehicles (EVs), advancing a strategic vision that encompasses both County fleet electrification and the expansion of publicly accessible charging infrastructure. This report provides a comprehensive assessment of current conditions, identifies gaps and opportunities in the EV charging network, and establishes an actionable roadmap for implementation. The study is grounded in data analysis, mapping-based screening, and stakeholder and public engagement.

Scope of Work and Regional Significance

This study provides a strategy to guide three primary efforts: the transition of the County's fleet to zero-emission vehicles (ZEVs), the designation of secondary EV charging corridors that complement federally designated Alternative Fuel Corridors, and the prioritization of County-owned properties for publicly accessible electric vehicle supply equipment (EVSE). By strengthening local charging infrastructure and coordinating with regional planning initiatives, the County contributes to a more connected and resilient EV network across the North Jersey Transportation Planning Authority (NJTPA) region.

The study establishes a countywide needs assessment using mapping and other datasets, including population and employment density, multi-family housing concentrations, traffic volumes, proximity to electrical infrastructure, existing charging coverage and environmental constraints such as flooding. Accessibility considerations are embedded throughout the study, with particular attention to residents who may not have reliable home charging, including residents living in multi-family housing. This data was used to identify areas of unmet demand. A multi-criteria evaluation framework was used to assess candidate sites based on demand potential, site suitability, cost considerations, accessibility, and policy alignment.

Key Findings

Somerset County is well-positioned to support EV adoption, but targeted investments are needed to address gaps in charging access and fleet readiness.

- **Access for all is central to public charging need:**
The NJ ZEV Roadmap estimates EV market share at approximately 38 percent in 2035, and average annual increases of light-duty vehicles (passenger cars, pickups, and delivery vans) have recently been about 0.55 percent, so the number of EVs in Somerset County will continue to grow. Studies indicate that 80 to 90 percent of charging occurs at home, but as EV adoption increases, public charging demand will also grow. Communities with higher concentrations of multi-family housing and limited home-charging access are more reliant on public EV charging, particularly in central and eastern Somerset County.

Charging Station Types

There are three types of EV charging stations. Level 1 charging uses a standard household outlet (120V) and provides the slowest charge, typically adding only a few miles of range per hour. Level 2 charging (240V) is significantly faster and can fully charge most electric vehicles in several hours. Level 3 charging, or DC fast charging, delivers high-power direct current and can recharge a vehicle to 80 percent in 20–40 minutes.



- **Charging coverage is uneven by charger type:** Level 2 charging is more prevalent in central areas, while northern and southern areas of the County are comparatively sparse, especially for Level 3 charging.
- **Secondary corridors can help close network gaps:** Eight non-interstate corridors were identified to extend charging coverage beyond I-78 and I-287 and better connect population, employment, and activity centers.
- **Near-term County fleet electrification is most feasible for light-duty vehicles:** Sedans/SUVs/minivans and other light-duty vehicles represent the most practical early transition segment, referred to as Tier 1, based on market availability and operational fit.
- **County Fleet facilities vary significantly in readiness:** Differences in County fleet vehicles, County site parking layouts, and electrical capacity mean implementation should prioritize County-owned sites with high concentrations of Tier 1 vehicles and strong charger utilization potential.
- **Public and fleet charging must be operationally managed:** Public and fleet charging require active operational management. In locations where both are co-located, clearly separating public access from County fleet-designated chargers is critical to prevent conflicts and ensure reliable fleet operations.
- **Utility coordination and lead times are critical risks:** Early engagement with utilities is necessary to confirm capacity and manage long lead times for transformers/switchgear and related electrical upgrades.

Stakeholder and Public Engagement

Stakeholders included County departments, regional planning partners, community organizations, and residents. The study's recommendations were informed by a robust engagement effort, including Technical Advisory Committee (TAC) meetings, Fleet Transition Working Group meetings, public meetings, pop-up events, focus groups and a survey. At public events, Spanish translation services were offered, and all materials were also produced in Spanish. In total, approximately 500 residents and stakeholders provided input either through the survey or at an in-person or virtual outreach event.

Stakeholders consistently emphasized the need for reliable and affordable charging, simple payment systems, clear rules and enforcement, early utility coordination, and siting chargers in amenity-rich destinations such as near shopping centers or downtowns, and lower-income areas. Public feedback reinforced the importance of pairing infrastructure investment with user-friendly design, clear communication, and attention to geographic location. The engagement process also highlighted operational and behavioral considerations, such as charger turnover, pricing fairness, enforcement, and access hours.

County Fleet Electrification Transition Strategy

Somerset County operates a diverse fleet of 872 vehicles across 39 departments. The County Fleet Electrification Transition Plan (a standalone document released in conjunction with the Final Report) evaluates current fleet operations, infrastructure needs, vehicle technologies, and site-specific conditions to guide both immediate and future investments.

The analysis integrates County fleet inventory information, operational data, market availability of ZEV technologies, and site-specific characteristics. Vehicles are grouped into prioritization tiers. Tier 1 vehicles,



including those widely adopted, such as sedans, SUVs, minivans, and light-duty utility vehicles, are identified as the most suitable for early electrification due to their prevalence. Tier 2a vehicles are available from a limited number of manufacturers and include buses, vans, full-sized pickup trucks, and police vehicles. Type 2b are vehicles for which ZEV models don't currently exist, such as small/mid-sized pickup trucks and shuttle buses, which may be viable for near-term transition with additional operational considerations. Tiers 3-6 encompass heavy-duty vocational trucks and specialized equipment that face greater market and technical constraints and are not currently recommended but can be considered later for mid- to long-term adoption as technology matures.

The vehicle type prioritization tiers and vehicle parking location data were used to translate vehicle-level readiness into a location-based electrification strategy. The County's Social Services Building and Richard Hall are classified as Priority 1 locations due to the high concentration of Tier 1 vehicles, primarily County-owned passenger cars. The Courthouse, Prosecutor's Office, Public Health Complex and County Complex buildings are classified as Priority 2 locations. The Finderne Facility is assigned Priority 3 because its fleet is dominated by cutaway bus vehicles, for which electric options remain limited and lack robust real-world performance data. The Recycling Center, North County Garage, and South County Garage are designated Priority 4 because they primarily house refuse trucks and heavy-duty road equipment, with limited commercially viable electric alternatives, making near-term electrification impractical until technology and market conditions mature.

Identification of Secondary EV Charging Corridors

Building on federally designated primary Alternative Fuel Corridors in Somerset County, including Routes I-78 and I-287, the study identifies a network of eight secondary EV charging corridors to extend coverage for local and regional travel. These corridors were selected based on network connectivity, existing and potential demand for charging and access to activity centers.

The secondary corridor network is intended to support everyday trips between homes, workplaces, commercial centers, recreational destinations, and transit hubs. The corridors also provide a planning framework to signal priority routes to private charging operators and developers, guide partnerships, and support future public funding decisions.

Candidate Public EV Charging Locations

The report identifies 14 County-owned candidate sites for publicly accessible EV charging, evaluated using a combination of qualitative and quantitative analyses that considers demand potential, site functionality, cost and implementation considerations, accessibility, and policy alignment. It was designed to ensure that infrastructure investments align with County needs, maximize public benefit, capture EV demand, and support Somerset's commitment to clean energy and transportation equity. Those elements include:

1. Site Context – defined by several essential qualities: accessibility, safety, and visibility. Ideal locations are easy for drivers to reach and navigate, offer secure surroundings for users and their vehicles, and are clearly visible to help promote use and awareness.
2. EV Demand Analysis – evaluates relevant attributes that contribute to the potential demand for EV charging. These include annual average daily traffic (AADT), population and employment



densities, nearby large employer sites or multi-family dwellings, plus exclusion areas for flood hazard zones.

3. Demographic Considerations – used to ensure recommended candidates meet the needs of all members of the public, including communities living in multi-family housing units lacking their own parking space, to install an EV charger.
4. Somerset County Evaluation – insights from their local knowledge and expertise.
5. Spatial Distribution – each parcel was mapped against existing public EV charging stations and the transportation network to evaluate coverage adequacy.

The 14 candidate sites identified by the above methodology include:

Name	Municipality
Natirar Park	Peapack
Lord Stirling Park Environmental Education Center	Bernards
Warrenbrook Golf Course & Pool	Warren
Green Knoll Golf Course & Tennis Center	Bridgewater
Richard Hall Mental Health & Wellness Center	Bridgewater
North Branch Park	Bridgewater
Bernie Field Parking Deck	Somerville
Finderne Public Works Facility	Bridgewater
Frank "Nap" Torpey Athletic Complex	Bridgewater
Neshanic Valley Golf Course	Branchburg
Colonial Park and Howe Athletic Complex	Franklin
Quail Brook Golf Course & Park	Franklin
Mountain View Park	Hillsborough
Skillman Park	Montgomery

The evaluation process incorporates feasibility checks, assessing across multiple metrics, and public feedback. These include modeled EV charging demand and proximity to designated secondary corridors; on-site conditions such as access, visibility, parking adequacy, and safety; public-use considerations including access hours and seasonality; alignment with County fleet operations and employee use; estimated installation cost and implementation risk; relevance to low-income communities and multi-unit dwelling access; grant-stacking potential; and qualitative input from County staff and the TAC. Public feedback was incorporated as an adjustment factor to reflect community support or concerns identified through outreach activities.

Based on the combined evaluation, three County-owned locations have been identified as priority locations for near-term public charging deployment: Lord Stirling Environmental Education Center, Colonial Park and Howe Athletic Complex, and Mountain View Park. These locations are recommended based on their suitability, demand potential, geographic coverage, and alignment with County goals.

Name	Municipality	Number of Chargers
Lord Stirling Environmental Education Center	Bernards	6
Colonial Park and Howe Athletic Complex	Franklin	8
Mountain View Park	Hillsborough	14



The number of chargers at each location was determined by estimating future (2035) demand based on projected EV ownership growth and utilization patterns. It is anticipated that installation may follow a phased approach, starting with a lower initial number of chargers, followed by usage monitoring and expansion as demand increases and funding allows.

Lord Stirling Park Environmental Education Center

This site, located near Lord Stirling Park, offers charging options for visitors to the park and environmental center. It is within a short distance, less than one mile, from major highways, offering convenient regional access. Visibility of parking areas and wayfinding is generally good, and the parking lot layout is well configured, but it lacks lighting and surveillance. The parking lot is accessible throughout the day, though park visitation varies seasonally, which may reduce charging demand during off-peak seasons. The Environmental Education Center's conceptual site layout plan includes five dual-port and one single-port chargers located south of the parking lot.

Colonial Park and Howe Athletic Complex

This site is a large, heavily utilized park offering a variety of amenities and multiple parking lots, with the potential to serve visitors to the nearby Rose Garden. It is located in a suburban setting adjacent to medium-density residential areas and provides ample space for EV charger installation. The site has good visibility, convenient access, and a well-configured parking layout. However, the absence of lighting and surveillance raises safety concerns. Park visitation is also subject to seasonal variation, which may affect charging demand during off-peak periods. The Howe Athletic Complex conceptual site layout plan shows seven dual-port and one single-port chargers in the northern section of the parking lot.

Mountain View Park

This site features a newly opened sports field that can accommodate a large number of visitors and offers ample parking, with plans for future expansion. It is located near US-206, a proposed secondary corridor; however, visibility is limited due to a long access road from the public roadway. The site has good accessibility to the parking lot, a well-configured layout, and adequate lighting. The parking area is open and accessible throughout the day with no controlled access, but sports-related activities are likely to be limited during winter months, which may reduce charging demand during off-peak seasons. The conceptual site layout plan shows 13 dual-port chargers and 1 single-port charger located at Baseball Field 2.

Priority recommendations

- **Establish operating rules for public charging**, including signage, enforcement, idle policies, and payment options) access hours, and maintenance responsibilities.
- **Prioritize near-term public charging deployment at three County locations** identified through the evaluation matrix: Lord Stirling Park Environmental Education Center, Colonial Park and Howe Athletic Complex, and Mountain View Park.
- **Embed accessibility into implementation** by ensuring ADA-compliant design, multilingual communications and wayfinding, and pricing and payment approaches that do not disadvantage residents who depend on public charging.



- **Adopt a phased County fleet transition approach** that prioritizes Tier 1 vehicles first, expands to Tier 2a/Tier 2b where operationally viable, and revisits heavy-duty and specialty assets as technology matures. At all locations, Level 2 chargers are recommended. In locations serving medium- and heavy-duty vehicles, Level 2 chargers are supplemented by a limited number of Level 3 chargers.
- **Formally use the secondary corridor network** to guide partnerships and investment with local businesses or EV charging providers, focusing on routes that connect employment centers, downtowns, transit, recreation destinations, and multi-family housing concentrations.
- **Align the implementation roadmap with funding opportunities** by preparing shovel-ready projects, coordinating match and grant application strategies, and tracking key program timelines.

Implementation Framework

The priority recommendations are included in an implementation framework that divides specific actions into three matrices: public charging action items, County fleet transition action items, and policy action items. These matrices also include information about responsible entities, timeframes, approximate costs, impacts and benefits, and possible funding sources for each action item.

Implementation is envisioned in coordinated phases. Near-term actions focus on finalizing priorities, initiating utility coordination, pursuing funding, and piloting early County fleet replacements and Level 2 charging. Mid-term steps include completing design and permitting, constructing priority charging infrastructure, increasing County fleet procurement, and expanding workforce training. No displacement of the existing workforce due to the implementation of EVs is anticipated; instead, as a priority recommendation, existing employees will receive appropriate training, coaching, and refresher courses to ensure they can safely operate and maintain the new fleet while continuing to deliver County services. Long-term actions will adapt plans based on technological progress, operational data, and evolving community needs.

For reference, there are three types of EV charging. Level 1 charging uses a standard household outlet (120V) and provides the slowest charge, typically adding only a few miles of range per hour, making it best suited for overnight residential use. Level 2 charging (240V), which is commonly used in homes, workplaces, and public locations, is significantly faster and can fully charge most electric vehicles in several hours. Level 3 charging, or DC fast charging, delivers high-power direct current and can recharge a vehicle to 80 percent in 20–40 minutes, making it ideal for highway corridors and high-turnover public sites but more expensive to install and operate.

Timeframes for implementation are defined as follows:

For publicly accessible charging on County facilities:

- Near-term – < 1 year
- Mid-term – between 1 and 3 years
- Long term – over 3 years

For County fleet charging, timelines are longer to allow for vehicle procurement:

- Near-term – < 1 year
- Mid-term – between 1 and 5 years
- Long term – over 5 years



Throughout all phases, the County should monitor charger performance and utilization, update fleet inventories, evaluate user experience, and maintain ongoing engagement with stakeholders and the public.

The report identifies a range of federal, state, and regional funding programs and incentives that Somerset County can leverage to advance ZEV adoption and expand publicly accessible EV charging infrastructure that are administered by the New Jersey Department of Environmental Protection (NJDEP), the NJTPA, and other agencies. These programs can support the transition to ZEVs, particularly the deployment of charging infrastructure, and offer opportunities for Somerset County to leverage available resources.

Next Steps

Somerset County's EV Study provides a clear, actionable framework for advancing County fleet electrification, expanding publicly accessible charging infrastructure on County-owned sites, and strengthening the local EV charging network by identifying eight secondary EV corridors to complement EV corridors on Routes I-78 and I-287. The recommendations are grounded in data-driven analysis, stakeholder input, and a commitment to accessibility for all users.

Moving forward, the County will take a phased approach to implementation, beginning with near-term actions that include coordinating with utilities to confirm electrical capacity and timelines, advancing design and permitting for priority charging sites, pursuing available funding opportunities, and initiating early fleet electrification focused on light-duty vehicles. Mid-term efforts will include construction of priority charging infrastructure, expansion of fleet electrification, and workforce training to support operations and maintenance. Over the long term, the County will scale infrastructure deployment, incorporate advancements in EV technology, and refine its strategy based on system performance, user demand, and evolving community needs.

By prioritizing high-impact sites, coordinating early with utilities, and aligning implementation with funding opportunities, Somerset County will be well-positioned to advance clean transportation in a practical and sustainable manner. Ongoing monitoring, stakeholder engagement, and adaptation to evolving technologies will ensure that the County's EV strategy remains responsive to implementation realities and community needs over time.



1. Introduction

As a model for New Jersey's electric vehicle (EV) adoption, Somerset County has committed to reducing carbon emissions through its 2018 EV Readiness Plan and 2021 Climate Change Policy Statement. As part of this broader electrification effort, the County is working to transition its large and diverse vehicle fleet to zero-emission alternatives and provide opportunities for public EV charging on County properties. To support informed and strategic decision-making, this report provides an understanding of current conditions, future demand, and the local factors that influence where and how EV charging infrastructure and fleet electrification investments should occur.

This report documents the study's approach, findings, and recommendations for: (1) development of a Fleet Electrification Transition Plan (Transition Plan) to guide the County's shift to zero-emission vehicles; (2) identification of secondary EV charging corridors that complement existing primary corridors and improve countywide network coverage; and (3) evaluation of County-owned properties for publicly accessible electric vehicle supply equipment (EVSE) deployment.

Together, the analyses provide actionable recommendations to support Somerset County's near-, mid-, and long-term decision-making, prioritize investments, and strengthen the County's ability to pursue funding opportunities that advance fleet electrification and public charging deployment.

This report is organized from an analysis of existing conditions to implementable recommendations. The existing conditions analysis establishes a comprehensive baseline for understanding EV readiness across the county. Accessibility considerations are embedded throughout the Needs Assessment. Communities with limited access to home charging, particularly those with higher concentrations of multi-family housing or lower vehicle ownership, rely more heavily on publicly accessible charging. Broader contextual data, including population and employment patterns, multi-family housing concentrations, travel demand, environmental constraints, and existing charging infrastructure, were analyzed to identify areas of unmet demand.

Following that, the report presents a Fleet Electrification Transition Strategy that evaluates vehicle types, operations, and facility readiness to guide the County's shift to zero-emission fleet vehicles. It then identifies a network of secondary EV charging corridors that complement federally designated corridors and support local and regional travel. Building on this framework, the study evaluates county-owned properties for public EV charging, applies a structured site selection process, and identifies priority locations for near-term investment. The report concludes with an implementation roadmap outlining phasing, responsibilities, and next steps.



2. Needs Assessment

This section establishes a countywide baseline regarding where EV charging demand exists today and where gaps are most likely to emerge as EV adoption increases. The needs assessment synthesizes spatial, demographic, transportation, environmental, and infrastructure data to evaluate current conditions and identify areas of unmet need. These inputs inform subsequent analyses related to County fleet electrification, secondary EV charging corridors, and the identification and prioritization of county-owned sites for public charging deployment.

