UTAH TRANSIT AUTHORITY

Utah Transit Authority (UTA)
REQUEST FOR INFORMATION
RFI#26-04053PP

Connected and Automated Vehicle (CAV) and Emerging Innovation Opportunities

RFI Coordinator	*All communication regarding this RFI must be made through the RFI Coordinator identified below.* **Name:** Pat Postell **Title:** Procurement and Contracts Specialist **Contact Information:** PPostell@rideuta.com
Submitted Questions Due	*All questions must be submitted via the Bonfire portal by:* **Date:** July 31, 2026, no later than 5:00 p.m., local time
Response Submission	**Submission Deadline:** August 21, 2026, no later than 2:00 p.m., local time **Submit to:** https://solutions.Bonfire.com/apps/Router/SupplierLogin?CustOrg=StateOfUtah

PART I INTRODUCTION

A. Purpose and Background

This Request for Information (RFI) is an information-gathering and market research tool, not a formal solicitation of a specific requirement (such as in a "Request for Proposals" document). The Utah Transit Authority (UTA) is seeking information regarding Connected and Automated Vehicle (CAV) and emerging innovation opportunities from interested parties as defined in this RFI document. This is an opportunity for interested parties to assist UTA in better understanding the marketplace and/or specific subject matter.

Per UTA Procurement Rules (UPR) 3.10, "Respondents should not provide any detailed and specific cost or customized pricing documentation in their response. General cost estimates, "ballpark guestimates", or standard pricing history are permitted. Submitting detailed pricing information regarding a product, method or approach, will disqualify UTA technical evaluators and potentially contaminate any future procurement."

Project Overview

UTA is issuing this non-binding Request for Information (RFI) to obtain a comprehensive understanding of emerging technologies, capabilities, and commercially available solutions relevant to public transportation and aligned with UTA's Long Range Transit Plan. The information gathered will support UTA's long-term innovation strategy and inform UTA's future planning efforts. ***This RFI is for informational purposes only***

and does not constitute a procurement or commitment to future deployment. Please do not submit custom costs or custom pricing.

UTA is specifically seeking input from industry stakeholders in the following areas:

- CAV solutions – The current state and near-term (0-5 years) deployment readiness of CAV solutions for public transit services.

- Emerging innovation opportunities – Future-state innovations (0-30 years), focusing on leading-edge technologies and new transit modes not yet deployed in Utah.

Primary Focus Area: CAV Solutions

UTA's primary area of interest is the application of turnkey CAV services to support first- and last-mile connectivity and local circulation, especially within UTA-designated Innovative Mobility Zones (IMZs[1]). Building on a 2020 joint pilot program between UTA and the Utah Department of Transportation (UDOT) which tested an automated electric shuttle across eight locations and carried approximately 6,900 riders, UTA is seeking to better understand current private-sector capabilities and readiness across two primary service models:

- Automated shuttles – Fixed-route service designed for predictable, circulator-style operations.

- Automated microtransit – On-demand or dynamically routed services that provide flexible, user-responsive mobility options.

Through this RFI process, UTA anticipates learning about the current feasibility, scalability, generalized conceptual cost-effectiveness, regulatory compliance pathways, and deployment timelines associated with CAV-enabled transit solutions.

Pictured below are illustrative CAV examples, intended for context only.

Secondary Focus Area: Emerging Innovation Opportunities

UTA is interested in both proven high-tech solutions that address current operational challenges and emerging technologies that have potential to significantly transform transit over the coming decades. Opportunity areas include:

- **System Optimization and Fleet Innovation:** Exploring high-capacity vehicle configurations and new transit modes, such as Automated Guideway Transit (AGT), Electric Vertical Takeoff and Landing (eVTOL) aircraft, and the integration of bus rapid transit (BRT) within existing rail corridors. UTA is also interested in temporary solutions which could safely operate within rail rights-of-way during service disruptions without connecting to overhead catenary. Service priorities include maximizing existing right-of-way capacity and increasing frequency in high-ridership corridors within typical transit agency budget constraints.

