MEMORANDUM

TO: Genesee Transportation Council Members & Alternates

FROM: James Stack, Executive Director JS

DATE: June 5, 2025

SUBJECT: Accepting reports as evidence of completion of UPWP Tasks / Proposed Resolutions 25-07 and 25-08

The following items are provided for your consideration:

1. **Proposed Resolution 25-07** (Accepting the *Charging Ahead: A Strategic Guide to EV Station Design* as evidence of completion of UPWP Task 8554) and the **Executive Summary** of the project.

2. **Proposed Resolution 25-08** (Accepting the *Ontario County Freight Rail Corridor Development Plan: Area 2* as evidence of completion of UPWP Task 8622) and the **Executive Summary** of the project.

Recommended Action:
Approve Proposed Resolutions 25-07 and 25-08.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 25-07 Accepting the *Charging Ahead: A Strategic Guide to EV Station Design* report as evidence of completion of UPWP Task 8554

WHEREAS,

1. The *FY 2025-2026 Unified Planning Work Program* includes Task 8554, Regional Alternative Fuel Vehicle Infrastructure Tools, for the purpose of developing supplemental resources to support municipalities with the transition to alternative fuel vehicles such as all-electric and hydrogen.

2. Said Task identified the region's alternative fuel vehicle charging needs; documented national best practices for alternative fuel station design, installation, and operation; analyzed municipal zoning code and permitting approval processes; identified potential funding opportunities; analyzed grid capacity and load management strategies; and identified emerging trends and opportunities;

3. Said Task has been completed and has resulted in the *Charging Ahead: A Strategic Guide to EV Station Design* report, which provides guidance for local officials on the design and operation of electric vehicle charging stations; and

4. Said Report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Monroe County Traffic Signal Preemption Study* as evidence of completion of UPWP Task 8554; and

2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 12, 2025.

Date _____

_____
CHRISTOPHER T. REEVE, Secretary
Genesee Transportation Council

Executive Summary

Introduction

Charging Ahead: A Strategic Guide to EV Station Design provides a comprehensive guide for individuals involved in the planning, designing, constructing, and implementing of electric vehicle (EV) charging infrastructure in New York State, specifically focusing within the Genesee-Finger Lakes region. This report is purposefully framed within NY state's ambitious **clean energy and transportation electrification goals**, which includes a widespread adoption of EVs and the expansion of accessible charging stations.

This report aims to directly emphasize the overlooked importance of **amenity design considerations**, to ensure that EV charging stations are not just functional but also maximize their user experience. From careful site selection and infrastructure planning, this report lays out how small alterations to layout, design, and construction can be crucial for the successful deployment of EV charging facilities.

Key Findings and Recommendations

1. Charging Needs and Infrastructure Planning

- By **2030**, New York will need between **18-28 million home chargers, over 1 million public chargers, and 550,000-1.2 million workplace chargers** to meet demand.
- The report outlines projected workplace, public, and fast-changing needs under conservative and aggressive EV adoption scenarios.
- Strategic deployment of **Level 1, Level 2, and DC Fast Charging (DCFC) stations** is necessary to support varied user needs across residential, public, and commercial locations.

2. Amenity Considerations for Charging Stations

- **Amenities such as restrooms, food services, Wi-Fi, and shaded seating** improve the charging experience, increase user satisfaction, and encourage EV adoption.Well-designed **charging hubs** can expand local economies by increasing foot traffic to nearby businesses.
- The report categorizes amenity needs based on **location type**, such as **shopping centers, municipal garages, residential areas, highway rest stops, and village main streets**, creating unique considerations regardless of location.

3. Regulatory and Code Compliance

- EV charging station installations require **zoning and permitting approvals**, which vary by location and type (residential, private, or public).
- **ADA compliance** is essential for accessibility, including features such as **dedicated accessible charging spaces, signage, and user-friendly station interfaces.**
- The **EV Make-Ready Program** provides financial incentives for public and workplace chargers, reducing infrastructure costs.

4. Funding Opportunities

- The report outlines **federal, state, and local funding programs** available to support EV infrastructure, including:
- **National Electric Vehicle Infrastructure (NEVI) Program** – Funds up to **80% of project** costs for public fast chargers along highway corridors.

Executive Summary

- **Alternative Fuel Infrastructure Tax Credit** – Provides **30% tax credits (up to $100,000 per station).**
- **NYSERDA's Charge Ready NY Program** – Offers **$4,000 rebates per Level 2 charging port**.
- **EV Make-Ready Program** – Covers up to **100% of make-ready infrastructure costs**, especially for disadvantaged communities.

5. Grid Capacity and Sustainability Considerations

- Large-scale EV adoption **increases electricity demand**, requiring **grid capacity assessments and load management strategies.**
- **Smart charging technologies** can optimize charging times to prevent grid congestion
- **Renewable energy integration** (solar, wind, battery storage, Hydrogen fuel-cell) enhances sustainability and reduces reliance on fossil fuels.

6. Future-Proofing and Emerging Trends

- **Wireless (inductive) charging** and **autonomous vehicle charging integration** are being explored for long-term infrastructure viability.
- **Vehicle-to-Grid (V2G) technology** allows EVs to supply energy back to the grid, enhancing **grid resilience.**
- **Expanded amenity expectations**, such as retail integration and high-speed connectivity, are becoming critical for user adoption.

Conclusion

New York State's ambitious **climate goals and transportation electrification efforts** necessitate a strategic and user-centered approach to EV infrastructure deployment. **Key best practices** include:

- Strategic Planning – Site locations should be **equitably distributed**, with a focus on accessibility.
- User Experience Enhancements – Well-designed **charging hubs** with **essential amenities** can drive adoption.
- Regulatory Compliance – Adhering to **zoning laws, ADA requirements, and permitting processes** ensures seamless installations.
- Sustainability – **Smart charging, renewable energy integration, and grid management** reduce environmental impact.
- Funding Utilization – Leveraging **state and federal incentives** helps offset installation costs.