2.1. Data Collection

Literature Review

Previous Plans

A number of existing plans and policies provide strategic guidance and implementation frameworks. These plans emphasize collaboration across government levels, integration with broader climate and energy strategies, and the importance of public engagement. Many of the best practices noted in these studies were incorporated into this study. The following documents were reviewed, in order from oldest to newest:

- 2018 [Somerset County EV Readiness Plan](#)
- 2019 [New Jersey Board of Public Utilities' Energy Master Plan](#)
- 2020 [New Jersey Global Warming Response Act 80x50 Report](#)
- 2021 [Somerset County Climate Change Policy Resolution](#)
- 2022 [New Jersey National Electric Vehicle Infrastructure Deployment Plan](#)
- 2023 [New Jersey Department of Transportation Carbon Reduction Strategy](#)
- 2024 [Keep Somerset Moving: Transportation Plan 2045 Study](#)
- 2024 [NJDEP Priority Climate Action Plan](#)
- 2024 [NY-NJ MSA Priority Climate Action Plan](#)
- 2025 [NJDEP Strategic Action Plan](#)

Market Study and Best Practices

The literature review distills best practices from peer agencies and similar studies, offering actionable strategies for Somerset County to consider:

County Fleet Transition Planning

Success hinges on a clear roadmap that aligns goals, procurement, facilities, operations, funding, and workforce development.

- **County EV Fleet:** The County should inventory its existing fleet, ensure the compatibility of existing equipment with new charging investments, and use telematics (technology to collect and transit data in real-time) for smart energy management. Gradual scaling through pilot programs helps manage costs and operations.
- **Facility Upgrade:** Installations should be designed for long-term reliability, including durable equipment, secure data systems, and full compliance with NJDEP standards, with careful attention



paid to business models, utility coordination, and future growth. Safety, cable management, and weather protection are key design considerations.

- **Operation and Maintenance:** Reliability and safety are paramount. Agencies should monitor data, follow safety protocols, and implement cybersecurity measures to protect customer data and grid integrity.
- **Workforce Development:** Transitioning to EVs requires retraining and upskilling the existing workforce. Partnerships with educational institutions and local hiring initiatives ensure that the benefits of electrification extend to economic opportunity for all, including Title VI communities.
- **Stakeholder Coordination:** Early and ongoing engagement with utilities, peer agencies, and the public is essential. Transparent communication builds trust and ensures that infrastructure investments reflect community priorities.

Public Charging Infrastructure

Installing public charging infrastructure is essential to maximize utilization, support regional mobility, and promote access to electrification.

- **Charging Locations and Network:** Somerset County should prioritize EV charging deployment in high-demand, visible locations such as downtowns, transit hubs, workplaces, and county-owned properties to ensure consistent use and support public confidence. Existing plans and federal/state guidance reinforce focusing both on community-centered sites and key highway corridors (e.g., I-78 and I-287), enhancing regional connectivity and economic activity.
- **EV Charging Stations:** Charging infrastructure could include a mix of Level 2 and DC fast chargers tailored to dwell time and demand, with Level 2 (the focus of this study) serving workplaces and parking areas and fast chargers supporting high-traffic corridors and critical operations. Stations must meet NJDEP program requirements for performance, accessibility, reliability, and interoperability, while incorporating user-friendly payment systems and 24/7 support.

Existing Conditions

To establish a comprehensive baseline for EV charging suitability across Somerset County, a multi-layered spatial dataset was assembled and organized into five thematic categories, as further defined in Section 5.1: Site Context, Demand Analysis, Demographic Considerations, Somerset County Evaluation, and Gap Analysis. Data were compiled from Somerset County, the U.S. Census Bureau, New Jersey Department of Transportation (NJDOT), Federal Emergency Management Agency (FEMA), New Jersey Department of Environmental Protection (NJDEP), and the National Electric Vehicle Infrastructure (NEVI) program, and were analyzed through desktop screening, aerial imagery, and GIS mapping.

Population and Employment Density

Population density data from the 2020 U.S. Census at the block level shows the eastern and central areas of Somerset County as the most densely populated, with communities such as Bound Brook, South Bound Brook, Raritan, North Plainfield, and Somerville standing out. In contrast, municipalities in the northwest and southwest, including Far Hills, Bedminster, Montgomery, and Peapack-Gladstone, are characterized by



lower densities. Employment density is highest along the central corridor, particularly near Bridgewater, Somerville, and Raritan, with secondary employment clusters in Hillsborough and along the US-206 corridor.

Multi-Family Dwelling Distribution and Home Charging Access

Data from the 2023 Census block group reveals concentrations of multi-family dwellings in Somerville, Hillsborough, Bound Brook, and sections of Franklin Township. These communities are noted for having residents who are less likely to have access to home charging options, underscoring the need for public EV charging stations.

In addition to the absence of home charging and the prevalence of multifamily housing, EV charging access is influenced by a range of structural and operational factors. These include rental dynamics, electrical capacity limitations in older housing stock, and parking configurations that limit charger installation even in single-family areas. Access is further shaped by the availability, distribution, and reliability of public charging, as well as cost barriers and payment requirements.

EV Registration Rates and Socio-Economic Patterns

EV registration rates, as reported by NJDEP and refined to the municipal level by NJTPA, indicate that adoption is strongest in municipalities such as Bernards, Warren, Montgomery, and Peapack-Gladstone, where EVs represent a higher share of total registered vehicles, generally exceeding the Somerset County average of approximately 6 percent. Conversely, urban centers like Bound Brook, South Bound Brook, and North Plainfield show lower levels of EV adoption, a pattern that closely follows the concentration of multi-family dwellings and the corresponding lack of access to home charging infrastructure.

Demographic Assessment

A socio-demographic assessment was conducted to ensure that the benefits of EV infrastructure, including reduced emissions, improved air quality, and expanded mobility options, are distributed and accessible across all communities in Somerset County. Overall, the existing network demonstrates a reasonably good geographic distribution relative to the County's demographic landscape.

These findings directly inform the siting priorities and accessibility considerations used throughout the corridor and charging location analyses. Key considerations include ensuring that charging costs remain accessible in lower-income areas, providing multilingual communications and designing ADA-compliant and physically accessible charging facilities to serve seniors and people with disabilities and incorporating micromobility amenities such as e-bike and e-scooter charging to support non-automobile users. Parks, transit stops, and publicly accessible County properties in demographically diverse areas were identified as priority locations for expanding the public charging network in a manner that serves all residents.

The findings were originally developed for the 2024 Somerset County Circulation Element Update: Keep Somerset Moving Transportation Plan 2045 and were validated against the most recent American Community Survey data (2018–2023), confirming that no significant demographic shifts had occurred and that the conclusions remain applicable to the EV study. This work can be found in [Keep Somerset Moving](#).



County Owned Property Information

Understanding Somerset County's geographic and socio-economic landscape is essential for determining areas most in need of EV charging infrastructure. Table 1 below shows an overview of all the county-owned properties and current uses numbered from north to south. A map with an inventory of county-owned parcels, including government buildings, parks, golf courses, garages, and public works facilities, is shown in Figure 1. These sites were assessed using qualitative screening criteria that focused on current use, safety, accessibility, and visibility, evaluating each location for potential public charging deployment.

Table 1 County-Owned Properties

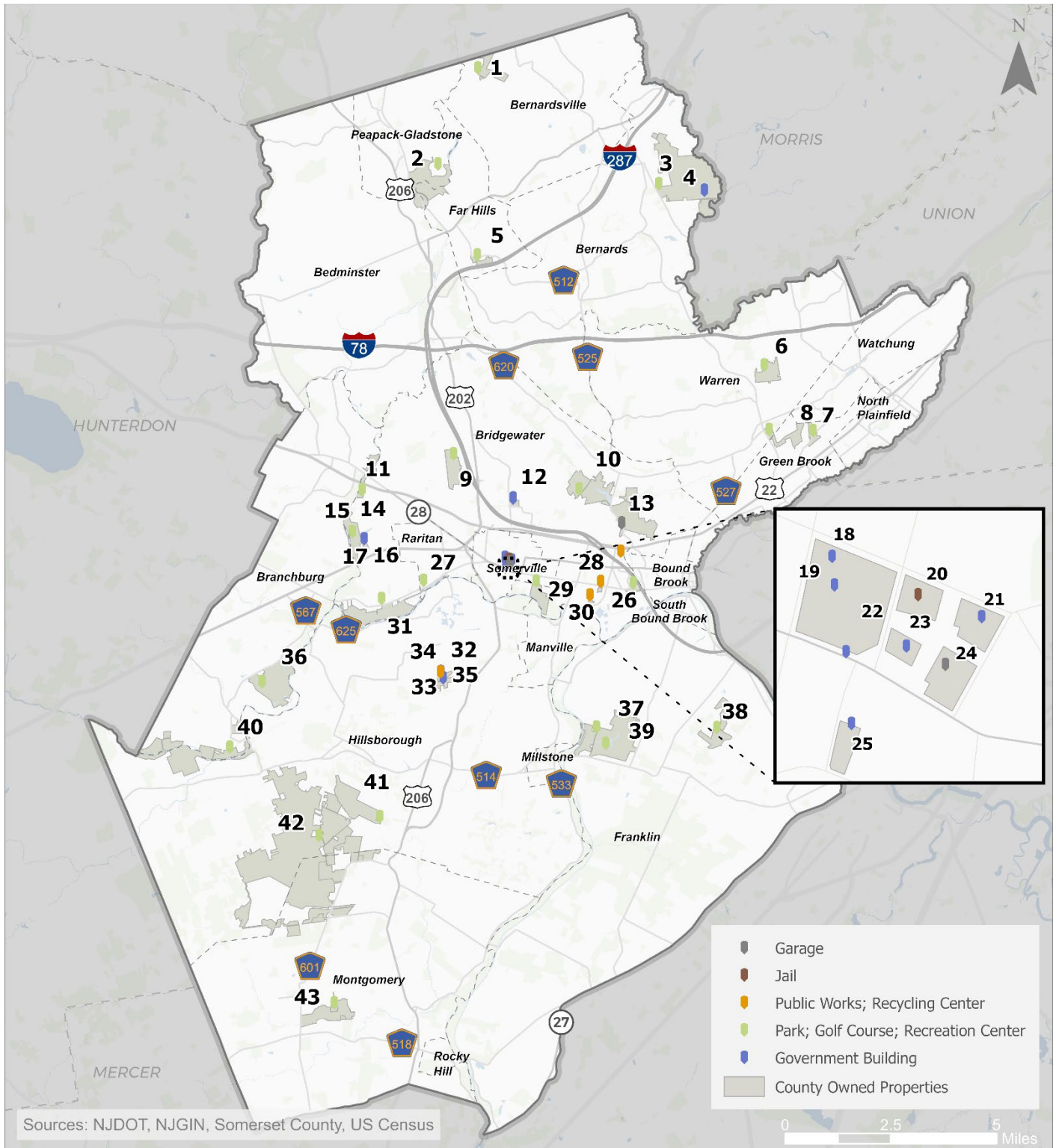
Site Number	Address	Municipality	Current Use
1	131 Stevens Ln	Bernardsville	Little Brook Sanctuary
2	2 Main St	Peapack	Natirar Park
3	256 South Maple Ave	Basking Ridge	Lord Stirling Park Stable
4	190 Lord Stirling Rd	Basking Ridge	Lord Stirling Park Environmental Education Center
5	11 Layton Rd	Far Hills	Leonard J Buck Garden
6	40 Reinman Rd	Warren	East County Park
7	16 Rock Rd East	Green Brook	Washington Rock Park
8	500 Warrenville Rd	Warren	Warrenbrook Golf Course & Pool
9	587 Garretson Rd	Bridgewater	Green Knoll Golf Course & Tennis Center
10	700 Newmans Ln	Martinsville	Washington Valley Park
11	518 Milltown Rd	Bridgewater	North Branch Greenway Park
12	500 North Bridge St	Bridgewater	Richard Hall Community Health & Wellness Center
13	411 Chimney Rock Rd	Bridgewater	North County Public Works Garage
14	355 Milltown Rd	Bridgewater	Somerset County Park Commission
15	355 Milltown Rd	Bridgewater	North Branch Park
16	308 Milltown Rd	Bridgewater	Somerset Union Soil Conservation District
17	310 Milltown Rd	Bridgewater	4H Center Building
18	40 North Bridge St	Somerville	Prosecutor's Office
19	20 North Bridge St	Somerville	Somerset County Courthouse
20	40 Grove St	Somerville	Somerset County Jail
21	80 East High St	Somerville	Facilities and Services Building
22	35 East Main St	Somerville	Historic County Courthouse
23	20 Grove St	Somerville	Somerset County Administration Building
24	15 Mechanic St	Somerville	Bernie Field Parking Deck
25	27 Warren St	Somerville	Human Services Building
26	860 East Main St	Bridgewater	TD Bank Ballpark
27	1038 Old York Rd	Raritan	Raritan River Greenway



Site Number	Address	Municipality	Current Use
28	750 East Main St	Bridgewater	Finderne Public Works Facility
29	202 Nimitz St	Bridgewater	Frank "Nap" Torpey Athletic Complex
30	40 Polhemus Ln	Bridgewater	Recycling Center
31	191 Old York Rd	Bridgewater	Duke Island Park
32	402 Roycefield Rd	Hillsborough	Police Training Institute
33	402 Roycefield Rd	Hillsborough	Somerset County Emergency Management
34	410 Roycefield Rd	Hillsborough	Roycefield Road Building
35	209 Cougar Court	Hillsborough	Prosecutor's Annex
36	2301 South Branch Rd	Branchburg	Neshanic Valley Golf Course
37	156 Mettlers Rd	Somerset	Colonial Park and Howe Athletic Complex
38	625 New Brunswick Rd	Franklin	Quail Brook Golf Course & Park
39	582 Elizabeth Ave	Franklin	Spooky Brook Golf Course
40	110 Woodfern Rd	Branchburg	South Branch Greenway
41	141 Mountain View Park	Hillsborough	Mountain View Park
42	421 East Mountain Rd	Hillsborough	Sourland Mountain Preserve
43	100 Main Blvd	Skillman	Skillman Park



Figure 1 County-Owned Properties





Traffic Volume Context

Traffic volume data provides critical insight into roadway exposure and site accessibility for each candidate location. Average Annual Daily Traffic (AADT) data from the NJDOT Straight Line Diagram (SLD) system confirms that I-78 and I-287 carry the highest traffic volumes in the County, functioning as primary regional corridors well-suited for DC fast charging. The next tier of high-volume routes, US-206, US-202, NJ-28, and US-22, forms the principal north-south and east-west connections linking communities to employment centers and supporting substantial daily travel demand. Select county routes, including CR-525, CR-514, CR-527, and CR-533, also exhibit notably higher volumes than typical county roads due to their role as connectors to the state highway network, resulting in a hierarchical traffic pattern dominated by interstates, followed by major state routes, and then key county connectors.

Environmental Constraints

Environmental conditions, particularly flood risk, were assessed to identify parcels where EV charging installation would be physically constrained or inadvisable. Flood hazard data from FEMA was used to map floodways and potential flood hazard areas throughout the County. These areas are distributed primarily along river corridors, and parcels located within designated flood zones were flagged as unsuitable for EV charging installation.

Existing Electric Infrastructure

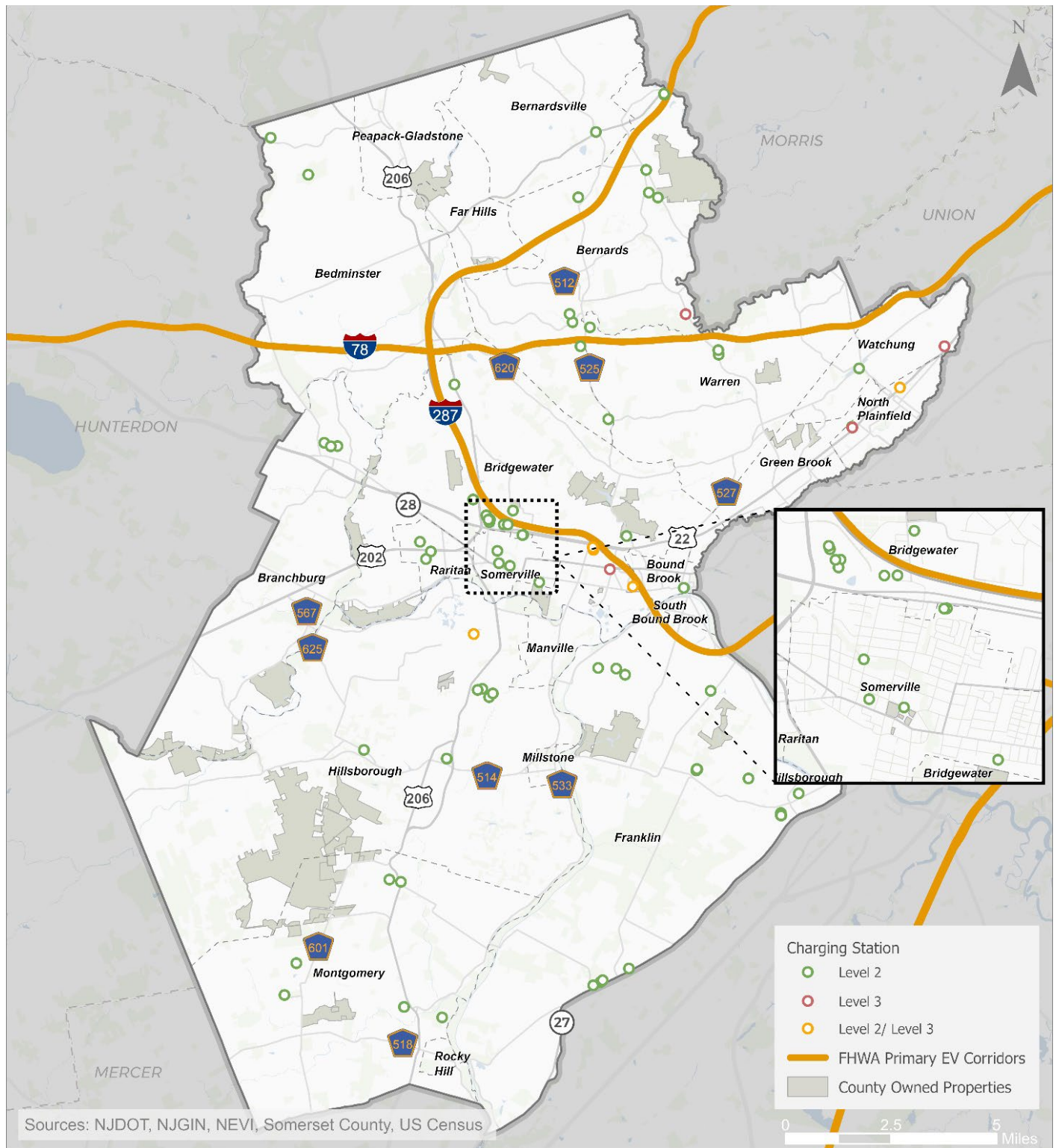
The capacity and proximity of existing electrical infrastructure are key determinants of the feasibility and cost of deploying EV charging at any given site. Power line and substation data, sourced from the NEVI program (2019), were mapped alongside county-owned parcels to evaluate grid access for each candidate site. The county's electric transmission infrastructure ranges between 220kV and 500kV transmission lines, alongside a number of substations that serve as key nodes for power distribution across the region. The presence of this high-voltage infrastructure indicates that a strong electrical supply is available at a regional level; however, EV charging must ultimately connect to the local distribution system, which may still require upgrades to deliver power to individual sites. Sites in closer proximity to existing substations and transmission infrastructure are considered more cost-effective candidates for near-term deployment, as they are generally better positioned to access available capacity and may require less extensive electrical upgrades, although site-specific improvements are often still needed.