- **Planning & Engagement Process Modernization:** Transitioning from manual to more automated tools that improve efficiency and customer communication. UTA is specifically interested in systems that move beyond reactive fixed timepoint monitoring and enable proactive, real-time headway and schedule adherence. Additionally, this area should explore how artificial intelligence and modern software could optimize service planning, streamline scheduling, and generate live, public-facing detour alerts.

  RFI respondents should clearly distinguish between commercially available solutions and conceptual or early-stage technologies.

Purpose

UTA is looking to CAVs to deliver enhanced transportation safety, accessibility and economic benefits. UTA is exploring these opportunities to support the workforce as it inevitably integrates with automation, emphasizing customer experience and proactive preparation.

The Wasatch Front Regional Council, in its 2023-2050 Regional Transportation Plan[1], identified several external forces including CAV and high-tech transit to be incorporated into the planning process to prepare the region for the future, and improve resilience in the face of uncertainty of factors such as future demand and infrastructure needs. External forces such as CAV and high-tech transit may be adopted at low, medium or high penetration levels, and UTA seeks information to support a flexible regional transportation strategy.

Risk

UTA seeks industry solutions that will minimize the top four negative risks related to CAV implementation:

- Safety: The risk of sensor over-reaction and under-reaction in automated vehicles.
- Funding: The general absence of dedicated funding in most public agencies, including UTA, for new mobility research and trials.
- Planning: The lack of a clear internal roadmap for vehicle automation. (To be addressed by the future CAV Market Study.)
- ADA Accessibility: The CAV industry's current lag in providing 100% ADA-compliant vehicles.

Opportunity

UTA's proactive planning and experience with public-private partnerships position UTA well for CAV deployment. By collaborating with partners and leveraging regional connected intersections – including those managed by UDOT – UTA is adding new technologies like vehicle-to-everything (V2X) and transit signal prioritization (TSP) to its system. UTA continues to look for new opportunities to grow and innovate.

[1] https://wfrc.utah.gov/VisionPlans/RegionalTransportationPlan/2023_2050Plan/2023RTP.pdf

Future Steps

UTA plans to fund a regional market study to identify ideal deployment locations and guide its CAV strategic vision.

B. Current Conditions

Organizational Overview

UTA's Planning and Engagement Office (P&E) oversees the Planning, Innovative Mobility Solutions (IMS), Customer Engagement, and Customer Service departments at UTA. P&E is responsible for developing UTA's "road map" through innovation, long-term planning and service plans, while ensuring customers are heard and served.

IMS tests new ways to make transit better, more efficient and cost-effective. As transportation evolves, IMS is dedicated to shaping those changes to benefit UTA's riders and communities.

Service Area and System Overview

UTA serves 79% of Utah's population, in 77 cities in six counties along the Wasatch Front. Below is a summary table of the modes, service types, service areas, and annual weekday ridership that UTA currently supports.

Mode	Service Type	Service Area	Approximate Annual Ridership (2025)
Bus	Fixed route	• 20 million miles of service • 89 routes • 5,523 stops	17.7 million
FrontRunner	Regional commuter rail	• 83 miles of commuter rail • 16 stations	3.7 million
TRAX	Light rail, Fixed guideway	• 43 miles of service • 3 lines • 50 stations	10.6 million
UTA On Demand	On-demand microtransit	• 5 zones • 172 square miles	550,080

Utah Automated Shuttle Pilot (2019 – 2020)

The Utah Automated Shuttle Pilot was a collaboration between UDOT and UTA that deployed an EasyMile EZ-10 automated shuttle at eight locations, aiming to expose the public to autonomous vehicle technology, assess its use for first/last mile transit, and gather operational and public feedback. Nearly 7,000 passengers experienced CAV systems. Key lessons learned included that shuttle technology at the time was best suited for simple, low-speed, dedicated routes and still required human intervention for obstacles, weather, and complex environments (public trust and acceptance did increase with direct experience), and challenges remained with technology limitations, accessibility/ADA, and service reliability. The pilot report[2] concluded that automated shuttles can safely complement public transit and recommended that future efforts focus on longer-term, fixed-route deployments to better evaluate steady-state operations and further develop both the technology and public acceptance.