Despite policy uncertainties at the federal level, New York has strong state-level programs and public and private partnerships that will maintain progress in EV infrastructure development. This report serves as a foundational resource for municipalities, businesses, and developers aiming to accelerate the transition to clean transportation while ensuring economic and community benefits.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 25-08 Accepting the *Ontario County Freight Rail Corridor Development Plan: Area 2* as evidence of completion of UPWP Task 8622

WHEREAS,

1. The *FY 2025-2026 Unified Planning Work Program* includes Task 8622, Ontario County Freight Rail Corridor Development Plan: Area 2, for the purpose of developing an implementation strategy to create shovel-ready sites for freight related industries along Finger Lakes Railway in four municipalities in northeast Ontario County;

2. Said Task included an inventory of land use, zoning, environmental considerations, transportation infrastructure, and freight rail conditions within the study area predominantly adjacent to the rail line and the out of service portion of the Norfolk Southern line; a corridor suitability analysis of parcels adjacent to the railroad to identify locations well suited for industrial rail-enabled development; recommendations for potential development sites, rail-enabled growth opportunity sites, the relocation and/or mitigation of the Finger Lakes Rail Yard and the corresponding relocation of the Finger Lakes rail lines in the City of Geneva; and an implementation matrix; and three rounds of public engagement to solicit feedback; and

3. Said Task has been completed and has resulted in the *Ontario County Freight Rail Corridor Development Plan: Area 2*, which includes an analysis of opportunities and constraints for rail-enabled development, including identifying locations suited for development or redevelopment, and a high-level analysis of the existing Finger Lakes Railway Rail Yard in the City of Geneva to either relocate the Rail Yard to a new location or optimize conditions at the existing location; and

4. Said Plan has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Ontario County Freight Rail Corridor Development Plan: Area 2* as evidence of completion of UPWP Task 8622; and

2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 12, 2025.

Date _____ _____

CHRISTOPHER T. REEVE, Secretary
Genesee Transportation Council

Executive Summary

The creation of the Ontario County Freight Rail Corridor Development (FRCD) Area 2 Plan included the vital participation of the Ontario County Planning Department, Genesee Transportation Council, the project steering committee, and dedicated participation by members of the public during three public meetings.

The planning process included two technical memorandums which laid the foundation for the concepts and recommendations resulting from the plan. Technical Memorandum #1 included an inventory and analysis of the rail corridor within the study area, including a focus on environmental and cultural resources, the history of the rail, and a detailed analysis of the railroad network, operations, and users. This technical memorandum resulted in thirteen key takeaways that formed the basis for the corridor level suitability analysis conducted in Technical Memorandum #2.

Technical Memorandum #2 utilized the findings from Technical Memorandum #1 to develop a Corridor Level Suitability Analysis which began with an economic profile for Ontario County and for the region. The economic profile helped to identify key industries which would benefit from utilizing the rail, primarily light industrial and agricultural industries. The Technical Memorandum then analyzed the rail corridor for potential rail-enabled development sites based on seven components of the NYS Shovel Ready Checklist, including:

- Parcel Size
- Water availability
- Sewer availability
- Electricity availability
- Gas availability
- Roadway Access
- Zoning

This analysis resulted parcels along the rail corridor being classified into seven tiers of viability for future development.

The project team analyzed the parcels in these tiers with the data identified during the inventory and analysis phase to find sites that were considered "shovel ready" (i.e., within Tiers I-III of the corridor level suitability analysis) and which were minimally constrained by factors such as potential flooding, sensitive environmental resources, potential environmental remediation concerns, and/or sensitive cultural resources. One "greenfield" (i.e. currently undeveloped) site was selected for further concept development, which is presented in Chapter 5. Five additional sites, some of which are comprised of multiple parcels, were identified as "Rail Enabled Growth Opportunity Sites." These are sites that already consist of some level of development, but which currently underutilize their proximity to the rail line, include buildings which are vacant and need rehabilitation, and/or include portions of the site which may be further developed to utilize the connection to the rail.

In addition to these technical memorandums, the project team conducted an analysis of the rail yard and rail lines in the Study Area. The existing rail yard is located in the City of Geneva, and has been identified in previous planning studies as posing a barrier to access between Downtown Geneva and Seneca Lake. Throughout the planning process, some members of the public expressed concerns about the existing rail yard, including concerns about safety, accessibility, and environmental and public health concerns. Other members of the public expressed concerns that moving the rail yard from its current location may create unintended impacts on taxes and property values, and that funding to clean

up the existing rail yard may not be readily available. In response to the detailed and nuanced feedback received during public engagement efforts, the project team created a potential concept for future relocation of the rail yard. In addition, four options for relocation of rail lines in the City of Geneva, Town of Geneva, and Town of Phelps were developed which would accommodate the proposed future rail yard relocation. These concepts included preliminary, high-level cost estimates for the rail yard and rail line relocations, and reconfiguration of the existing rail yard. Notably, even if the rail yard was removed from the City of Geneva, one rail line would remain in its current location along the rail yard that could not be moved, posing an ongoing connectivity barrier that would need to be resolved.

Implementation strategies are presented in Chapter 5, and include various recommendations for improving rail in the study area divided into three categories: safety, rail access / optimization, and aesthetic / impact minimization. These recommendations are categorized into short-term, medium-term, and long-term projects, as some will require significantly more coordination, funding, and study before implementation is possible.