Existing EV Charging Stations

A review of existing public charging infrastructure establishes the current service baseline and informs gap identification for future investments. Public charging station data, as shown in Figure 2, shows that Somerset County is served by a mix of Level 2 and DC fast chargers distributed across municipalities. A higher concentration of stations is found in and around the Somerville center, consistent with the area's population and employment density, while coverage in the northern and southern portions of the County is comparatively sparse. The existing network demonstrates a generally adequate geographic distribution across communities. The majority of stations are Level 2, with DC fast chargers present at select locations.



Figure 2 Existing Charging Stations





2.2. Stakeholder and Public Engagement Strategy and Summary

The Somerset County EV Study employed a comprehensive, multi-layered public and stakeholder engagement strategy guided by a Public Engagement Plan (PEP). The goal of this outreach effort was to ensure that the study's findings, recommendations, and implementation strategies were grounded in local knowledge, technical expertise, and community priorities. Engagement activities were designed to reach a broad cross-section of stakeholders, including public agencies, utilities, fleet operators, municipal leaders, EV users, non-EV users, and residents with limited access to home charging.

Outreach activities conducted include:

- Technical Advisory Committee (TAC) meetings
- County Fleet Transition Working Group (FTWG) meetings
- Public meeting
- Pop-up engagement events
- Focus groups
- Public survey

Technical Advisory Committee (TAC)

The Technical Advisory Committee was established to guide the study's technical and policy direction and ensure alignment with county, state, and regional initiatives. The TAC included representatives from Somerset County departments, NJDOT, NJ TRANSIT, NJDEP, NJTPA, electric utilities (PSE&G and JCP&L), EV advocacy organizations such as the NJ Electric Vehicle Association, and transit and energy stakeholders. Three TAC meetings were conducted during the study. During the first meeting, the following themes emerged:

- County-owned office buildings, parks, and parking decks were identified as strong candidates for both public and County fleet charging, with attention to after-hours access and dwell time.
- Clear separation between public and County fleet charging is essential to avoid parking conflicts and ensure County fleet reliability.
- Level 2 charging was viewed as sufficient for most County and public needs, while DC fast charging should be reserved for highway corridors and short-dwell locations. Limited testing of Level 1 charging may be appropriate for low-mileage vehicles.
- Early coordination with utility companies is critical to confirm site power availability, manage long lead times for transformers and switchgear, and prevent oversizing infrastructure.
- Pricing strategies, multiple payment options, workplace charging, and deployment in traditionally underserved communities, as defined by the NJTPA, are necessary to promote widespread adoption.
- Fueling cards, redundant charging infrastructure, and prioritization of vehicles with predictable routes and frequent stops were identified as best practices for County fleet vehicles.
- Proactive communication is needed to address concerns related to loss of parking spaces and changes in parking operations.

At the second TAC meeting, the Committee transitioned to a detailed evaluation of candidate public charging locations. Members reviewed 14 county-owned sites and provided site-specific guidance based on utility availability, operating hours, dwell times, surrounding land uses, and proximity to existing charging



infrastructure. Key takeaways included caution around seasonal or single-use locations (particularly golf courses), strong interest in sites serving downtown areas and multifamily housing, and the need to match charger type to context—supporting Level 2 charging at destination and employee-focused sites and limited, strategic use of DC fast charging to fill corridor gaps. The TAC underscored the importance of affordability, capital cost considerations, and developing a clear methodology for site selection. Members noted that public charging cost structures can disproportionately affect residents without access to home charging and encouraged reviewing programs that offer discounted rates or employee incentives.

The third TAC meeting provided a comprehensive project update and reviewed key components of the County's EV planning effort, including the role of secondary charging corridors relative to the primary network, the methodology used to identify and prioritize public charging sites, and initial concept plans with associated costs for priority locations. The fleet transition plan was reviewed, including approaches to fleet analysis, facility and infrastructure needs, and workforce development, followed by a review of the overall implementation strategy, timelines, and potential funding sources. Key takeaways included the importance of monitoring charger utilization (with expectations that park-based chargers may see lower usage), reconsideration of charger types at lower-demand sites (favoring DC fast charging over Level 2), clarification on ADA charging requirements, and the need to incorporate emergency responder training as EV adoption grows.

County Fleet Transition Working Group (FTWG)

The County Fleet Transition Working Group provided targeted input on electrifying Somerset County's vehicle fleet. Members represented county transportation, public works, vehicle maintenance, engineering, and facilities departments. This group met three times during the study to confirm baseline fleet data availability and to align on goals and success criteria, which were instrumental in the development of the County Fleet Transition Plan. Input shared centered around the following main topics:

- Electrification must align with vehicle replacement schedules; many vehicles are retained beyond their nominal useful life.
- Availability of electric vehicle models, warranty coverage, and long-term reliability—particularly for specialty vehicles such as cutaway buses—must be weighed alongside cost.
- Shared facilities with multiple departments and larger fleets may be effective early transition sites to maximize utilization.
- A phased implementation framework with defensible, transparent budgeting is essential.

FTWG discussions confirmed that the feasibility of County fleet electrification varies significantly by vehicle type and use patterns. While light- and medium-duty vehicles with predictable routes and downtime represent near-term “low-hanging fruit,” participants emphasized that heavy-duty vehicles such as refuse trucks and certain public works vehicles are currently poor candidates due to long daily mileage, extended operating hours, and limited charging windows. Operational considerations, including workforce impacts, certification requirements, vehicle replacement cycles, and facility constraints, were identified as important factors in electrification decisions, along with technology availability.

The group also highlighted facility readiness, electrical capacity, and safety considerations as major implementation factors. Not all County fleet locations are suitable for charging due to limited parking, use of take-home vehicles, or insufficient power availability. Therefore, early coordination with utilities and



facilities staff is essential. Overall, FTWG input reinforced that Somerset County's fleet transition should follow a phased, selective approach focused on operationally viable vehicles and sites while deferring others until technology, infrastructure, or service models evolve.

The County Fleet Transition Plan is available under separate cover.

Public Meetings

Public communication efforts emphasized transparent and inclusive outreach through multilingual materials, public meetings, pop-up events, and digital engagement tools, with messaging tailored to address community concerns around cost, reliability, and accessibility.

The first public meeting, held September 18, 2025, introduced the EV Study and gathered high-level community input on priorities, opportunities, and challenges related to EV charging in Somerset County. Participants emphasized the need to focus charging investments on high-traffic, high-visibility locations, including parks, multifamily residential areas, transit hubs, downtowns, and entertainment destinations. Accessibility for all users was a central theme, with strong support for deployment in traditionally underserved areas, ADA-compliant design, lower costs, and solutions for residents without home charging.

Participants identified common challenges such as charger reliability, limited power capacity, poor signage, payment complexity, and unauthorized use of EV-only spaces (enforcement). Overall, the meeting reinforced the importance of pairing infrastructure investment with user-friendly design, clear communication, and attention to geographic accessibility for all users.

The second public meeting, held January 28, 2026, consisted of an interactive session to evaluate a short list of fourteen (14) candidate charging sites. Participants reviewed proposed locations across northern, central, and southern Somerset County and provided detailed feedback on site suitability, access, amenities, operational considerations, and likely utilization. Several themes emerged during discussions:

- **Amenity-rich, multi-use locations perform best:** Parks and athletic complexes with multiple activities, longer dwell times, and year-round use were viewed more favorably than single-purpose or seasonal destinations. Dwell time refers to the amount of time a vehicle is parked and available to charge at a given location. Locations with longer dwell times, such as homes and workplaces, are generally well-suited to Level 2 charging, while shorter-stay locations require fast chargers to deliver a meaningful charge in a limited time. Aligning charger type with typical dwell times helps ensure cost-effective investments.
- **Caution around golf courses:** County-owned golf courses were viewed as serving a limited user base and potentially misaligned with public charging goals. Concerns included limited accessibility, potential strain on parking, and the perception that private facilities should rely on private investment rather than public funds.
- **Downtown and mixed-use interest:** Participants expressed strong interest in centrally located parking facilities near jobs, retail, and services, particularly in downtown Somerville, where charging could support employees, visitors, and short-term users.
- **Operational and behavioral considerations:** Participants raised concerns about charger turnover, overstaying, pricing fairness, enforcement, and access hours, emphasizing the importance of pricing signals, idle fees, and clear operating rules. Idle fees are charges applied when a vehicle remains



plugged into a charger after it has finished charging, discouraging overstaying and helping to improve turnover so that more users can access limited charging infrastructure.

- **Accessibility and proximity to housing:** Sites near multifamily housing and senior centers were consistently viewed as having higher public value, provided they were within safe and reasonable walking distance.

Pop-Up Engagement Events

Two pop-up events were held at community festivals in North Plainfield and Somerville to reach residents in informal settings. Feedback reinforced public meeting themes, with additional emphasis on:

- Desire for more evenly distributed charging infrastructure, particularly in northern Somerset County.
- Strong preference for chargers near schools, shopping centers, highways, parks, and everyday destinations.
- Interest in faster charging and broader charger compatibility beyond Tesla-only infrastructure.

Public Survey

The public survey (316 responses) confirmed broad interest in EVs while highlighting some recurring concerns. Responses revealed that most EV owners charge at home; public charging remains underutilized but is considered essential. Participants identified key barriers as affordability, lack of charging stations, range anxiety, and charging reliability. Participants saw opportunity for EV investment on high-traffic corridors, highways, traditionally underserved locations, county parks, government buildings, and transit hubs. Overall, there were mixed views on public investment, with calls for reliable, affordable, and well-located infrastructure.

Focus Groups

Three focus group meetings were held with EV drivers, charging operators, community leaders, and municipal officials to provide detailed, experience-based insights:

- **Drivers and Operators:** Emphasized corridor-based DC fast charging, dependable Level 2 charging at public destinations, simplified payment systems, and clear signage.
- **Community Leaders:** Highlighted comfort, safety, multilingual communication, and continued stakeholder engagement.
- **Municipal Officials:** Identified costs, permitting, utility coordination, excavation for wiring, floodplain constraints, and administrative complexity as major barriers; recommended simplified permitting and incentives for multifamily charging.

Across all outreach activities, consistent themes emerged, including the need for reliable and accessible charging infrastructure for all users; strategic prioritization of high-traffic and community-serving locations; early and ongoing coordination with utilities; and clear, proactive communication with the public.

2.3. Potential Funding Sources

This section highlights potential federal and state funding programs and incentives, as of April 2026, that Somerset County may apply for. These funding programs and incentives support the transition to ZEV, particularly charging infrastructure.



Federal

FTA Section 5339 (A) & (B): Grants for Buses and Bus Facilities Formula Program and Competitive Grant Program¹

Section 5339 consists of two components: (A) Grants for Buses and Bus Facilities Formula Program and (B) Competitive Grant Program. Both programs focus on assisting bus operators, states, or local governmental authorities that operate fixed routes in the financing of buses and bus facilities. The program's goal is to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low- or no-emission vehicles or facilities.

FTA Section 5339 (C): Low or No-Emission Vehicle Program²

The Low or No Emission Vehicle Competitive (LowNo) Program is a federal initiative designed to help state and local governments transition to cleaner, more sustainable public transportation. Through this program, funding is made available for the purchase or lease of ZE and low-emission transit buses, as well as the development of the infrastructure needed to support them.

USDOE Alternative Fuel Infrastructure Tax Credit³

The U.S. Department of Energy (USDOE) Alternative Fuel Infrastructure Tax Credit (Internal Revenue Code Section 30C) is a federal incentive that supports the deployment of EV charging and other alternative fuel infrastructure by offsetting a portion of project costs through a tax credit. The program is designed to support broad transportation decarbonization goals.

State/Regional

North Jersey Transportation Planning Authority (NJTPA) Subregional EV Infrastructure Charging Program⁴

The Subregional EV Infrastructure Charging Program is an NJTPA program that provides funding to install Level 2 EV charging stations on a subregion's property for fleet and public use.

Congestion Mitigation and Air Quality Improvement (CMAQ)⁵

The CMAQ program provides a flexible funding source designed to support initiatives that help nonattainment areas achieve compliance with the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter. Converting public fleets, such as transit vehicles, qualifies for the program as it not only reduces emissions but also raises community awareness about the importance of cleaner air and sustainable transportation. Eligible entities can apply for this federally funded program through the NJTPA. There are two programs: Local Mobility Initiatives (LMI) | Shuttle and Micromobility Services and Transportation Clean Air Measures (TCAMs).

¹ Grants for Buses and Bus Facilities Formula Program - 5339(a). <https://www.transit.dot.gov/funding/grants/busprogram>

² Low or No Emission Grant Program - 5339(c). <https://www.transit.dot.gov/lowno>

³ Alternative Fuel Infrastructure Tax Credit. <https://afdc.energy.gov/laws/10513>

⁴ Incentives and Federal Funding. <https://ev-resources-njtpa.hub.arcgis.com/pages/incentives>

⁵ Congestion Mitigation and Air Quality (CMAQ) Improvement Program. <https://highways.dot.gov/iija/fact-sheets/congestion-mitigation-and-air-quality-cmaq-improvement-program>



It Pay\$ to Plug In⁶

It Pay\$ to Plug In (IPPI) is an NJDEP grant program that supports the expansion of EV charging infrastructure by offsetting the cost of Level 1 and Level 2 charging stations. The program is designed to promote EV adoption and improve air quality by expanding access to reliable charging at workplaces, public locations, and multi-unit residential properties.

WorkClean: Diesel Modernization Program⁷

WorkClean: Diesel Modernization Program (WorkClean) is a NJDEP program that is designed to replace or repower on-road and non-road diesel vehicles and equipment with cleaner or zero-emission alternatives. The program funds medium- and heavy-duty fleet vehicles and equipment (e.g., refuse trucks, buses, public works vehicles, forklifts, construction equipment).

Clean Fleet EV Incentive Program⁸

The Clean Fleet EV Incentive Program (Clean Fleet) is a New Jersey Board of Public Utilities (NJBPU) initiative that provides incentives to support the electrification of vehicle fleets and the deployment of associated charging infrastructure. The program is designed to reduce transportation emissions by helping entities offset the cost of purchasing EVs and publicly accessible charging equipment.

eMobility Grant Program⁹

The eMobility Grant Program (eMobility) is a NJDEP initiative that provides funding to support the deployment of shared, zero-emission transportation solutions. The program is designed to improve mobility, reduce transportation-related air pollution, and advance equitable outcomes, particularly in overburdened and underserved communities.

Regional Greenhouse Gas Initiative (RGGI) Medium and Heavy Duty (MHD) EV Charging Program¹⁰

The Regional Greenhouse Gas Initiative (RGGI) Medium and Heavy-Duty (MHD) EV Charging Program is a NJBPU initiative that uses RGGI proceeds to support the deployment of high-power charging infrastructure for medium- and heavy-duty EVs. The program is intended to reduce emissions from trucks and buses by accelerating the build-out of charging infrastructure in areas disproportionately impacted by transportation-related pollution.

New Jersey Zero-Emission Incentive Program¹¹

The New Jersey Zero-Emission Incentive Program (NJ ZIP) is a voucher pilot program administered by the NJEDA to accelerate the adoption of medium- and heavy-duty (MHD) ZEVs statewide. The program reduces the upfront purchase cost of eligible zero-emission trucks and buses. NJ ZIP is designed to function

⁶ It Pay\$ to Plug In. <https://dep.nj.gov/drivegreen/it-pays-to-plug-in/>

⁷ WorkClean: Diesel Modernization Program. <https://dep.nj.gov/grantandloanprograms/workclean-diesel-modernization-program/>

⁸ Clean Fleet EV Incentive Program. <https://cleanenergy.nj.gov/programs/electric-vehicles/clean-fleet-ev-incentive-program>

⁹ eMobility Grant Program. <https://dep.nj.gov/drivegreen/emobility/>

¹⁰ Regional Greenhouse Gas Initiative (RGGI) Medium and Heavy Duty (MHD) EV Charging Program. <https://cleanenergy.nj.gov/programs/electric-vehicles/regional-greenhouse-gas-initiative-rggi-medium-and-heavy-duty-mhd-ev-charging-program>

¹¹ NJ ZIP New Jersey Zero-Emission Incentive Program. <https://www.njeda.gov/njzip/>



alongside the NJ ZEV Financing Program, a complementary loan program administered by NJEDA that offers fixed, low-interest loans.

EV Tourism Corridor Charging Program¹²

The EV Tourism Corridor Charging Program (EV Tourism) is a New Jersey Clean Energy Program incentive to expand publicly accessible EV charging at tourism- and destination-oriented sites along key travel routes. The program supports the installation of Level 2 and DCFCs to improve charging availability for travelers and encourage EV adoption along high-traffic corridors.

Private

PSE&G Electric Vehicle Charging Program¹³

The PSE&G EV Charging Program is a utility incentive program operated by Public Service Electric & Gas Company (PSE&G) that provides \$166 million to support the deployment of EV charging infrastructure within its service territory. Through its Level 2 Mixed-Use Commercial Charging subprogram, PSE&G provides on-bill credits to help offset the cost of electrical infrastructure upgrades.

JCP&L (FirstEnergy) NJ Electrical Vehicles¹⁴

The JC P&L (FirstEnergy) New Jersey Electric Vehicles program is a utility incentive program that reduces the cost of EV charging installation across FirstEnergy service territory. The program is designed to make workplace, retail, municipal, and multi-family EV chargers more feasible by offsetting both utility-side and customer-side infrastructure upgrades required to safely serve new charging load.