Optional Testing & Research Facilities

Through their partnership with Utah State University (USU), UTA is offering the potential opportunity for RFI respondents to test wirelessly charged electric vehicles and roadway technologies at the USU Electric Vehicle & Roadway Research Facility and Test Track[2] , located approximately 84 miles north of UTA's Salt Lake City frontline headquarters. *This information is provided for awareness of available local research infrastructure; respondents are not expected to submit testing proposals at this time.*

C. General Provisions

1. All contact with UTA regarding this RFI must be made through the designated RFI Coordinator. No other person is authorized to make binding statements regarding this RFI.

2. This is a non-binding Request for Information. Therefore, no award shall be made as a result of the RFI process. This RFI is issued for informational purposes only and does not constitute a solicitation, procurement, or commitment. Participation is voluntary, and UTA assumes no obligation to any respondent. Entities that may be interested in a future Request for Proposals are encouraged to respond. However, submissions to this RFI are not considered formal proposals and do not confer any advantage in future procurement processes.

3. Issuance of this RFI does not commit UTA to pay any expenses incurred by a Respondent in preparing their response to this RFI. This includes attendance at personal interviews or other meetings and software or system demonstrations, where applicable.

4. Issuance of this RFI in no way constitutes a commitment by UTA to issue a Request for Proposal (RFP).

5. All responses should adhere to the instructions and format requests outlined in this RFI and all written supplements and amendments, such as the Summary of Questions and Answers, issued by UTA.

6. All submissions in response to this RFI will be considered public records available for public inspection pursuant to the State of Utah Records Access Management Act. UTA does not guarantee the confidentiality of submitted information.

PART II INFORMATION SOUGHT

UTA seeks information regarding CAV and emerging innovation opportunities and welcomes responses to this RFI, including creative suggestions and feedback to enhance and expedite all future processes while providing efficient, reliable, and high-quality outcomes. Respondents are not required to submit responses to every question, but UTA encourages interested parties to respond to any or all relevant aspects of the RFI.

The UTA seeks detailed yet succinct responses that demonstrate the Respondent's experience and/or familiarity with the subject matter. As this is not a competitive RFP process, Respondents should **NOT** provide any detailed and specific cost or customized pricing documentation regarding a product, method or approach in their response. **General cost estimates, ballpark estimates, or standard pricing history are permitted.**

A. General Information

Provide a brief overview of yourself and your organization, if applicable.

1. Please identify yourself and any organization you represent in this RFI.
   a. Name of respondent
   b. Organization and affiliation
   c. Address (organizational, if responding on behalf of an entity)
   d. Contact information (phone number(s) and email address)
2. Please identify your experiences in providing CAV and emerging innovation opportunities.

B. Feedback Requested

Respondents should provide detailed information on the following topics regarding connected and automated vehicles (CAVs) or any other innovative, high-capacity transit vehicles.

This section serves as a discussion guide. Respondents are not required to answer each question in a numbered list and may format the response to best explain the system. Standard marketing collateral, presentations, and fact sheets are welcome. UTA also welcomes any questions respondents may have as part of this information-gathering process. Respondents are not required to answer each question in a numbered list, but may choose to provide the information in a format that will allow UTA to best understand your system.

Questions regarding CAVs and Other Innovative Fleet Vehicles

Please provide detailed information on the following topics for CAVs or any other innovative, high-capacity transit vehicles your company offers.

Safety

1. **Safety Performance Metrics:** Describe your audited safety performance metrics (e.g., crashes per mile, avoidable accidents per 100,000 miles, zero incident targets, number of disengagements per mile, percentage autonomous operation ratio targets, or other metrics) from your current revenue-generating deployments in the U.S.?

2. **Safety & Remote Oversight:** For a fully "driverless" deployment, what is your required ratio of remote supervisors to vehicles, and what specific training is required for the local staff managing the fleet? How are you mitigating the risk of sensor over-reaction in automated vehicles while reducing top agency liabilities?

