OLYMPIC AUTOMATED TRANSIT PILOT

Transportation and Infrastructure

Requester Information

Legislator Name: MacPherson, Matt

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Section 1: Requester Details

Description:

Future-forward transportation is here. The Olympic Automated Transit Pilot aims to land and scale an autonomous public transit fleet, operational by the 2034 Olympics. This public-private partnership is a 3-year structured rollout with two lanes: 1) UTA will build a mixed autonomous fleet comprised of platooning buses & robotaxis and 2) Utah will attract private automated vehicle network services (robotaxis) through regulatory sandbox and strategic incentives. The project will secure federal grants and private partnerships to amplify impact far beyond state-only investment. We want Utah to do it first and do it right, making our standard the national model.

Legislative designee contact information:

Name: Crystal Young

Organization: Sterling and Pink

Position: CEO and Lobbyist

Section 2: Funding Information

How will the appropriation be used?

Category	One-time		Ongoing
Personnel Services	2026: 2027:	$0.00 $750,000.00	$0.00
In-State Travel	2026: 2027:	$0.00 $0.00	$0.00
Out-of-State Travel	2026: 2027:	$0.00 $0.00	$0.00

Category	One-time		Ongoing
Supplies and Equipment	2026: 2027:	$0.00 $0.00	$0.00
Technology Purchases	2026: 2027:	$0.00 $1,000,000.00	$0.00
Infrastructure/Capital Investments	2026: 2027:	$0.00 $6,250,000.00	$0.00
Other Charges/Pass Thru	2026: 2027:	$0.00 $2,000,000.00	$0.00

Expenditure Total

One-time 2026	One-time 2027	Ongoing 2027
$0.00	**$10,000,000.00**	**$0.00**

Funding Sources:

General Fund

Amount Requested:

2026 (One-time)	$0.00
2027 (One-time)	$10,000,000.00
2027 (Ongoing)	$0.00

Revenue Total

One-time 2026	One-time 2027	Ongoing 2027
$0.00	**$10,000,000.00**	**$0.00**

Is this a multi-year project?

Yes

Is this project scalable if the Legislature does not fund the full requested amount?

Yes

A short explanation describing how the project might be scaled?

The program can scale based on legislative appropriation: $750K "PLANNING PHASE" - Establishes program design, safety frameworks, federal grant applications, and staff (2-3 FTEs). Includes V2X infrastructure assessments, regulatory sandbox framework development, and inter-agency coordination. No vehicles deployed, but positions Utah to leverage 5-10x federal grants and attracts private operators through regulatory certainty. Creates the runway but doesn't launch operations. $3-5M "LIMITED DEPLOYMENT" - Adds 3-5 autonomous shuttles on one pilot corridor plus initiation of Lane 2 private partnerships through revenue-share models requiring minimal state vehicle costs. Demonstrates concept with reduced geographic scope and limited hours. Establishes proof-of-concept but insufficient scale for Olympics readiness or national leadership positioning. $10M "FULL YEAR 1 DEPLOYMENT" (RECOMMENDED) - Delivers 10 autonomous platooning buses, 20-30 robotaxis integrated with UTA Via on-demand, V2X infrastructure on 2 key corridors, full operations center, federal grant matches unlocking additional funding, and Lane 2 regulatory sandbox with private sector incentives. Makes Utah do it first and do it right—establishing tried-and-tested operations that scale to Olympic readiness by 2030 while creating the national model other states replicate. SCALING TRADE-OFFS: Reduced funding delays vehicle deployment timelines, limits corridor coverage, reduces private sector attraction (Lane 2), and risks losing competitive advantage to states like Texas, Arizona, and California already deploying at scale. Lower appropriations also jeopardize federal grant eligibility requiring demonstrated state commitment and operational capacity. However, the modular two-lane design allows phased implementation where Lane 1 public fleet and Lane 2 private incentives can be independently adjusted to available resources while maintaining program integrity.

Section 3: Agency Information

Subjects:

Economy

02828

Agency:

810 / Transportation

Type of entity to receive pass-through funding:

State Government

Grant recipient

No

Requested Direct Award Grant Recipient

Section 4: Performance Outcome Measurement

Who would benefit the most from this request (who is the target audience)?