¹² EV Tourism Corridor Charging Program. <https://chargeup.njcleanenergy.com/ev-tourism-corridor>

¹³ Electric Vehicle (EV) Charging Program. <https://nj.myaccount.pseg.com/myservicepublic/electricvehicles>

¹⁴ NJ Electrical Vehicles. <https://www.firstenergycorp.com/help/electric-vehicles/nj-ev/new-jersey-ev.html>



3. County Fleet Electrification Transition Strategy

To support the transition of county-owned and -operated internal combustion engine (ICE) vehicles to zero-emission alternatives, the County Fleet Electrification Transition Plan (herein the Transition Plan) provides an in-depth evaluation of current operations, infrastructure, and vehicle technologies, as well as strategic recommendations to support the transition to cleaner, more sustainable County fleet solutions. By assessing existing assets and identifying opportunities for modernization, the transition strategies aim to guide both immediate and future investments that position the County at the forefront of EV industry innovation.

3.1. Current Conditions

As of early 2026, Somerset County operates a diverse County fleet of 872 vehicles across 39 departments. The most common vehicle types within the County's fleet are sedan, SUV, and minivans (204); other equipment (163); heavy-duty trucks (136); light- and medium- duty pickup trucks (129); vans (71); and cutaways (63).

County Fleet composition and use vary widely by department, with the Prosecutor's Office maintaining the largest passenger-vehicle fleet (partially excluded due to take-home vehicles not parked at county-owned properties), while the Roads and Bridges Division, Transportation Division, North County Garage, and Recycling Division operate fleets dominated by pickup trucks, task-specific vocational vehicles, cutaways, and refuse trucks. Because the County does not maintain a centralized vehicle condition database, vehicle age is used as a proxy for condition, with generally newer refuse trucks assigned a lower near-term electrification priority due to cost and market limitations, and older pickup and medium-/heavy-duty trucks identified as stronger replacement candidates.

The County's fleet is distributed across various facilities, each with distinct operational functions, departmental fleet sizes, parking layouts, and electrical infrastructure conditions. These variations influence the overall readiness for ZEV implementation. The largest hub is the South County Garage and Emergency Management complex, followed by major County fleet locations at the Somerville Courthouse complex, the County Complex, the Finderne Public Works Facility, and the North County Garage. The Social Services Buildings support smaller multi-department fleets, while remaining facilities generally serve single-department operations.

Most County vehicles operate during standard weekday hours, though County fleets supporting the Sheriff's Office, Road & Bridge, Emergency Services, and Transportation have extended or variable duty cycles, with public safety vehicles requiring 24/7 availability and high state-of-charge readiness. Other non-standard County fleets generally still have at least eight (8) hours of daily downtime, allowing charging loads to be staggered efficiently.

3.2. Methodology

The Transition Plan applies a data-driven prioritization framework to support strategic prioritization rather than prescribe a fixed replacement schedule, recognizing data limitations, evolving vehicle technologies, and funding uncertainty. The analysis integrates County fleet inventory information, assumed vehicle use patterns based on available operational data and industry benchmarks, market availability of ZEV



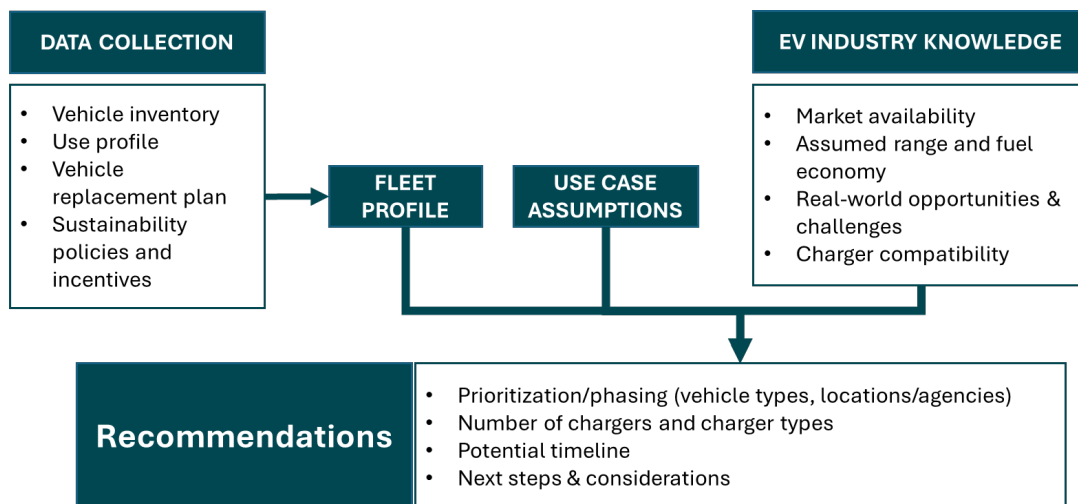
technologies, and site-specific parking and facility characteristics. Where vehicle-specific mileage or telematics data were unavailable, conservative, planning-level assumptions were applied to ensure that recommendations remained realistic and implementable.

The feasibility of vehicle electrification was first assessed by vehicle type, considering technology maturity, range capability, charging requirements, and operational suitability. Vehicles were grouped into prioritization tiers to distinguish those most feasible for near-term transition from those better suited for mid- to long-term adoption as markets evolve.

The methodology emphasizes a location-based approach, recognizing that charging infrastructure is fixed, capital-intensive, and highly dependent on site conditions. Parking locations were prioritized based on County fleet composition, vehicle concentrations, charger-sharing potential, and anticipated electric infrastructure and spatial constraints. This approach reduces the risk of underutilized or stranded assets and supports a more cost-effective transition over time.

This combined vehicle- and location-based approach allows Somerset County to identify opportunities that maximize infrastructure utilization, minimize operational risk, and preserve flexibility to scale electrification over time as technologies mature and funding becomes available.

Figure 3: County Fleet and Operation Prioritization Methodology



Source: WSP

3.3. County Vehicle Replacement

Vehicle replacement recommendations are organized into tiers based on technology readiness, operational feasibility, and infrastructure needs.

- **Tier 1** vehicles, including sedans, SUVs, minivans, and light-duty utility vehicles, are identified as the most suitable for early electrification due to strong market availability, proven performance, and compatibility with lower-cost charging infrastructure.



- **Tier 2a** and **Tier 2b** vehicles, such as buses, vans, full-size pickup trucks, and certain police vehicles, are viable for near-term transition with operational considerations related to range, duty cycles, and seasonal performance.
- **Tiers 3–6** vehicles, including heavy-duty vocational trucks, refuse vehicles, and specialized equipment, face greater market and technical constraints and are recommended for mid- to long-term consideration as technology matures. They may have an unsuitable duty cycle, which means a usage pattern makes electrification difficult or impractical.

This phased approach aligns County fleet replacement with natural vehicle turnover while supporting steady emissions reductions and operational continuity. Early-stage transition efforts should focus on Tier 1, Tier 2a, and Tier 2b vehicles, which represent the most technologically ready and operationally practical categories for ZEV deployment. As ZEV technologies mature and operational data improve, Tiers 3–6 can be revisited to support the County fleet's long-term decarbonization. Detailed descriptions of each tier and associated constraints are provided in Table 2.

Table 2: County Prioritization Tier by Vehicle Types

County Prioritization Tier	Description	Vehicle Types
1	Vehicles are available and widely adopted	Sedan, SUV, Utility Vehicle, Minivan
2a	Vehicles available from limited OEMs; increasing adoption, but with challenges.	Bus, Full Size Pickup Truck, LD Cargo/Passenger Van, Pursuit Rated Police Vehicles
2b	No direct zero-emission replacements currently exist, but the operational use cases are similar enough that substitution with a Tier 2 vehicle is considered feasible.	Small/Mid-Size Pickup Truck, MD/HD Shuttle Bus (Larger than cutaways)
3	Only available in small numbers or pilot programs, with adoption restricted to niche applications.	Truck Tractor, MD/HD Vocational Trucks
4	Limited availability through third-party retrofitters, with unproven performance and limited warranty or maintenance support.	Cutaway, MD/HD Delivery Van
5	Emerging technology. Very limited to no availability, or unsuitable duty cycles. More models have been announced and are expected to enter the market within the next five years.	Refuse Truck, Backhoe/Loader, Boat, Compact Loaders, Specialized MD Trucks
6	No foreseeable commercial options in the near term	Heavy-Duty Pickup Trucks, Chippers/Stump Grinders, Excavators, Specialized HD Trucks, Large Loaders, Pavers

Source: WSP

LD = Light Duty | MD = Medium Duty | HD = Heavy Duty



3.4. Charging Strategy

Most light-duty County fleet vehicles are assumed to have at least eight hours per day available for charging. Under these conditions, Level 2 chargers at 11.5 kW are sufficient, and a single charger cabinet at this rating can typically serve two to three vehicles. Vehicles with higher energy demand, such as cutaway buses and police units, still qualify for Level 2 charging but require higher-power units of approximately 19.2 kW. One cutaway bus generally requires a dedicated charger, while police vehicles can share a high-power Level 2 charger at a ratio of roughly three vehicles per charger, assuming four hours of available charge time per day.

For medium- and heavy-duty assets, including trucks, buses, and heavy equipment, Level 3 DC fast charging is required due to larger battery capacities. Vehicles with moderate use can be supported by dedicated 60 kW chargers, while large transit buses and refuse trucks may need 90 kW DC fast chargers to meet operational requirements.

Sites with police, emergency services, or high vehicle counts should also include Level 3 contingency chargers to support resiliency and minimize operational downtime.

Table 3 Proposed Charger Assumptions

Function	Type	Recommended Power	Rules
Regular Charging	Level 2 AC Charger	11.5 kW	• Regular LD vehicles: 1 charger for 2 to 3 vehicles
		19.2 kW	• Transit Cutaway Buses: 1 charger for 1 cutaway bus • Police vehicles: 1 charger for 3 police vehicles
	Level 3 DC Fast Charging	60 kW	• Regular MD/HD vehicles: 1 charger for 3 vehicles
		90 kW	• Transit Bus & Refuse Trucks: 1 charger for 1 vehicle
Contingency Charging	Level 3 DC Fast Charging	60 kW or 90 kW	• Contingency charging: support charging for approximately 20% of the daily service needs • For sites with police vehicles and emergency vehicles, and sites with more than 50 vehicles

Source: WSP

LD = Light Duty | MD = Medium Duty | HD = Heavy Duty

3.5. Infrastructure Upgrades

Building on the vehicle type prioritization tiers, vehicle parking location data were used to translate vehicle-level readiness into a location-based electrification strategy. This step recognizes that while electrification feasibility is determined by technology availability and operational suitability, implementation is ultimately constrained and enabled by where vehicles are parked and charged.

The County's Social Services Building and Richard Hall are classified as Priority 1 locations due to the high concentration of Tier 1 vehicles, primarily County-owned passenger cars. The dominance of County-owned passenger vehicles at these sites supports near-term electrification with minimal infrastructure complexity and high expected charger utilization.



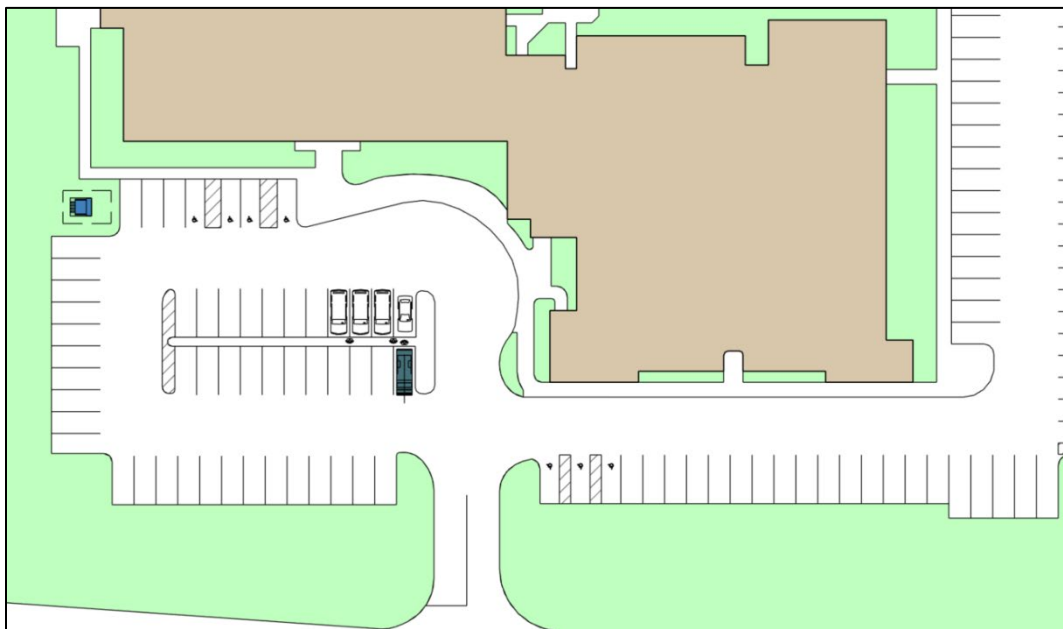
The Courthouse, Prosecutor's Office, Public Health Complex and County Complex buildings are classified as Priority 2 locations. These sites maintain a high share of Tier 1 vehicles, while also accommodating Tier 2a and Tier 2b vehicles such as pickup trucks, vans, and police vehicles. Although electrification at these locations may require higher power capacity and a phased implementation approach, the overall composition of the County fleet supports efficient and scalable infrastructure investments.

The Finderne Facility is assigned Priority 3 because its fleet is dominated by cutaway bus vehicles, for which electric options remain limited and lack robust real-world performance data. The Recycling Center, North County Garage, and South County Garage are designated Priority 4 because they primarily house refuse trucks and heavy-duty road equipment, with limited commercially viable electric alternatives, making near-term electrification impractical until technology and market conditions mature.

Richard Hall

Richard Hall Mental Health & Wellness Center in Bridgewater is a Priority 1 site, regularly visited and suitable for near-term deployment. Positioned among county facilities like the Somerset County Library, with nearby amenities, major roads, and an existing charging station, it's central for public activity, making it a good candidate if the County wishes to co-locate public and fleet charging. Figure 4 and Table 4 show the proposed charging infrastructure to support five vehicles. It allows for more feasibility of circulation without interference with the existing span of parking spaces wrapping around the building toward the back of the site. The location of the chargers is not final and will be adjusted as needed during design.

Figure 4 Richard Hall Site Plan



Source: WSP



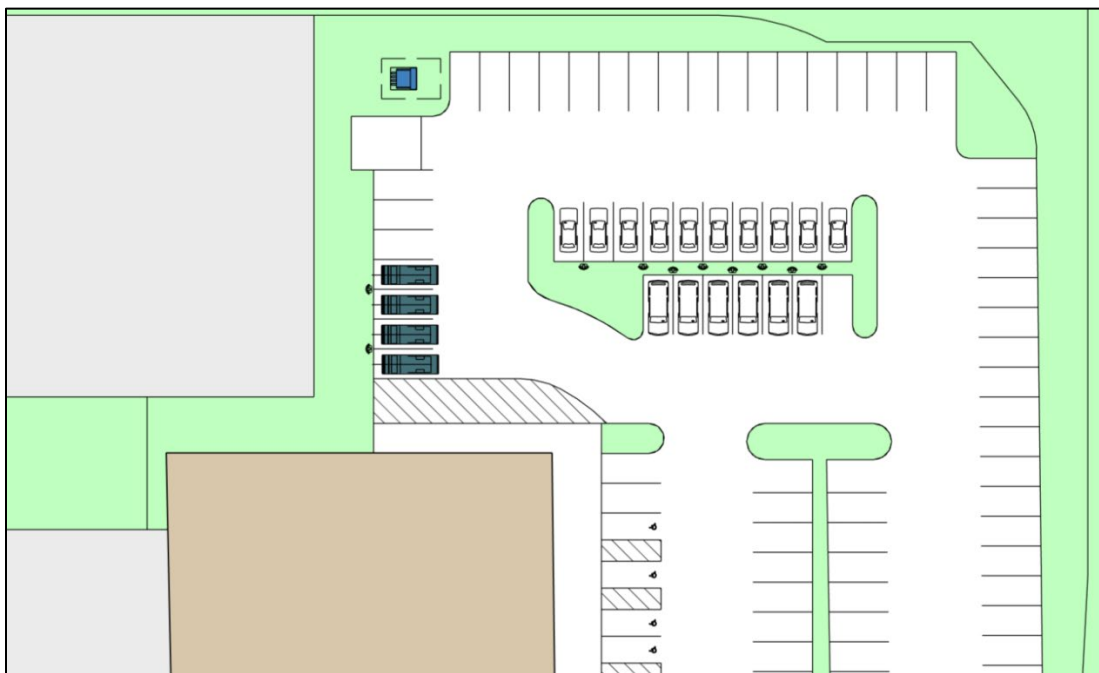
Table 4 Estimated Power Requirement of Proposed Charging Infrastructure at Richard Hall

Charger Type	Charger Load	Charger Quantity	Total Connected Load (KW/KVA)
Level 2 Chargers	11.5kW/11.5kVA	3	34.5kW/34.5kVA

Social Services Building

The Social Services Building is a Priority 1 site in Downtown Somerville. Figure 5 and Table 5 show the proposed charging infrastructure to support 20 vehicles. Utilizing the back of the parking lot allows for wider space with feasible circulation through the lot without interference with the narrower existing span of parking spaces around the front of the site. The location of the chargers is not final and will be adjusted as needed during design.

Figure 5 Social Services Building Overhead View



Source: WSP

Table 5 Estimated Power Requirement of Proposed Charging Infrastructure at Social Services Building

Charger Type	Charger Load	Charger Quantity	Total Connected Load (KW/KVA)
Level 2 Chargers	11.5kW/11.5kVA	10	115kW/115kVA

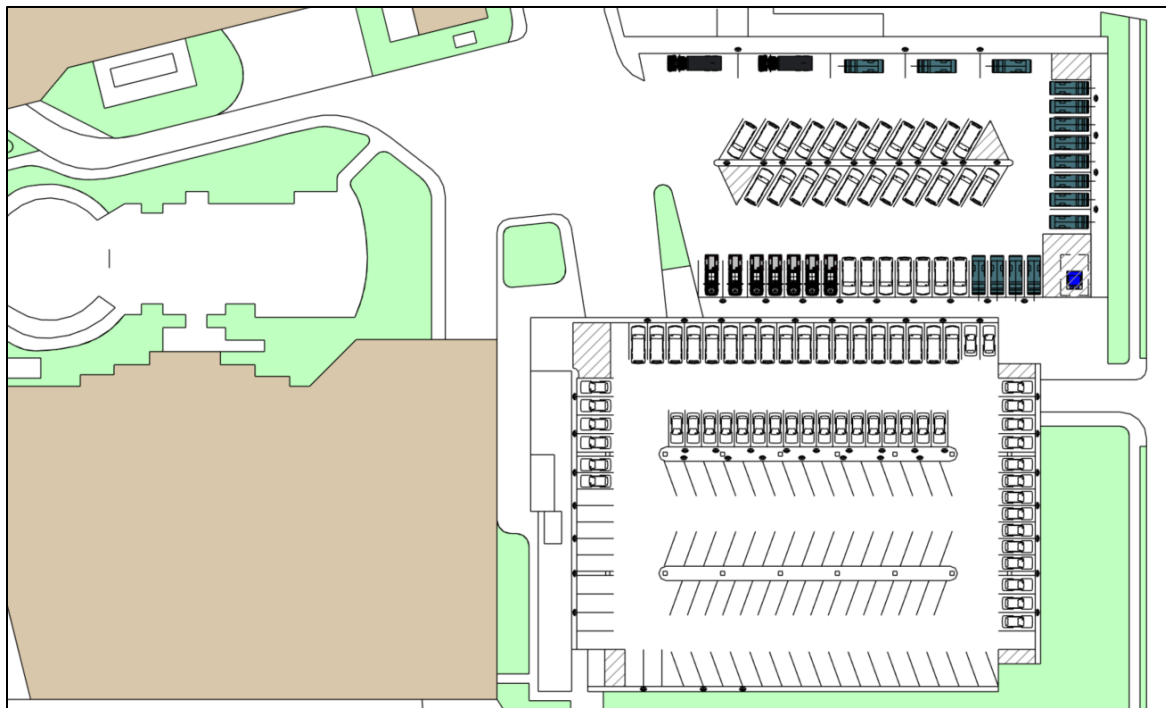


County Complex

County Complex in Somerville is a Priority 2 site consisting of the County Administration Building, Bernie Field Parking Garage, and Facilities & Services Building. It has existing EV parking and is well-positioned for potential EV demand if the County wishes to co-locate public and fleet charging, surrounded by offices and businesses with direct access to a secondary corridor. The location supports county fleets and offers controlled access, while the public garage provides ample parking near Main Street.

