

Utah Transit Authority and Rocky Mountain Power
Memorandum of Understanding
Amendment No. 1

Background: Utah Transit Authority (UTA) and Rocky Mountain Power (RMP) entered a Memorandum of Understanding on September 4, 2020. The purpose was to establish a cooperative partnership between the UTA and RMP intended to lead to the discovery of innovative solutions to their shared concerns of public safety, equal access and opportunity, air quality, and the demands of growth. Because both UTA and RMP are committed to responsibly using clean energy to power Utah’s future, the Parties agreed to collaborate in joint consideration of various projects and opportunities.

Purpose of Amendment No. 1: The Parties have continued to build upon the foundation established by the 2020 MOU and have developed a “Wattsmart UTA Energy Action Plan” (hereinafter “EAP”). The goals and strategies outlined in the EAP were developed collaboratively with technical experts from UTA and RMP, laying the groundwork for a successful long-term partnership. The EAP provides actionable goals, targets, and implementation strategies for each focus area: Energy Efficiency, Electric Vehicles, Electrical Infrastructure, and Grid Reliance. The Parties now desire to amend the MOU to incorporate mutual collaborative efforts and commitments in support of the EAP and also extend the date of the MOU for an additional ten years until September 4th, 2035.

Amendment No. 1

1. The collaborative efforts of the Parties under the Memorandum of Agreement shall now expand to cover the following initiatives, which are either planned or in progress:

Accomplishments

- ***Utah State University, Rocky Mountain Power, and UTA have partnered on several grants***
 - Emosaic
 - Intermodal Hub
 - Connected Communities
 - Stadler Battery Train
 - WestSmart EV at Scale
 - DOE Regional Electrification Plan

- ***UTA, in collaboration with RMP, has advanced the development of a regional bus charging network. The following projects have been completed or are under construction:***
 - Mt. Ogden Bus Garage
 - Depot District Bus Garage
 - Ogden Express BRT
 - Tooele On Demand
 - Salt Lake Central Station
 - Wasatch and 3900 South Park & Ride
 - Central Point Trax Station
 - Orange Street
 - Kimball Junction

- **Other Initiatives**
 - Senate Bill 125 Transportation Infrastructure
 - Air quality monitoring projects
 - FHWA electrification grant applications

Next Steps

- ***Bus Electrification***

- UTA's goal is to convert 40% of the bus fleet to battery electric by 2040. UTA has developed and will continue to refine its regional charging electrification plan.
- UTA, with support from RMP, will work toward the establishment of charging stations at the following locations:
 - Meadowbrook Bus Garage
 - Midvalley Connector BRT
 - Davis Salt Lake Community Connector
 - North Temple Transit Hub
 - University of Utah Mobility Hubs
 - Timpanogos Bus Garage
 - Orem Intermodal Center
 - Other locations as identified by UTA and RMP

- ***Public-Private Charging Locations***

- UTA has public parking facilities in Box Elder, Weber, Salt Lake, Utah County.
- RMP will collaborate with UTA to establish public charging facilities in these locations:
 - Wasatch and 3900 South Park & Ride
 - West Valley Central
 - Ogden Intermodal
 - Clearfield FrontRunner Station
 - Farmington FrontRunner Station
 - Draper FrontRunner Station
 - South Jordan FrontRunner Station
 - Woods Cross FrontRunner Station
 - Vineyard FrontRunner Station
 - Orem FrontRunner Station

- Midvale Fort Union TRAX Station
 - 1300 South Trax Station
 - Other locations as identified by UTA and RMP
- ***UTA On Demand Zones Electrification***
 - UTA On Demand is an innovative form of transportation that connects riders with other transit services like TRAX, FrontRunner, or Bus, as well as to other destinations in the community. The app-based technology matches multiple riders traveling in a similar direction into a single vehicle, allowing for quick and efficient shared trips. UTA has plans to electrify the service in the future. UTA, with support from RMP, will work toward establishing charging stations at the following locations:
 - Salt Lake City Westside
 - Southern Salt Lake County
 - South Davis County
 - Other Locations as Identified by UTA and RMP
- ***Wattsmart Program Next Steps***
 - The Parties will collaborate in the development of a regional electrification plan
 - UTA will continue to evaluate FrontRunner Electrification in conjunction with Utah State University, UDOT, and RMP.
 - UTA will be developing a sustainability plan which will address energy usage. This effort will include an audit of UTA’s fleet and facilities. UTA will coordinate with RMP on the agency’s electricity usage and develop scenarios for converting to renewable energy, including solar.
- ***Traction Power Rehabilitation Project***
 - UTA is upgrading the legacy traction power substations that power the original North/South and University of Utah light rail lines.

- Part of this effort includes increasing the capacity at ten (10) substations to accommodate the estimated 15 to 20-year ridership increase.
 - The parties will collaborate to ensure the utility feed points are adequate for the UTA infrastructure.
- ***Electromagnetic Interference and Corrosion Control***
 - UTA is developing guidelines to standardize the interaction between the light rail and commuter rail lines with RMP's overhead infrastructure and substation ground grids.
 - The goal is to reduce the adverse effects that UTA may cause on buried utility lines and minimize the adverse impact of electromagnetic interference generated by RMP overhead infrastructure on UTA's rail infrastructure.
- ***Facilities Strategic Plan and Other Infrastructure Projects***
 - UTA's Facilities Strategic Plan identifies the need to upgrade and expand many of the agency's buildings located across the Wasatch Front.
 - Other minor system improvements will be made as part of UTA's normal operations.
 - UTA will coordinate with RMP on utility needs as these projects are developed.
2. The term of the MOU is hereby extended until September 4th, 2035.
 3. This Amendment No. 1 is meant to supplement the terms of the September 2020 MOU. If there is a conflict between the terms of the September 2020 MOU and this Amendment No. 1, the terms of this Amendment No. 1 will take precedence.
 4. All terms of the MOU not affected by Amendment No. 1, including but not limited to Articles 4 through 11, shall remain in full force and effect.

Executed this ____ day of _____ 2023 by the duly authorized representatives whose signatures appear below:

Utah Transit Authority

By: _____
Name: Jay Fox
Title: Executive Director
Date: _____

Rocky Mountain Power

By: _____
Name: Gary Hoogeveen
Title: CEO
Date: _____

By: _____
Name: Hal Johnson
Title: Acting Dir of Innov Mobility Solutions
Date: _____

By: _____
Name: James Campbell
Title: Director of Innovation and Sustainability Policy
Date: _____

Approved as to Form

DocuSigned by:
Mike Bell
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