PRIMARY TRANSIT USERS: Commuters and residents facing first/last mile connectivity gaps, particularly in suburban corridors where traditional transit is impractical or unavailable 2034 Olympic attendees requiring efficient, innovative transportation between venues, hotels, and transit hubs—showcasing Utah's future-forward infrastructure to a global audience Seniors, individuals with disabilities, and underserved communities gaining enhanced mobility independence through accessible autonomous on-demand service Utah residents statewide who benefit from expanded transit coverage via UTA Via on-demand integration without requiring personal vehicle ownership ECONOMIC & WORKFORCE BENEFICIARIES: Utah's technology ecosystem positioning the state as the premier all-weather autonomous vehicle testing destination, attracting Waymo, Cruise, Zoox, and other major OEMs through Lane 2 regulatory sandbox advantages High-skill workforce gaining jobs in autonomous fleet operations, remote monitoring, safety compliance, V2X infrastructure, and technology integration—creating career pathways aligned with future transportation industry needs Private AV operators receiving regulatory certainty, testing environments, and partnership opportunities that accelerate commercial deployment timelines Utah's broader economy through enhanced connectivity to major employment centers, improved labor market access, and demonstrated innovation leadership INSTITUTIONAL & REGIONAL BENEFITS: UTA expanding service coverage and operational hours without proportional cost increases, using autonomous technology to serve previously uneconomical routes UDOT demonstrating national leadership in transportation innovation while addressing congestion cost-effectively Local technical colleges (Davis Tech, Ogden Weber Tech) creating workforce training pipelines and applied research partnerships Regional economic development through sustained competitive advantage in attracting businesses requiring modern infrastructure STATEWIDE IMPACT: All Utahns benefit from re

What is this project or program intended to accomplish?

The Olympic Automated Transit Pilot accomplishes six interconnected objectives establishing Utah as the national autonomous transit leader: 1. SOLVE FIRST/LAST MILE TRANSIT GAP 2. DELIVER OLYMPIC-READY TRANSPORTATION INFRASTRUCTURE 3. ESTABLISH NATIONAL V2X, AV TESTING & DEPLOYMENT LEADERSHIP 4. LEVERAGE FEDERAL FUNDING & MAXIMIZE ROI 5. CREATE SCALABLE, SUSTAINABLE TRANSIT MODEL 6. ESTABLISH UTAH'S STANDARD AS THE NATIONAL STANDARD

How will the Legislature know whether the project or program achieved its intended purpose?

SUCCESS WILL BE MEASURED THROUGH QUANTIFIABLE METRICS ACROSS SIX PERFORMANCE CATEGORIES, with quarterly legislative reporting and annual comprehensive assessments: 1. OPERATIONAL DEPLOYMENT & RELIABILITY: Number of autonomous vehicles deployed and operational (Target FY27: 10 platooning buses + 20-30 robotaxis; FY30: 30-50 buses + 50-200 robotaxis) Revenue service hours and route miles covered daily System uptime percentage and vehicle availability rates (target: >95%) Fleet utilization rates during peak and off-peak periods Safety performance: incidents per million autonomous miles traveled (target: zero serious incidents with continuous improvement toward industry-leading safety records) V2X-enabled corridor miles operational with platoon formation success rates 2. RIDERSHIP, UTILIZATION & TRANSIT INTEGRATION: Total passenger trips completed through autonomous fleet (annual and cumulative) Integration rates with existing UTA services: transfers, connections, and first/last mile trip completions Peak hour capacity utilization and service demand patterns Geographic coverage expansion: number of previously underserved areas gaining transit access UTA Via on-demand platform adoption rates and user satisfaction scores Customer satisfaction metrics and Net Promoter Scores comparing autonomous vs. traditional transit Accessibility metrics: trips served for seniors, individuals with disabilities, and underserved communities 3. ECONOMIC IMPACT & PARTNERSHIP DEVELOPMENT: Lane 2 private sector partnerships secured: number of OEMs committed to testing/deployment in Utah Private capital investment attracted through regulatory sandbox (co-investment ratios) Federal grant dollars leveraged (target: 5-10x state appropriation through USDOT and other competitive awards) High-skill jobs created directly (fleet operations, safety, technology) and indirectly (supply chain, maintenance) Economic development outcomes: businesses attracted citing transportation infrastructure as decision factor Industry engagement: conferences hosted, technology demonstrations conducted, national media coverage generated 4. TECHNOLOGY ADVANCEMENT & INNOVATION LEADERSHIP: V2X technology milestones: successful platoon formations, dynamic route splitting demonstrations, corridor optimization achievements Technology transfer outcomes: intellectual property developed, best practices documented, consulting engagements with other jurisdictions Research partnerships established with universities and technical colleges (Davis Tech, Ogden Weber Tech) Patents filed, academic publications produced, or commercial applications emerging from pilot operations Comparative performance improvements: cost per passenger mile, energy efficiency, emissions reductions vs. traditional transit Regulatory framework adoption: other states or federal agencies adopting Utah-developed standards 5. OLYMPIC READINESS & INFRASTRUCTURE MILESTONES: Project timeline

Section 5: Other Supporting Documents

Intent Language Documents

Previous Funding Documents

Full Time Employees

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