Utilizing both the Contractor's Lot and the top floor of the Bernie Field Parking Garage would enable charging for all 110 County vehicles, overcoming current infrastructure limitations. This approach preserves public parking availability and offers potential for public charging. Figure 6 and Table 6 show the proposed charging infrastructure to accommodate the County fleet. The location of the chargers is not final and will be adjusted as needed during design.

Figure 6 County Complex Site View



Source: WSP



Table 6 Estimated Power Requirement of Proposed Charging Infrastructure at County Complex

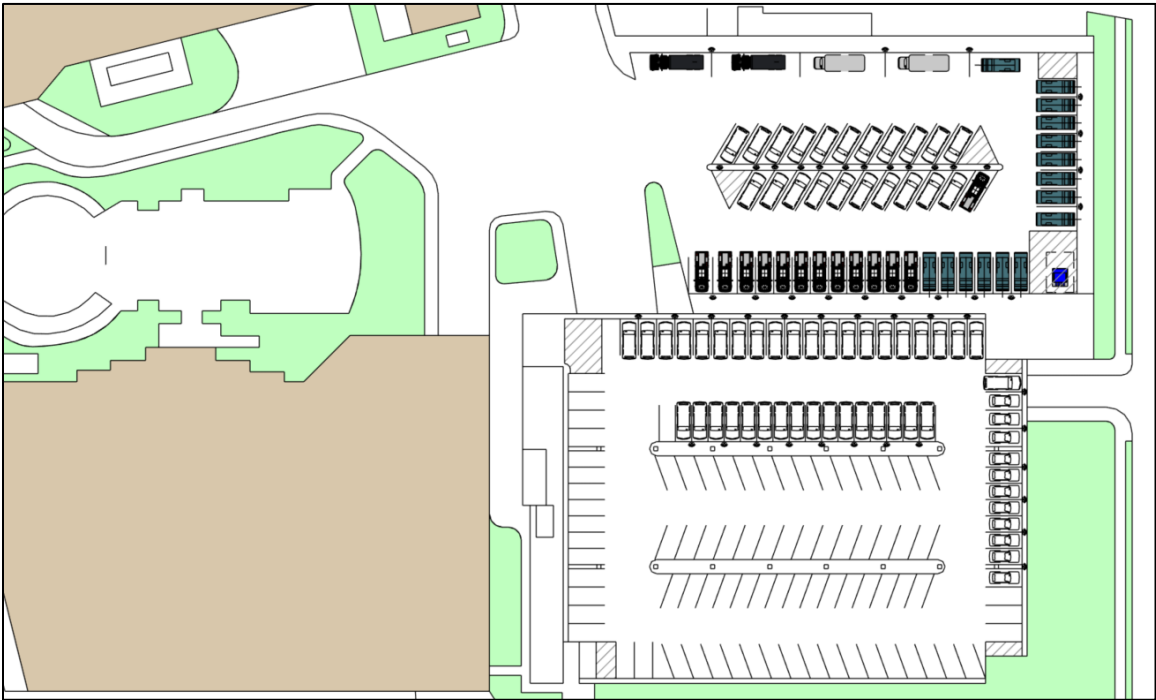
Charger Type	Charger Load	Charger Quantity	Total Connected Load (KW/KVA)
Level 2 Chargers	11.5kW/11.5kVA	34	391kW/391kVA
Level 2 Chargers	19.2kW/19.2kVA	14	268.8kW/268.8kVA
DC Fast Chargers	60kW/66.4kVA	3	180kW/199.2kVA
Combined Connected Load			839.8kW/859kVA

Court House, Prosecutor's Office, Public Health

The Court House, Prosecutor's Office and Public Health Complex in Somerville is a Priority 2 site and a prime location in terms of possible EV demand, similar to the County Complex. Utilizing both the Contractor's Lot and the top floor of the Bernie Field Parking Garage would enable charging for all County 101 vehicles, overcoming current infrastructure limitations. This approach preserves public parking availability and offers public charging potential. Figure 7 and Table 7 shows the proposed charging infrastructure to accommodate the County fleet. The location of the chargers is not final and will be adjusted as needed during design. For the purposes of this plan, these 101 vehicles are shown independently of the County Complex vehicles, as installation for the two locations may happen at different times. If the full buildout is completed for both locations, there will be a total of 211 charging spaces at the Bernie Field Parking Garage.



Figure 7 Court House Site Entrance



Source: WSP

Table 7 Estimated Power Requirement of Proposed Charging Infrastructure at Court House, Prosecutor's Office, Public Health

Charger Type	Charger Load	Charger Quantity	Total Connected Load (KW/KVA)
Level 2 Chargers	11.5kW/11.5kVA	50	575kW/575kVA
DC Fast Chargers	60kW/66.4kVA	3	180kW/199.2kVA
Combined Connected Load			755kW/774.2kVA



4. Identification of Secondary EV Charging Corridors

Building on the federally designated primary Alternative Fuel Corridors that prioritize EV charging along Somerset County's major interstates, the study identified a network of secondary EV charging corridors to extend coverage to local and regional travel across the County. The secondary corridor selection employed a mixed analytical approach organized around roadway priority, network connectivity, and additional considerations, and was further informed by direct input from Somerset County planning staff. Together, the primary and secondary corridor networks form an integrated EV charging system designed to serve the full spectrum of travel needs, from interstate commuters to everyday local trips, while advancing the county's broader electrification and accessibility goals.

4.1. NEVI goals and policies

The identification of secondary EV corridors builds off of the federal and state policy framework established by the National Electric Vehicle Infrastructure (NEVI) Formula Program. Authorized under the Infrastructure Investment and Jobs Act of 2021, NEVI prioritizes the buildout of a reliable, accessible, and interoperable national EV charging network, with an initial focus on Alternative Fuel Corridors (AFCs) along the Interstate Highway System. In New Jersey, I-78 and I-287, both of which traverse Somerset County, are designated as AFCs under this framework, positioning the County as a key node in the regional charging network. The New Jersey NEVI Deployment Plan further directs that DC fast charger installations be placed every 25 miles along these corridors, with stations required to meet minimum standards for power output, uptime, payment accessibility, and physical accessibility. Uptime refers to the percentage of time a charging station is fully operational and available for use.

While NEVI establishes the backbone of the charging network along high-speed, high-volume interstates, its scope is intentionally limited to long-distance travel corridors. The secondary corridor analysis directly addresses this gap by extending the policy intent of NEVI: reliable and accessible charging for all users within the County's broader roadway network. The secondary corridors align with New Jersey's statewide electrification goals, including the NJDEP Drive Green programs and the NJBPU EV Tourism Corridor Charging Program, which collectively support charging deployment along non-interstate routes that serve commuters, recreational travelers, and traditionally underserved communities.

4.2. Purpose of Secondary EV Charging Corridors

The secondary EV corridor network serves a distinct and complementary role to the primary interstate-level system, addressing the local and regional charging needs that NEVI-funded infrastructure is not designed to meet. While primary corridors support long-distance travel, secondary corridors are intended to facilitate everyday trips between homes, workplaces, commercial centers, recreational destinations, and transit hubs within and across Somerset County. Their designation functions as a formal policy statement by the County, intended to signal priority routes to private charging operators and developers, incentivize investment along strategically identified roadways, and guide future public funding decisions.

4.3. Identification – Methodology

The selection of secondary corridors was driven by a combination of quantitative and qualitative criteria, incorporating roadway priority, network connectivity, and additional planning considerations. Somerset



County planning staff provided local expertise throughout the process, grounding the analysis in practical knowledge of county transportation conditions and community priorities. The resulting secondary corridor network reflects a deliberate effort to achieve countywide coverage, close spatial gaps in the existing charging system, and ensure that EV infrastructure investment reaches all communities across Somerset County.

Roadway Priority

Major roadways were examined to establish a comprehensive network supporting travel in all directions. AADT served as the primary metric for assessing roadway priority, as higher traffic volumes along a given corridor indicate greater potential for EV charging demand. As such, corridors with higher AADT were given greater priority in the secondary corridor selection process.

Connectivity

An evaluation of how well candidate secondary corridors link the County's key activity centers was performed, including population centers, employment hubs, and commercial districts. The analysis assessed movement between homes, workplaces, and shopping areas, and gave particular attention to corridors serving areas with high concentrations of multi-family housing, where residents are least likely to have access to at-home charging, to ensure that the network addresses accessibility related charging gaps.

Additional Considerations

Several supplementary factors were also accounted for, including the alignment of candidate corridors with the identified public charging station candidates, roadway functional classifications and jurisdictional controls, and the relationship to existing primary corridors. The intent was to integrate the secondary network with the primary corridor system in a complementary rather than duplicative manner, collectively addressing the full spectrum of users' charging needs across the County.

Somerset County Input

Throughout the evaluation, Somerset County planning staff contributed local knowledge and expertise to the corridor selection process. Their input helped ensure that the network design reflects unique County conditions and local transportation priorities, grounding the analytical findings in a practical, on-the-ground context.

Gap analysis

A gap analysis and spatial distribution review were conducted to assess coverage across the County and confirm that the secondary corridors are strategically positioned to maximize countywide accessibility. The selected secondary corridors were mapped (in Figure 8) alongside the primary corridors and the candidate charging locations, providing an integrated view of the overall EV corridor system and illustrating how the secondary network fills spatial gaps not addressed by the primary interstate-level designations.

4.4. Description of Identified EV Corridors

The proposed secondary EV corridor network, as shown in Figure 8, consists of a series of interconnected state and county routes that collectively extend EV charging coverage throughout Somerset County. The



network is displayed alongside the FHWA-designated primary EV corridors, I-78 and I-287, which run through the northern and central portions of the county.

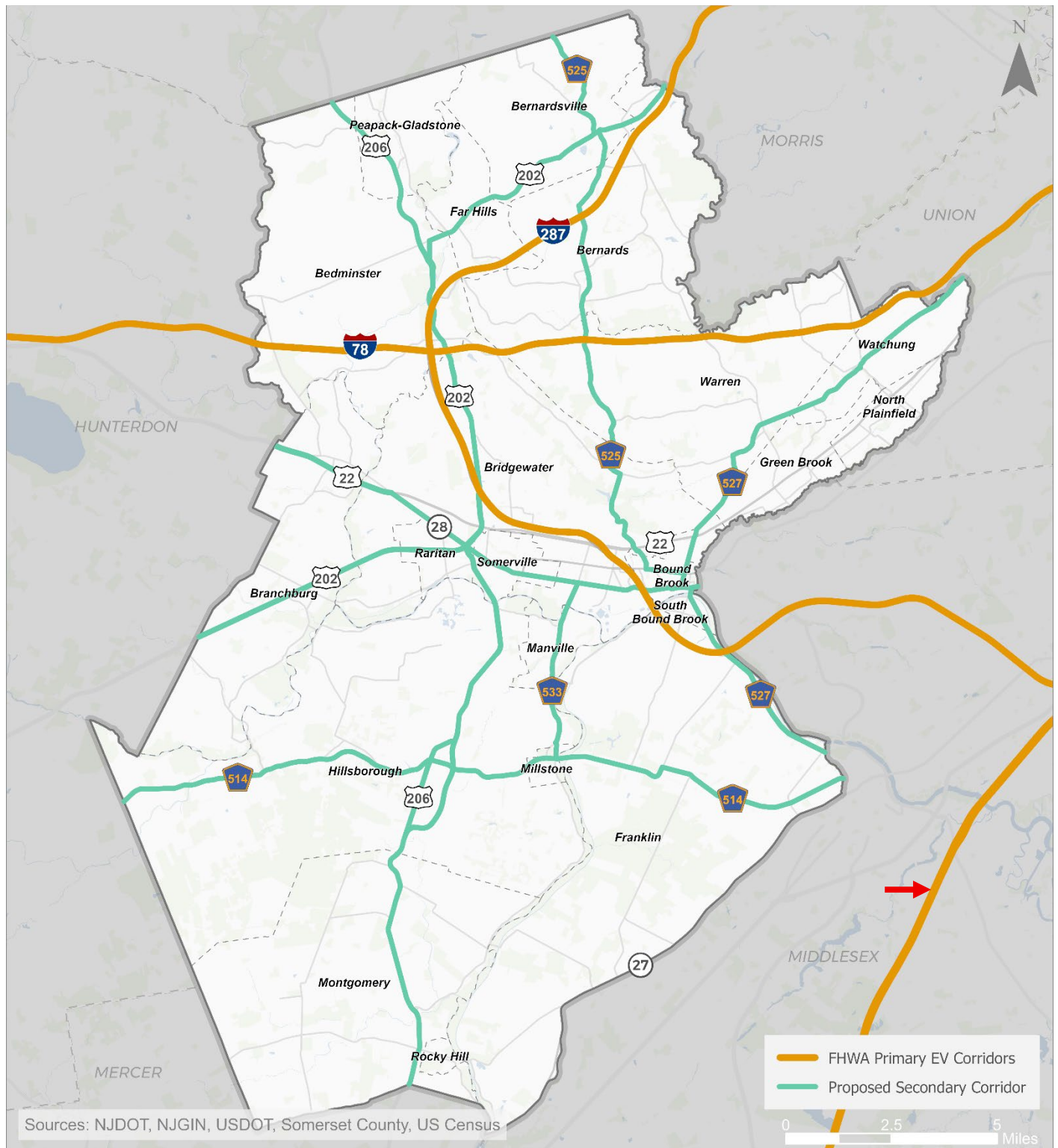
The secondary corridor network comprises eight routes organized around two functional tiers, state and county roads. At the state route level, US-202 and US-206 anchor the network's north-south framework. US-202 runs from the northeast near Bernards and to the west near Branchburg through the central employment hub of Bridgewater and Somerville, providing a critical spine that connects the County's major activity centers from the west to the north. US-206 complements this by extending from the northern tip of the County near Peapack-Gladstone southward through Hillsborough and Montgomery, linking communities in the western and south-central portions of the County that are otherwise distant from the primary interstate network. Together, these two routes establish a basic framework of the secondary corridor system. US-22 and NJ-28 together extend the network in the east-west direction, forming a paired corridor that stretches from the central-western portion of the County near Branchburg and Raritan eastward through Somerville, Bound Brook, and South Bound Brook toward the Middlesex County border. Running in close proximity to one another through some of the County's most densely populated and employment-concentrated communities, these two routes collectively ensure east-west coverage across the center of Somerset County.

The county routes fill in the remaining geographic gaps, providing targeted coverage to areas not directly served by the state highway network. CR-525 runs northward from central Somerset through Bridgewater toward Bernards, Bernardsville, and Warren, providing secondary corridor coverage for the County's north-central municipalities. CR-527 links the northeastern portion of the County to the eastern portion, connecting the more densely developed municipalities of Watchung, North Plainfield, Green Brook, and Warren. CR-533 runs through the central-southern portion of the County, connecting Bridgewater, Manville, and Millstone, providing an alternative north-south route that runs parallel to US-206 and extends corridor coverage to communities in the County that would otherwise fall between the major state routes. Finally, CR-514 traverses the southern tier of the County in an east-west orientation, linking Hillsborough, Millstone, and Franklin eastward toward the Middlesex County border, forming the southernmost corridor of the network and ensuring that the more sparsely served southern municipalities are integrated into the broader EV charging framework.

Together, these eight routes form a comprehensive network that complements the primary interstate corridors by addressing local and regional travel demand, closing coverage gaps across the northern, western, central, and southern portions of the County, and ensuring that EV charging infrastructure reaches all communities along Somerset County's most-traveled non-interstate roadways.



Figure 8 Primary and Secondary EV Corridor





5. Identification of Candidate County-owned Locations for Public EV Charging

5.1. Existing Infrastructure

EV charging location identification is based on five major considerations: County-Owned Properties, Socio-Economic Context, Local Context, Environmental Constraints, and Existing Electric Infrastructure, to ensure a comprehensive and well-rounded analysis of each candidate site. A combination of qualitative and quantitative analyses was conducted across these categories, with existing electric infrastructure representing a key element of the methodology.

This component provides an analysis of existing charging facilities, nearby substations, power lines, and transformer sizes at each facility, along with associated voltage service and recorded peak power demand, offering insight into available electrical capacity, potential connection points, and current network coverage. Sites in closer proximity to existing substations and transmission infrastructure are considered more cost-effective candidates for near-term deployment, as they would require fewer electrical upgrades to support Level 2 or DC fast-charging installations.

The existing network demonstrates a generally adequate geographic distribution across communities of varying demographics. The majority of stations are Level 2, with DC fast chargers present at select locations, including Duke Farms, Target in Bridgewater, and North Plainfield Nissan, among others.

Methodology

The charging station candidate selection analysis was designed to ensure that infrastructure investments align with County needs, maximize public benefit, capture EV demand, and support Somerset's commitment to clean energy and transportation accessibility for all users. The process was conducted in five steps:

- I. Site Context
- II. EV Demand Analysis
- III. Demographic Considerations
- IV. Somerset County Evaluation
- V. Spatial Distribution

Site Context

A good EV charging station site is defined by several essential qualities: accessibility, safety, and visibility. Ideal locations are easy for drivers to reach and navigate, offer secure surroundings for users and their vehicles, and are clearly visible to help promote use and awareness. Additionally, a good candidate is located in and surrounded by favorable current land uses that contribute to demand for charging.