3. **Sensor Fusion & False Detection Rates:** What sensor fusion architecture does your system use to reconcile inputs across camera, LiDAR, radar, and other modalities, and what are your measured false-positive and false-negative detection rates in production? Specifically, how does your system distinguish between a genuine obstacle and a benign edge case (e.g., a plastic bag, shadow, or reflection) to reduce unnecessary hard-braking events without increasing missed detection risk?

4. **Emergency Response:** Detail on-board safety and security features, training for personnel, and unique information needed for law enforcement, fire, EMS, and first responders.

Market Potential

5. **Market Fit & Range:** Provide typical ridership expectations, such as daily boardings or passengers per hour, and define the ideal market fit. This should include preferred locations (e.g., urban centers, suburban corridors, or campuses), infrastructure requirements like dedicated guideways or mixed traffic, and typical vehicle range.

6. **Target Use Cases:** Identify target demographics and list specific use cases where this technology provides a measurable advantage over traditional transit. How will your proposed technology meet First-Mile/Last-Mile (FMLM), local circulation, or high-capacity needs of UTA? Do you have examples of complementary pairing of CAV and traditional transit, leading to a documented increase in transit use when CAV is deployed to improve FMLM?

7. **Right-of-Way Integration:** How will the new mode incorporate or complement existing right-of-way? What new physical infrastructure is required versus which modes can leverage existing assets? How will the new mode address service disruptions from scheduled rail maintenance?

8. **Public Engagement & Visuals:** What communication strategies have been effective for public outreach and interagency cooperation?

    - *If available:* Please provide examples of outreach materials and high-resolution images of your solution operating in its preferred environment.

Cost-Effectiveness

9. **Market Competitiveness:** How do your general service costs compare to equivalent non-

autonomous and traditional contracted transit services? Can CAVs generally provide a more cost-effective solution for specific markets (e.g., FMLM, local circulation) compared to traditional transit?

10. **Capital Expenses & Operating Expenses:** Provide your rough order of magnitude (ROM) for Capital per mile, and annual Operating expenses and annual cost per mile.

11. **Charging & Maintenance:** How do you handle long-term maintenance? Describe daily cleaning and servicing needs and schedule. If you provide electric vehicle charging, include those general expenses; otherwise, omit them. If applicable, describe charging strategy, including power level, time required and infrastructure.

12. **What are the typical categories of cost we should consider in developing a cost estimate.**

13. **Operational Model & Fleet Capacity:** Describe your proposed vehicle types, passenger capacities (standard and max peak loads), and rider experience differentiators. What are the site requirements for security, storage, and charging of vehicle(s) at proposed location(s)? Do you have creative solutions for these requirements?

    - *If available:* Provide a detailed vehicle rendering with a seating floorplan, dimensions, standard specifications, and typical options.

14. **Operational Design Domain (ODD):** Define your system's geographic and environmental limits (such as maximum speeds, weather restrictions like heavy rain/fog, and snow, and ability to handle unprotected left turns). How does the vehicle handle typical hazards ranging from birds and butterflies to deer and dust? Discuss the potential for a CAV system outage to cause traffic/transit disruptions and your mitigation plan.

15. **Comparable Deployments:** Provide 2 comparable deployments with dates, ODD, fleet size, and performance metrics. What lessons were learned from previous deployments? What entities are you aware of that have experience developing CAV service in Utah and/or comparable locations?

Data, Technology, & Infrastructure

16. **Data Integration & Standard Feeds:** Detail your API capabilities and compliance with industry standards (such as GTFS, GTFS-RT, GTFS-Flex, and MDS). What level of data can you share with our agency via API (e.g., ridership, dwell times, "near-miss" events, travel path history, occupancy logs, speed/braking logs, or interior/exterior video and photo imagery)?

17. **V2X Communications & Digital Infrastructure:** Detail your vehicle-to-everything (V2X) architecture, traffic signal communication capabilities, and transit control center monitoring of vehicle operations. What specific sensor architecture, digital infrastructure, or electrification infrastructure is required on and off the vehicle to function safely?