Demand Analysis

Demand analysis is a quantitative process that evaluates relevant attributes contributing to potential EV charging demand. Due to the intrinsic operational needs of different charging ports, i.e., capacity and charging time considerations, the analysis was conducted for both Level 2 and Level 3 (or DC Fast) charging



ports. The analysis involved evaluating each site using its locational and proximity features, such as Average Annual Daily Traffic (AADT), population and employment density, large employers, multi-family dwellings, location safety, county fleet facilities, site accessibility, and environmental constraints.

The site with the highest total score was used as the reference maximum, and all other site scores were divided by this value to normalize results. This process yields a composite score on a 0–100 scale, representing each site’s relative potential charging demand. The Level 2 charging demand ranking identifies the top-scoring sites primarily in central Somerset County; the top-ranked Level 3 sites are more concentrated in the eastern portion of the county, where higher population and employment densities are more conducive to higher-turnover, fast-charging demand.

Demographic Considerations

Sites were assessed using demographic considerations to ensure that recommended candidates meet the needs of all members of the public, including communities living in multifamily housing units that lack their own parking space for installing an EV charger.

Throughout the evaluation, County planning staff provided insights into the analysis processes. They shared their local knowledge and expertise, which helped guide the selection of candidate sites.

County Evaluation

Throughout this evaluation, county planning staff officials provided insights into the analysis processes. They shared their insights from their local knowledge and expertise, which helped better guide the process of selecting candidates.

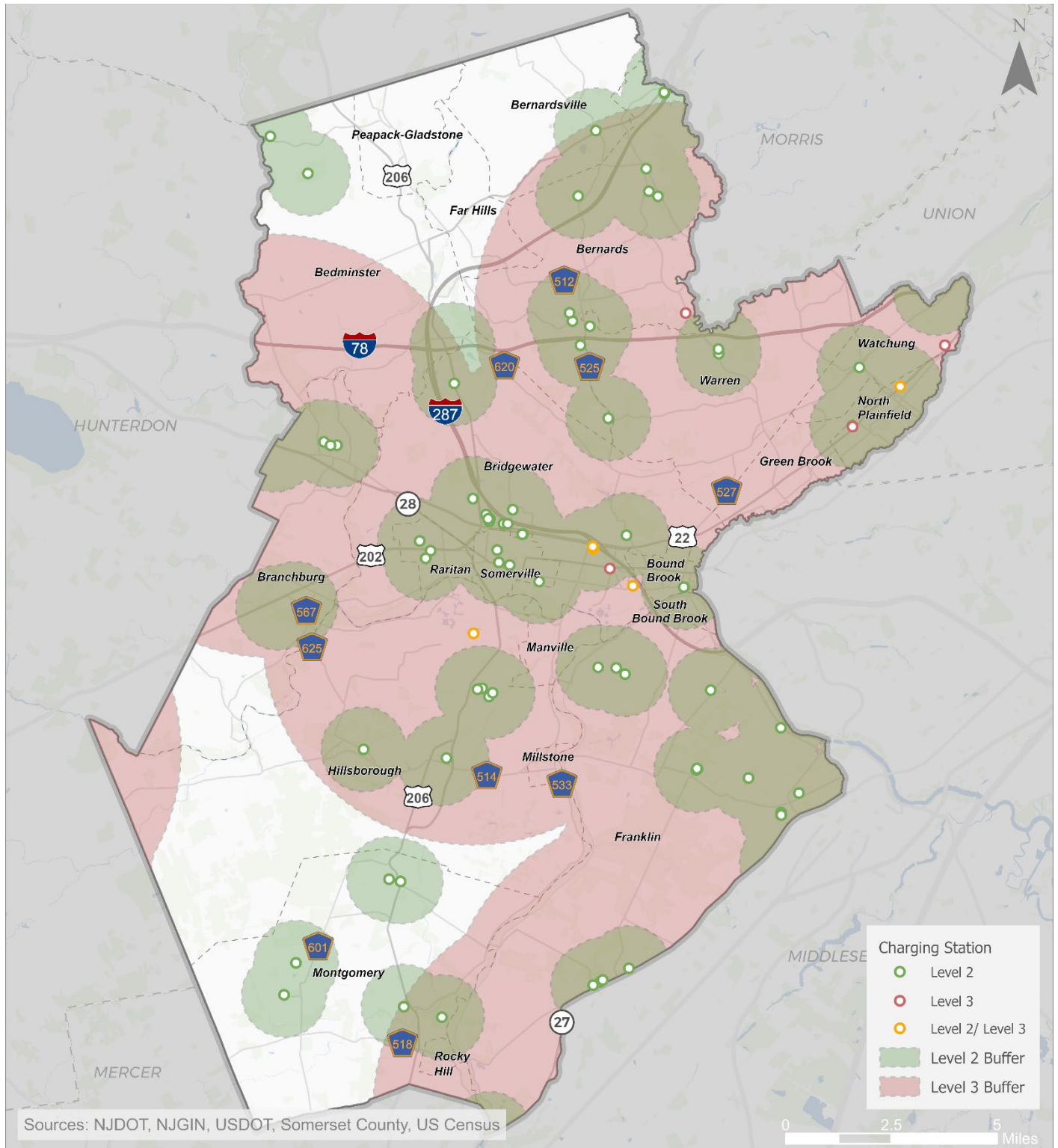
Spatial Distribution

To finalize the candidate site selection process, each parcel, as shown in Figure 1 in the Existing Conditions section above, was systematically mapped against existing public EV charging stations and the transportation network to evaluate coverage adequacy. The process incorporated the nomination of candidate sites across northern, central, and southern regions.

A gap analysis of existing public charging stations, including those charging stations outside the county boundaries, used two buffer zones to reflect the coverage differences between Level 2 (1 mile) and Level 3 (five miles) chargers. The results, displayed in Figure 9 below, show that most urban areas, particularly in the central and northeastern portions of the County, are well served by both Level 2 and Level 3 chargers. In contrast, the northern and southern regions are sparsely covered by Level 2 charging stations, and there are no Level 3 chargers present in these areas. This highlights spatial disparities and potential opportunities for infrastructure expansion to ensure access for all to EV charging across the County.



Figure 9 Gap Analysis





5.2. Candidate Site Selection

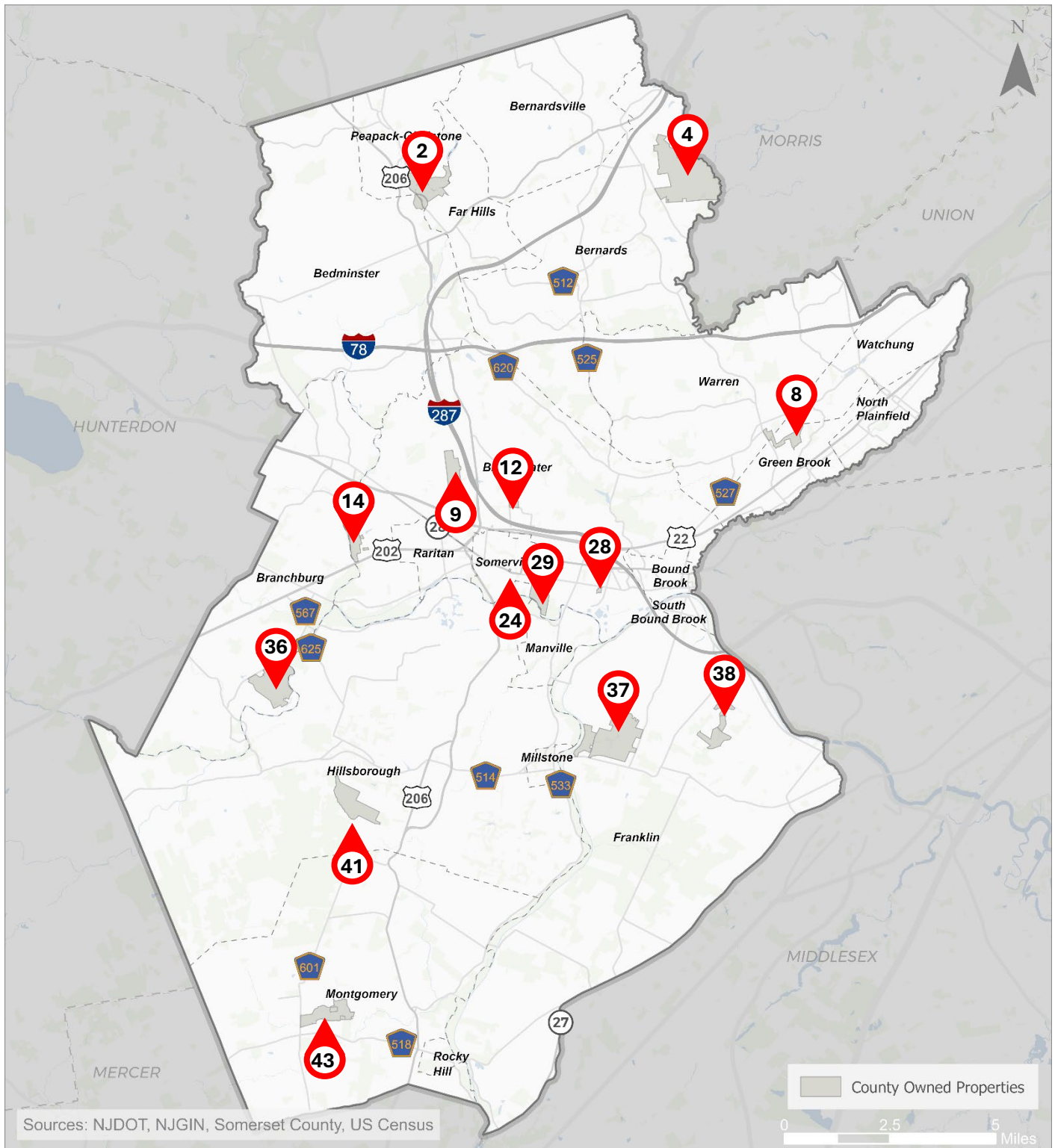
Based on the methodology outlined above, 14 candidate sites were identified from the original list of 43 as moving forward for further analysis and consideration. Table 8 below summarizes the selected candidates, and the location of the 14 sites are displayed in Figure 10.

Table 8 Candidate Sites

Site Number	Name	Municipality
2	Natirar Park	Peapack
4	Lord Stirling Park Environmental Education Center	Bernards
8	Warrenbrook Golf Course & Pool	Warren
9	Green Knoll Golf Course & Tennis Center	Bridgewater
12	Richard Hall Mental Health & Wellness Center	Bridgewater
14	North Branch Park	Bridgewater
24	Bernie Field Parking Deck	Somerville
28	Finderne Public Works Facility	Bridgewater
29	Frank "Nap" Torpey Athletic Complex	Bridgewater
36	Neshanic Valley Golf Course	Branchburg
37	Colonial Park and Howe Athletic Complex	Franklin
38	Quail Brook Golf Course & Park	Franklin
41	Mountain View Park	Hillsborough
43	Skillman Park	Montgomery



Figure 10 Candidate Station Locations





5.3. Priority Site Selection

Building on this initial identification, the 14 candidate sites were advanced into a structured, multi-criteria evaluation matrix. The matrix applies a two-stage process that combines an initial feasibility screening with a scoring framework to capture differences in demand potential, site functionality, cost and implementation considerations, accessibility, and policy alignment. This approach ensures that each site is evaluated using the same set of criteria while allowing both quantitative measures and qualitative judgment to inform the final outcomes.

The evaluation begins with a series of feasibility checks to confirm that each site is suitable for advancement to near-term consideration. These screening criteria assess County ownership and control, planning-level feasibility of installing Level 2 charging, and whether public or fleet use is operationally viable, with additional attention to potential long-lead utility upgrades.

Sites that passed the feasibility screening were then scored across multiple categories. These include modeled EV charging demand and proximity to designated secondary corridors; on-site conditions such as access, visibility, parking adequacy, and safety; public-use considerations including access hours and seasonality; alignment with County fleet operations and employee use; estimated installation cost and implementation risk; relevance to equity and multi-family dwelling access; and qualitative input from County staff and the TAC. Public feedback was incorporated as an adjustment factor to reflect community support or concerns identified through outreach activities.

The combined scoring results provided a basis for ranking the sites and supported refining the initial list of 14 candidates into a smaller set of three priority locations that will be advanced first. These were chosen for their high visibility, geographic location, ample parking availability, dwell times, and other factors. As demand increases and funding becomes available, the County will consider installations at additional sites. Table 9 below shows the first three priority locations selected after this process. Additional County-owned facilities will be considered for charger installation during future phases.

Table 9 Priority Locations

Parcel ID	Name	Municipality
4	Lord Stirling Environmental Education Center	Bernards
37	Colonial Park and Howe Athletic Complex	Franklin
41	Mountain View Park	Hillsborough

5.4. Public EV Charger Demand

Public charger demand projections were developed by aligning with the New Jersey Zero-Emission Vehicle (ZEV) Roadmap, which outlines statewide EV market share targets at multiple horizons, including near-term (2030) and long-term (2035) benchmarks. For these charger demand projections, 2035 was selected as the reference for the calculations.

The projection process follows a sequential methodology to translate broader adoption trends into site-specific public charging needs. Recent vehicle registration trends were first used to project overall vehicle growth to the 2035 planning horizon. EV market share assumptions from the New Jersey ZEV Roadmap were then applied to estimate the future total number of EV vehicles. Based on these projections,



the analysis estimated the share of vehicles likely to rely on public charging, recognizing that most charging occurs at home but that publicly accessible infrastructure plays an important role. Expected charging behavior and utilization patterns were then used to approximate the level of public charging infrastructure needed, with a final step estimating the share of that demand Somerset County would support through County-owned facilities.

The projected total county charger demand at each priority location is shown in Table 10 below. A smaller initial installation is recommended, with expansion as demand increases. The initial number of chargers to be installed will be determined during the design phase.

Table 10 County Charger Demand

Site Number	Name	Municipality	County Charger Demand
4	Lord Stirling Environmental Education Center	Bernards	6
37	Colonial Park and Howe Athletic Complex	Franklin	8
41	Mountain View Park	Hillsborough	14

5.5. Priority Site Descriptions, Conceptual Layout, and Cost*

For all sites, clear and consistent signage, along with good visibility, is essential to ensuring that EV charging infrastructure is easily identifiable and intuitive for users. The County should develop standardized, highly visible on-site signage that clearly directs drivers to charging locations and conveys key information such as availability, access hours, and restrictions. Equally important is the integration of charging locations into widely used navigation and mapping platforms. Together, these measures enhance user confidence, improve accessibility, and support the overall effectiveness and utilization of the charging network.

Site Number 4 - Lord Stirling Park Environmental Education Center

This site, located near Lord Stirling Park, offers charging opportunities for visitors to the park and environmental center. It is within a short distance, less than one mile, from major highways, offering convenient regional access. However, the site has a limited number of parking spaces. Visibility of parking areas and wayfinding is generally good, and the parking lot layout is well configured, but it lacks lighting and surveillance. The parking lot is accessible throughout the day, though park visitation varies seasonally, which may reduce charging demand during off-peak seasons.

Figure 13 shows the Environmental Education Center conceptual site layout plan with 6 dual-port chargers that are located to the south of the parking lot. This will support a total of 12 EV charging positions that are adjacent to the Lord Stirling Park point of entry. This allows immediate access to the chargers without interfering with the circulation of existing standard parking stalls. The location of the chargers is not final and will be adjusted as needed during design.

* Costs may be adjusted based on further design and engineering analysis



Figure 11 Context Map (Source: Google Maps)

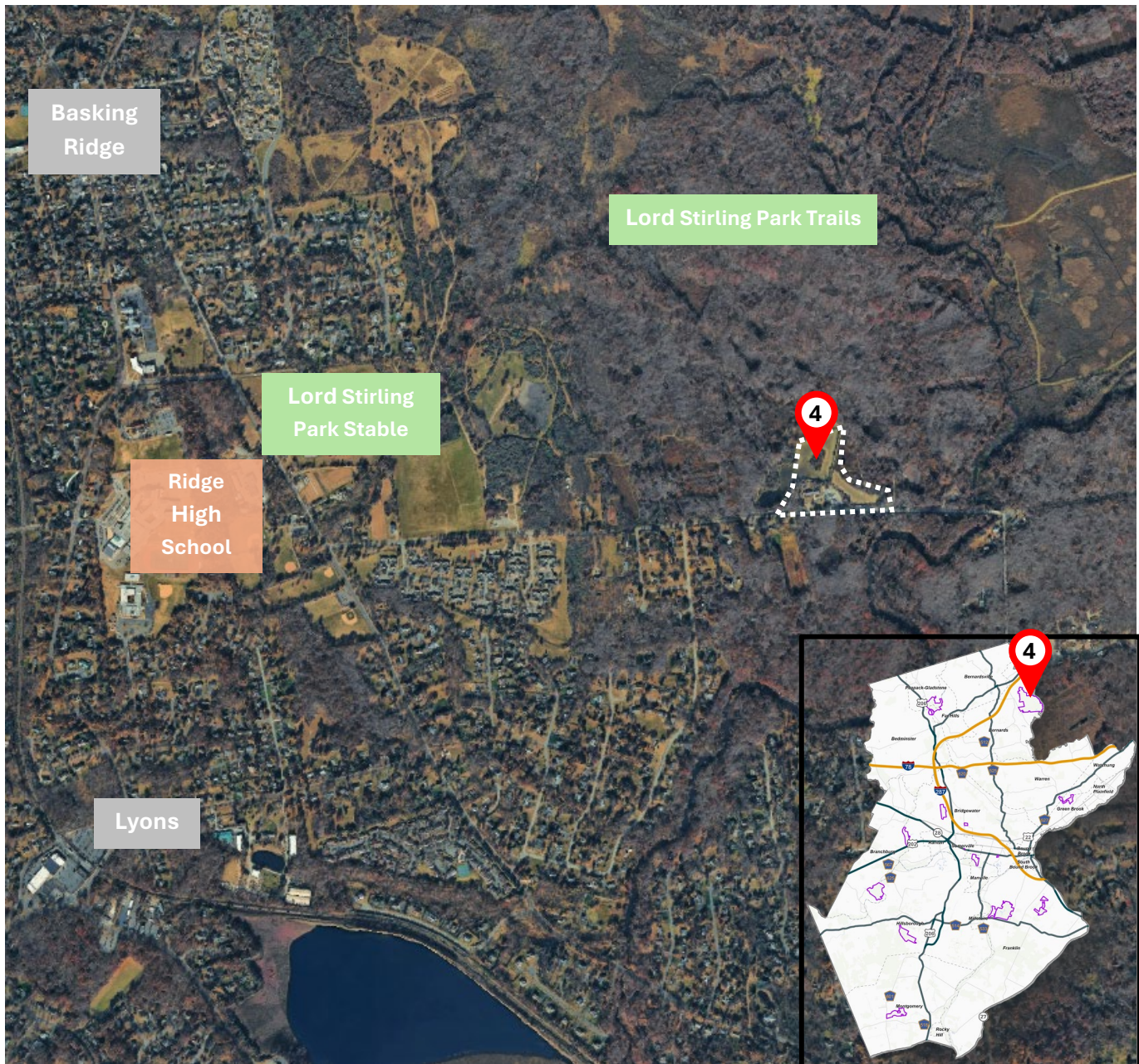


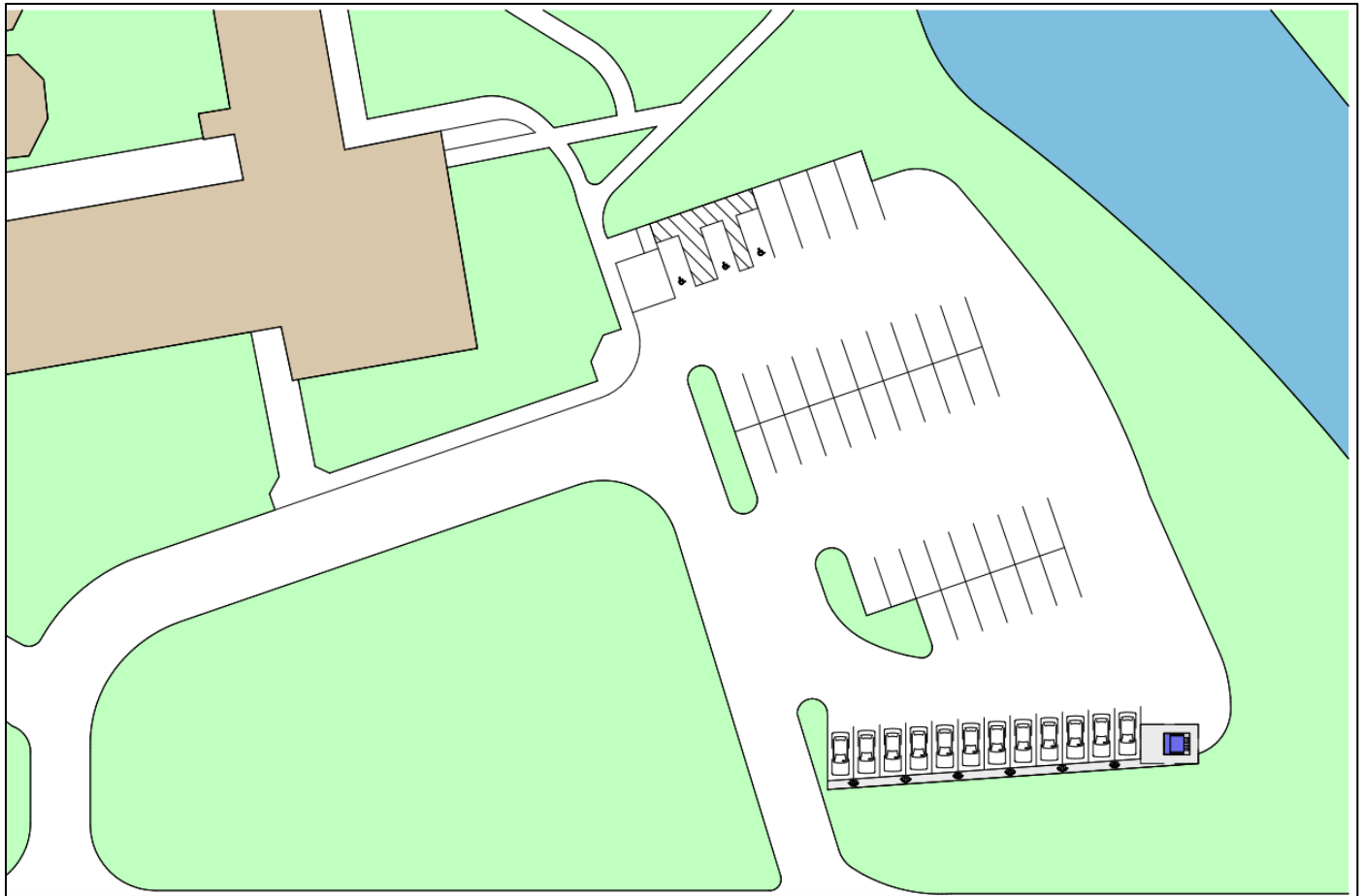


Figure 12 Site Photo (Source: Google Maps)





Figure 13 Conceptual Site Layout



The capital cost estimate for Lord Stirling Park totals approximately \$300,000. This estimate covers the installation of six Level 2 chargers (12 charging ports), as well as sitework, including the construction of concrete pads and necessary civil work. Area lighting, consisting of two new industrial-grade poles, is included to ensure adequate lighting in the EV charging area. Utility infrastructure upgrades, including a transformer and panel, are estimated based on the anticipated required load. The cost estimate includes a 15 percent increase for contractor overhead and profit (O&P) and a 20 percent increase for contingency to cover overhead costs and unforeseen issues. For the complete cost breakdown, please refer to Table 11.

Site Number 37 - Colonial Park and Howe Athletic Complex

This site is a large, heavily utilized park offering a variety of amenities and multiple parking lots, with the potential to serve visitors to the nearby Rose Garden. It is located in a suburban setting adjacent to medium-density residential areas and provides ample space for EV charger installation. The site has a high demand score, supported by good visibility, convenient access, and a well-configured parking layout. However, the absence of lighting and surveillance raises safety concerns. Park visitation is also subject to seasonal variation, which may affect charging demand during off-peak periods.



Figure 16 shows the Howe Athletic Complex conceptual site layout plan with 8 dual-port chargers in the northern section of the parking lot. This will support a total of 16 EV charging positions along the southern side of the parking lot area, adjacent to the eastern entrance. This avoids interfering with the pedestrian crosswalks at the western entrance of the lot, and the positioning to the south also does not impact the existing walking path to the north that runs through the athletic field. The location of the chargers is not final and will be adjusted as needed during design.



Figure 14 Context Map (Source: Google Maps)

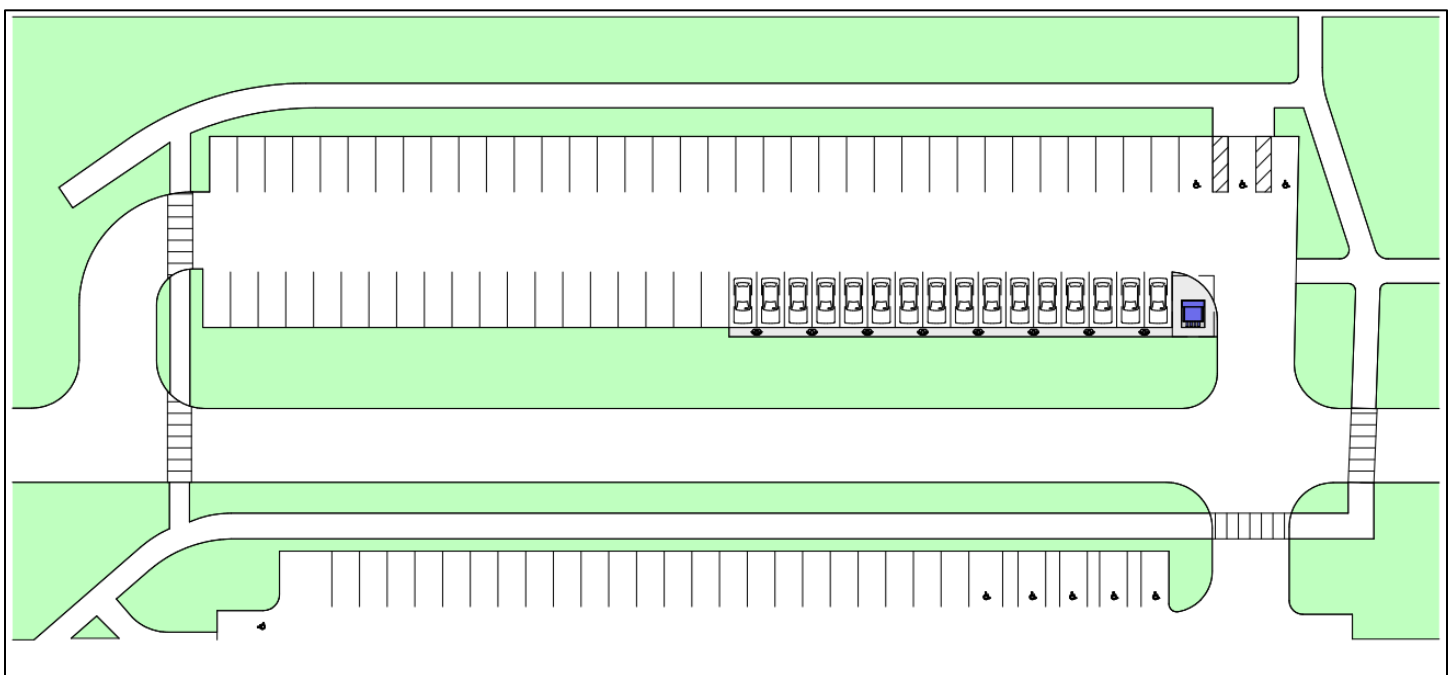




Figure 15 Site Photo (Source: Google Maps)



Figure 16 Conceptual Site Layout





The cost estimate for Colonial Park totals approximately \$400,000. This includes the installation of eight Level 2 chargers (16 charging ports), along with necessary sitework, such as concrete pads and civil work. Area lighting, consisting of two new industrial-grade poles, is included to ensure adequate lighting in the EV charging area. Utility infrastructure upgrades, including a transformer and panel, are estimated based on the anticipated required load. The cost estimate includes a 15 percent increase for contractor overhead and profit (O&P) and a 20 percent increase for contingency to cover overhead costs and unforeseen issues. For the complete cost breakdown, please refer to Table 11.

Site Number 41 - Mountain View Park

This site features a newly opened sports field that can accommodate a large number of visitors and offers ample parking, with plans for future expansion. It is located near US-206, a proposed secondary corridor; however, visibility is limited due to a long access road from the public roadway. The site has a medium demand score, with good accessibility to the parking lot, a well-configured layout, and adequate lighting. The parking area is open and accessible throughout the day with no controlled access, but sports-related activities are likely to be limited during the winter months, which may reduce charging demand during off-peak seasons.

Figure 19 shows the ballpark conceptual site layout plan with 14 dual-port chargers located at Baseball Field 2. This will support a total of 28 EV charging positions located at the central parking island of the lot. This allows direct access to the pedestrian path at the field's point of entry, access to parking lot entrances on both the southwest and southeast sides, and does not interfere with the existing pedestrian walking path along the northern end of the lot through the field. The location of the chargers is not final and will be adjusted as needed during design.



Figure 17 Context Map (Source: Google Maps)





Figure 18 Site Photo (Source: Google Maps)

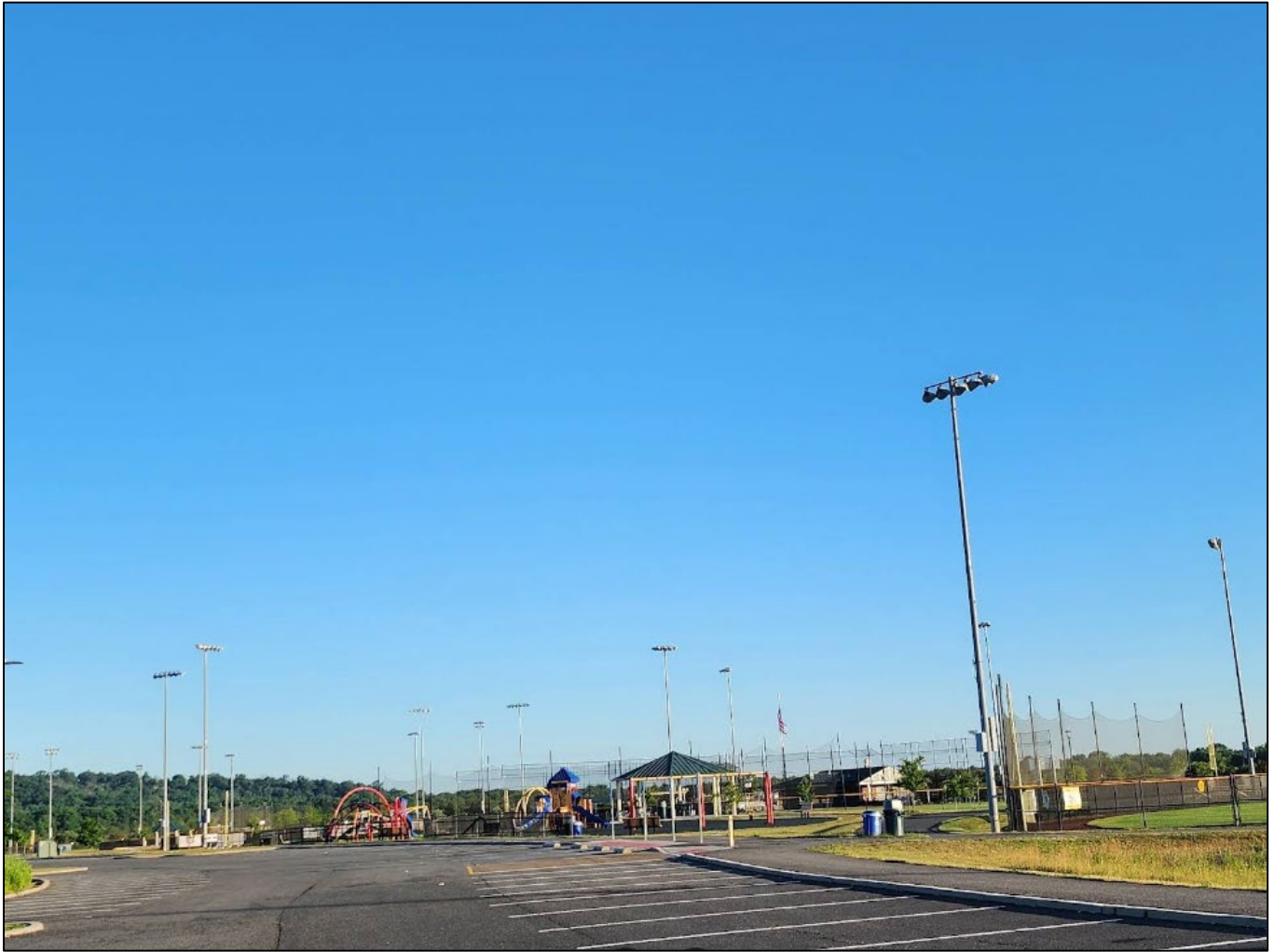
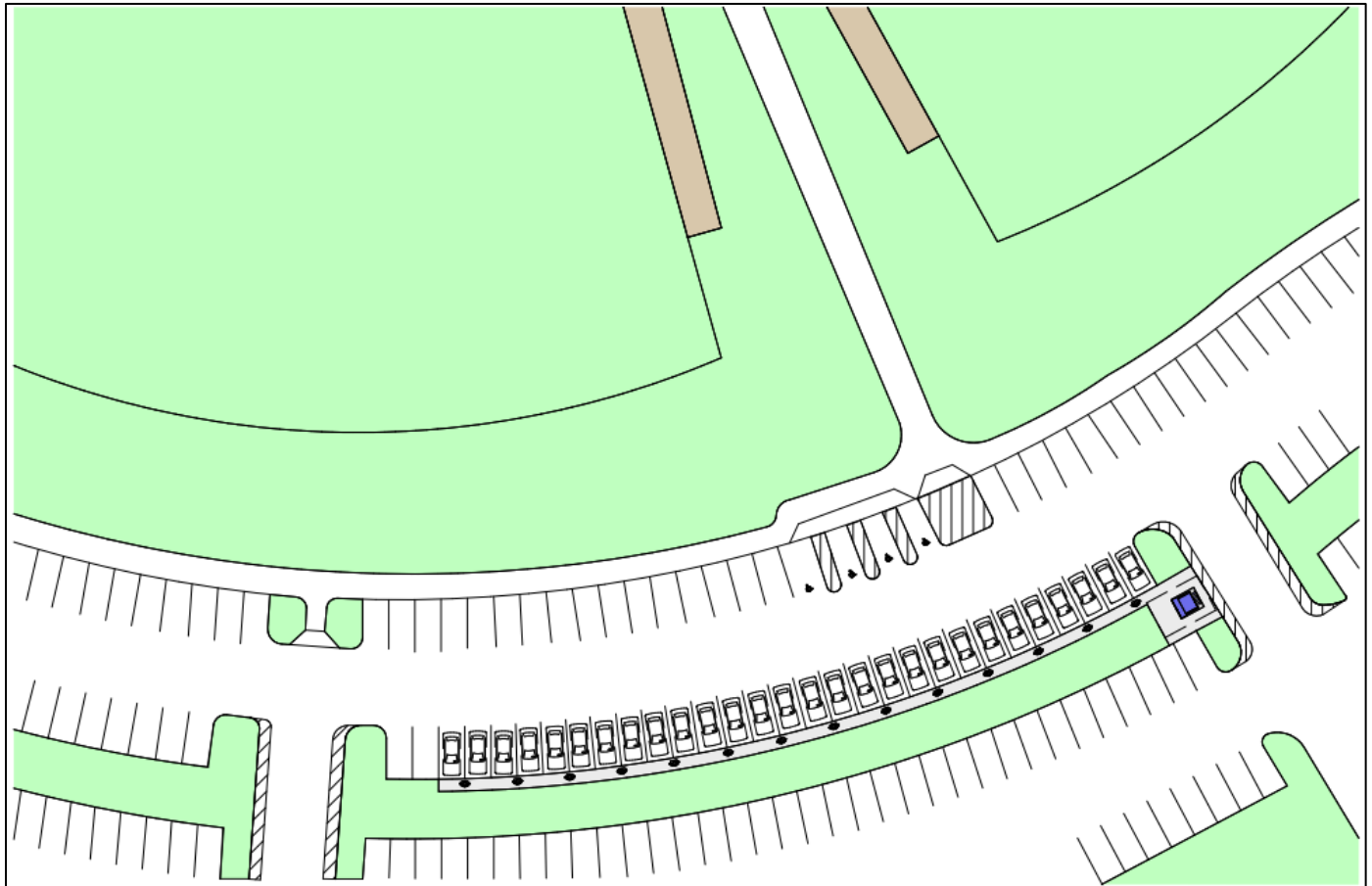




Figure 19 Conceptual Site Layout



The cost estimate for Mountain View Park totals approximately \$700,000. This includes the installation of 14 Level 2 chargers (28 charging ports) and associated sitework, including the construction of concrete pads and civil works. Area lighting, consisting of two new industrial-grade poles, is included to ensure adequate lighting in the EV charging area. Utility infrastructure upgrades, including a transformer and dual panels, are estimated based on the anticipated required load. The cost estimate includes a 15 percent increase for contractor overhead and profit (O&P) and a 20 percent increase for contingency to cover overhead costs and unforeseen issues. For the complete cost breakdown, please refer to Table 11.

Cost Estimates

The following section provides a consolidated cost summary for all three prioritized sites. Estimates provide a high-level overview of the expected costs for charger installation and associated site upgrades (site work, lighting, utilities). Costs are subject to change based on further site design analysis, the contracting and delivery method, and coordination with local utilities. Key assumptions of the cost estimates include the following:

- **Base Price Sources:** Cost estimates were derived from charger installation studies and procurements from peer agencies. Where applicable, equipment prices provided in prior years'



dollars have been inflated using the Consumer Price Index (CPI) to adjust to 2025 dollars and reflect current cost trends. All dollar amounts are presented in 2025 dollars to ensure consistency.

- **Level 2 Chargers:** Cost estimates assume the use of a 7.2 kW Level 2 charger with two plugs per charger.
- **Sitework:** Includes costs of civil work, concrete pads, and compliance with ADA requirements.
- **Area Lighting:** Cost estimates assume industrial-grade poles appropriate for EV charging areas, as used in peer agency studies. For all three sites, two new light poles are assumed to be installed. Each pole is assumed to require 50 feet of wiring.
- **Utility Infrastructure:** Cost of transformers, panel boards, and trenching/wiring (assumed to be 150 feet to the main connection point) are included. The cost estimate does not include additional equipment or service upgrades beyond the new transformer, panel, and trenching that may be incurred and passed on by the utility. Transformers and panel costs are scaled to the load requirements of each facility (112 kVa transformer and 400A panel at Lord Stirling Park, 150kVa transformer and 600A panel at Colonial Park, 300kVa transformer and dual 600A panel at Mountain View Park).
- **Contingency and O&P:** All estimates include 20 percent contingency and 15 percent contractor overhead and profit (O&P).

A comparison of costs for the three priority sites is provided in *Table 11* below.

Table 11 Cost Estimates per Site (2025 dollars)

Cost Category/Item	Lord Stirling Park (6 Chargers)	Colonial Park (8 Chargers)	Mountain View Park (14 Chargers)
Level 2 Chargers (with 2 plugs)	\$10,000	\$15,000	\$25,000
Charger Installation Costs	\$15,000	\$15,000	\$40,000
Sitework (Civil)	\$150,000	\$200,000	\$350,000
Area Lighting (Poles, Fixtures, Wiring)	\$15,000	\$15,000	\$14,000
Utility Infrastructure (Transformer, Panel, Trenching/Wiring)	\$35,000	\$50,000	\$90,000
Subtotal	\$225,000	\$295,000	\$519,000
Contractor O&P (15%)	\$30,000	\$45,000	\$77,000
Contingency (20%)	\$45,000	\$60,000	\$104,000
Total (Subtotal + Contractor O&P + Contingency)	\$300,000	\$400,000	\$700,000

Note: These values provided are high-level cost estimates as of March 2026. Actual costs may vary based on how the site development is procured, coordination with the utilities, and any revisions to market pricing for charging infrastructure.



6. Implementation Framework

A thorough implementation strategy should account for vehicle procurement timing and logistics, and work closely with manufacturers and suppliers to ensure prompt delivery and deployment of new ZEVs. Strategic capital planning must emphasize investments not only in County fleet expansion but also in the development of critical infrastructure, such as charging or fueling stations, maintenance facilities, and specialized workforce training for emerging technologies. Collaboration with local utility providers is imperative to coordinate necessary electrical upgrades and assess site readiness for charging installations, thereby reducing operational disruptions during construction and rollout. Consistent communication among all stakeholders—including transit personnel, municipal authorities, and funding organizations—enables early identification of potential obstacles and promotes flexible problem-solving as technological advancements are integrated.

Synchronizing project milestones with funding cycles and grant reporting obligations is crucial for regulatory compliance and optimizing reimbursement prospects. Implementing rigorous monitoring and evaluation protocols enables agencies to track progress, assess investment impacts, and make informed, data-driven adjustments that foster sustainable fleet operations.

6.1. EV Transition Timeline

Strategic sequencing and phasing of EV charger installations for both public charging and the County's fleet electrification are essential to ensure timely implementation at the lowest possible cost. The proposed approach emphasizes early action on projects with the greatest near-term impact and sufficient market maturity, before progressing to sites with greater technical or infrastructure complexity.

Public EV Charging Infrastructure

For the overall effort, the three (3) public EV charging locations identified in Section 5.5 are appropriate for mid-term implementation. Each site will require only Level 2 chargers, which typically do not require extensive utility upgrades or major site modifications. As a result, these installations can be implemented more efficiently and cost-effectively while delivering immediate benefits to the public and supporting broader electrification goals.

Table 12 presents the anticipated installation timeline for the three public charging sites and illustrates their placement within the overall phased implementation strategy.



Table 12 Public Charging Sites EV Infrastructure Installation Timeline

Year	Public EV Charging Sites Infrastructure Installation Timeline
1	- Identify Funding Sources. - Select the chosen EV charger equipment - Utility coordination and provide a load letter to the utility. - Advertise and contract for charger installation.
2	- Install charging infrastructure and equipment mounting pads. - Commission chargers

Source: WSP

County Fleet Transition

When evaluating sites to support the County's fleet transition, a phased approach is appropriate due to varying levels of site complexity. These differences are driven by the number of vehicles parked at each location, the mix of vehicle types, and the extent of utility upgrades required to support charging infrastructure.

Two sites identified for initial County fleet electrification, the Richard Hall and Social Services Building, present relatively low complexity. Similar to the three public EV charging sites, these locations have limited demand and only require Level 2 charging infrastructure. As a result, these sites are well-suited for mid-term implementation and could follow a timeline comparable to that shown in Table 12, with an anticipated total duration of approximately one to three years for planning, permitting, and installation. The County will obtain any necessary permits.

The next phase of County fleet electrification would focus on higher-priority but more complex locations, including the County Complex, the Courthouse, the Prosecutor's Office, and the Public Health Complex. County Fleet vehicles associated with these facilities are expected to be primarily parked at the Bernie Field Parking Garage. This site will need to accommodate a large volume of vehicles and a diverse County fleet mix, requiring a substantial number of chargers and a combination of Level 2 and Level 3 DC fast charging. Due to the scale of deployment and the likelihood of significant utility upgrades, the timeline for this site will be longer and more complex than for the Richard Hall and Social Services buildings.

Charging infrastructure deployment at the Bernie Field Parking Garage could be further phased to align with County fleet replacement schedules and evolving vehicle availability:

- Initial implementation could focus on installing lower-power Level 2 chargers, approximately 11.5 kW, to serve light-duty County fleet vehicles in the near term. One Level 3 DC fast charger could also be considered to provide operational flexibility and contingency charging, given the large number of vehicles located at this site.
- As suitable electric models become available to replace police vehicles, which is anticipated within approximately three to five years, higher power Level 2 chargers, approximately 19.2 kW, could be added.



- In later stages, additional Level 3 DC fast chargers would be installed to support the electrification of medium and heavy-duty vehicles as those vehicle segments become viable.

Table 13 presents a timeline for facility upgrades to support EV transition at the Bernie Field Parking Garage.

Table 13 Bernie Field Parking Garage EV Infrastructure Installation Timeline

Year	Bernie Field Parking Garage EV Infrastructure Installation Timeline
1	■ Identify funding sources ■ Technology / Equipment decision ■ Utility coordination and official load letter submission to the utility ■ RFP generation and advertisement for retrofit
2	■ Finalize funding ■ Contract for design and detailed engineering design ■ Utility upgrade ■ Provide basic and general training regarding ZE technology
3	■ New electric service complete ■ Bidding and contracting for construction ■ Site retrofit for initial deployment ■ Procurement process for long lead equipment and vehicles (18-24 months)
4	■ Site retrofit for initial deployment ■ Chargers commissioning
5+	■ Continue charger installations for police vehicles and medium- and heavy-duty vehicles

Source: WSP

Beyond these high-priority locations, additional sites that house County fleet vehicles could be considered for future electrification. These sites are lower priority because many of the vehicles currently stationed there are not yet easily replaceable with electric alternatives due to market immaturity or limited vehicle availability. As electrification technology advances and additional vehicle models become available, these sites should be reevaluated. While full electrification at these locations is not feasible in the near term, there may still be opportunities to install Level 2 chargers to support existing light-duty County vehicles and begin incremental transition efforts. However, this approach differs from the higher priority sites identified in this section, which are expected to support more comprehensive electrification earlier in the transition period. Further details on charger quantities, utility upgrade requirements, and long-term site sequencing are provided in Section 3.5 and the County Fleet Electrification Transition Plan.

6.2. Implementation Matrix

The Implementation Matrix translates the study's recommendations into a clear, actionable framework to guide Somerset County from planning to execution. It organizes near- (<1 year), mid- (1-5 years), and long-term (>5 years) actions while identifying key responsibilities and dependencies to support internal coordination and inform capital planning. The matrices are divided into three sets of actions: Publicly



Accessible EV Charging at County Facilities, Secondary Charging Corridors, County Fleet Transition, and Policy.

Publicly Accessible EV Charging at County Facilities

Table 14 Implementation Matrix – EV Charging

Implementation Action	Responsible Entities	Timeframe	Approximate Costs	Evaluation of Impacts and Benefits	Possible Funding Sources
Initiate coordination with utility providers	Somerset County; Utilities; Engineer	Near- to Mid-term	Low	Reduces schedule risk, aligns infrastructure sizing with phased deployment	County capital funds; Utility incentives
Conduct site-specific electrical capacity assessments	Somerset County Facilities; Utilities; Engineer	Near-term	Low-Medium	Identifies technically feasible sites and reduces risk of cost overruns	County capital funds; Utility incentives
Select EV charging technology and site configurations	Somerset County; Engineer; EVSE vendors	Near-to mid-term	Low	Optimizes charger usability for fleet and public users; supports ADA compliance	County operating funds
Perform charging infrastructure design	Somerset County; Engineer	Near- to Mid-term	Medium	Enables shovel-ready projects, accurate cost estimates, utility coordination, and permitting certainty	County capital funds
Apply for funding from NJTPA Subregional EV Charging Infrastructure Program and advance items from Limited Scope Concept Development for EV Infrastructure	Somerset County	Near- to Mid-term	Low to Medium	Reduces County financial burden and streamlines design schedule	County operating funds
Secure funding for EV charging deployment	Somerset County	Near- to Mid-term	Low to Medium	Reduces County financial burden and accelerates implementation	County operating funds
Provide construction administration	Somerset County; Engineer	Mid-term	Medium	Ensures constructability, safety, ADA compliance, and	County capital funds



Implementation Action	Responsible Entities	Timeframe	Approximate Costs	Evaluation of Impacts and Benefits	Possible Funding Sources
				successful commissioning	
Procure and construct EV charging infrastructure (Phase 1)	Somerset County Facilities; Contractors; Utilities	Mid-term	High	Expands public charging access and demonstrates County leadership	NJTPA/IPPI/Clean Fleet/CMAQ/RGGI/EV Tourism (if along key travel routes); USDOE; Utility incentives; County capital funds
Monitor performance and evaluate outcomes	Somerset County; EVSE network provider; Engineer	Ongoing	Low	Supports data-driven decision-making and continuous maintenance	County operating funds; IPPI (maintenance agreement & warranty)
Expand EV charging network (Phase 2 and beyond)	Somerset County; Contractors; Utilities	Long-term	Medium-High	Increases geographic coverage and long-term emissions reductions	Future grant programs; County capital funds

Table 15 Implementation Matrix - Secondary Charging Corridors

Implementation Action	Responsible Entities	Timeframe	Approximate Costs	Evaluation of Impacts and Benefits	Possible Funding Sources
Develop corridor-level siting criteria (e.g., proximity to retail, dwell time, grid capacity, safety, visibility)	Somerset County; Engineer	Near-term	Low	Ensures consistent, defensible site selection across municipalities and private partners	County operating funds
Conduct high-level feasibility screening of priority corridor sites (electrical access, ownership, constraints)	Somerset County; utilities; Engineer	Near-term	Low-Medium	Identifies implementable sites early and avoids pursuing infeasible locations	Utility technical assistance; County funds



Implementation Action	Responsible Entities	Timeframe	Approximate Costs	Evaluation of Impacts and Benefits	Possible Funding Sources
Engage municipalities and private site hosts (retail, employers, parking operators) along priority corridors	Somerset County; municipalities; business/community stakeholders	Near-term to Mid-term	Low	Builds partnerships for host sites; expands deployment beyond County-owned land; improves local buy-in	County operating funds
Coordinate with utilities on corridor capacity planning and make-ready opportunities	Somerset County; electric utilities	Mid-term	Low	Aligns charging deployment with available grid capacity; reduces upgrade costs and delays	Utility programs; technical assistance
Pursue funding targeted to community charging and corridor gap-filling	Somerset County; municipalities; private partners	Mid-term	Low	Leverages state/federal programs not limited to NEVI corridors; supports broader network buildout	NJDEP; NJBPU; FHWA discretionary grants; RGGI; utility incentives
Deploy Level 2 and targeted DC fast charging at priority corridor locations (Phase 1)	Site hosts; EVSE providers; utilities; contractors	Mid-term	Medium-High	Expands charging for everyday trips, local travel, and residents without home charging; supports local economic activity	Grants; private investment; utility programs
Implement standardized signage, wayfinding, and branding for corridor charging locations	Somerset County; municipalities; NJDOT (as applicable)	Mid-term	Low-Medium	Improves visibility and usability of chargers; increases utilization and driver confidence	County funds; grants
Monitor utilization, geographic coverage across secondary corridors	Somerset County, EVSE providers	Ongoing	Low	Supports data-driven expansion and ensures underserved areas are addressed over time	County operating funds



County Fleet Transition

Table 16 Implementation Matrix – County Fleet Transition

Implementation Action	Responsible Entities	Timeframe	Approximate Costs	Evaluation of Impacts and Benefits	Possible Funding Sources
Confirm County fleet electrification priorities	Somerset County	Near-term	Low (staff-level effort)	Ensures County fleet replacement based on technology readiness, operational feasibility, infrastructure needs, and parking locations	County operating funds
Begin internal planning and staff engagement, including offering introductory ZEV training	Somerset County	Near-term	Low	Builds awareness of upcoming changes	County operating funds
Train planners, operators, and maintenance staff on ZEV technology.	Somerset County; EVSE vendors; Vehicle OEMs	Mid-term & Ongoing	Low	Builds internal capacity, improves operational readiness, and reduces safety and maintenance risks associated with ZE technologies	County operating funds
Secure funding for EV replacement	Somerset County	Near- to Mid-term	Low (leverages external funds)	Reduces County financial burden and accelerates implementation	WorkClean/Clean Fleet/NJZIP; County capital funds; FTA funds (for transit, if applicable); County operating funds
Conduct a pilot deployment and evaluation of ZEVs	Somerset County; Vehicle OEMs	Mid-term	Medium-High	Validates assumptions and better simulates larger fleet operations, reflecting weather conditions and topography, among others	County operating funds
Procure ZEVs aligned with pilot and phased deployment strategy	Somerset County; Vehicle OEMs	Mid-term	High	Replaces ICE vehicles with ZEVs in line with infrastructure readiness; supports emissions reductions	WorkClean/Clean Fleet/NJZIP; County capital funds; FTA funds (for



Implementation Action	Responsible Entities	Timeframe	Approximate Costs	Evaluation of Impacts and Benefits	Possible Funding Sources
Continue monitoring ZEV market developments	Somerset County	Ongoing	Low	and County fleet modernization Monitors improvements in vehicle range, cost, and evaluates long-term vehicle replacement strategies.	transit, if applicable) County operating funds

Policy

Table 17 Implementation Matrix - Policy

Implementation Action	Responsible Entities	Timeframe	Approximate Costs	Evaluation of Impacts and Benefits	Possible Funding Sources
Establish EV-ready design standards and internal siting, review, and coordination guidelines for County facilities	Somerset County; Engineer; Utilities	Near-term	Low	Reduces future retrofit costs; streamlines site selection, permitting, and utility coordination; improves consistency across County-owned properties	County operating funds; utility technical assistance
Update County procurement, contracting, and utility coordination practices to support EVSE and ZEV deployment	Somerset County; Utilities	Near-term to Mid-term	Low	Enables cooperative purchasing, lifecycle cost evaluation, and flexibility as technologies evolve; reduces project risk and delivery timelines	County operating funds
Adopt public charging access, pricing, operations, and maintenance policies for County-owned EV chargers	Somerset County; EVSE network provider	Mid-term	Low	Provides transparency and consistency for users; supports financial sustainability, ADA compliance, and reliable long-term operations	Charging revenues; County operating funds
Establish County fleet transition benchmarks, ongoing performance	Somerset County; EVSE network provider; Engineer	Mid-term & Ongoing	Low	Supports data-driven fleet replacement, infrastructure planning, grant compliance, and	County operating funds



Implementation Action	Responsible Entities	Timeframe	Approximate Costs	Evaluation of Impacts and Benefits	Possible Funding Sources
monitoring and reporting requirements				continuous program improvement	



7. Conclusion

Somerset County's EV Study establishes a pathway for advancing both County fleet electrification and a more accessible, countywide public EV charging network. Grounded in data-driven analysis and shaped by extensive stakeholder and community input, the study confirms that while the County is well positioned to support continued EV adoption, targeted and coordinated investments are needed to address gaps in charging access, infrastructure readiness, and operational planning.

The recommended approach prioritizes near-term, achievable actions, particularly the deployment of Level 2 charging at County-owned sites and the transition of light-duty fleet vehicles, while maintaining flexibility to scale over time as technology evolves and funding opportunities emerge. The identification of secondary charging corridors provides a strategic framework to guide future public and private investment, ensuring that charging infrastructure supports not only regional mobility but also everyday travel needs and access across all communities.

Successful implementation will depend on early and sustained coordination with utilities, alignment with available funding programs, and the establishment of clear operational policies for both public and fleet charging. Equally important is continued engagement with County staff, partners, and the public to monitor performance, adapt to changing conditions, and ensure that infrastructure investments remain responsive to community needs.

By advancing a phased, strategic, and inclusive approach, Somerset County is positioned to lead by example, demonstrating how local governments can transition to cleaner transportation systems in a way that is practical, cost-effective, and grounded in real-world conditions. Over time, this effort will contribute to reduced emissions, improved air quality, and a more resilient and connected transportation network for residents, businesses, and visitors alike.