18. **Fleet Coordination & Scheduling Intelligence**: For multi-vehicle deployments, describe the coordination logic your system uses to manage fleet-level decisions, such as dynamic dispatch, spacing, and rebalancing for on-demand microtransit. Is vehicle-to-vehicle coordination centralized, decentralized, or a hybrid model, and how does it adapt to real-time demand changes or service disruptions?

19. **Cybersecurity & System Protection:** Briefly describe your framework for protecting V2X

communications, ensuring secure data feeds (such as BSM, Vehicle Status Extensions, or SRM), and how you manage over-the-air (OTA) software updates safely while meeting agency cybersecurity requirements. Discuss your methodologies to minimize outages. How do you minimize vulnerabilities and do you have redundant structures in place? Describe your mitigation plan in case of an outage.

Risk, Regulations, & Compliance

20. **Regulatory & FTA Compliance:** How does your solution address critical civil rights and FTA requirements, including safety compliance, Title VI, Federal Motor Vehicle Safety Standards (FMVSS), Buy America, insurance risk management strategies, and drug and alcohol testing? What are your standard insurance provisions?

21. **ADA & Accessibility:** Describe the hardware and software features of your vehicles that ensure full accessibility and a high-quality experience for riders with mobility, visual, or hearing impairments. Describe any other unique accessibility features.

22. **Approvals & Permitting:** What is the timeline, ballpark cost, and process for obtaining National Highway Traffic Safety Administration (NHTSA) approval to operate on public roads? What is your specific experience with seeking and obtaining this permission, and what permitting issues do you foresee with CAV services or associated infrastructure?

Deployment Timeline

23. **Technology Readiness:** Are your proposed solutions commercially available today, or are they conceptual/early-stage technologies?

24. **Deployment Timeline:** What is a realistic timeline to take this service from initial idea to full operations? Please provide estimated timing for the major steps in the deployment process, detailing how feasible it is to develop a service today versus a five-year horizon.

Questions regarding Planning & Engagement Process Modernization

As UTA looks to transition from manual workflows to more modern, automated systems, UTA is seeking proven software and industry best practices. Please describe how your commercially available platform can modernize our core business processes across the following areas:

1. **Proactive Scheduling & Headway Management:** How does your system move beyond reactive, fixed-timepoint monitoring to enable proactive, real-time headway management? How does it use AI, live traffic, and historical data to predict service gaps before buses bunch up, and suggest real-time fixes directly to driver screens?

2. **Automated Detour Mapping & Alerts:** Can a dispatcher simply draw a temporary detour on a map and have the system instantly push synchronized alerts to Google Maps, Apple Maps, rider apps, digital stop signs, and SMS/text systems simultaneously?

3. **Simulations, Blocking, & Automated Runcutting:** Can the software eliminate manual workflows by automatically creating vehicle blocks and optimized driver run cuts that fully comply with our complex union agreements and agency shift/break rules? Can UTA also use this tool to run "what-if" simulations to see how new routes or frequency changes impact blocking and operator scheduling?

4. **System Compatibility & Hardware:** Does this software integrate directly with our existing on-board bus hardware and CAD/AVL systems via open data standards, or does it require purchasing proprietary equipment?

5. **Process Speed & Case Studies:** How does your platform improve the speed and delivery of these planning and public engagement services? Please provide specific examples of how your technology has successfully optimized workflows or automated processes at similar transit agencies.

6. **Cybersecurity, Readiness, & Deployment Timelines:** What specific cybersecurity parameters, encryption standards, or compliance frameworks protect your platform? Additionally, outline your deployment timeline and clarify if these features are commercially available today or conceptual/early-stage technologies.

Questions regarding Preferred CAV Locations & Deployment Feasibility

1. How would your company apply its CAV and other innovative fleet transit solutions to UTA's identified Innovative Mobility Zones (IMZs)? These locations align with the planning criteria in UTA's Long Range Transit Plan[2] (Planned or Vision zones), prioritizing areas with clear anchors and high-potential commercial use cases (e.g., automated shuttles on separated rights-of-way or automated microtransit zones).

2. Please rank the following locations based on your deployment preference, and feel free to recommend alternative test locations anywhere within UTA's service area. (See **Appendix B** for detailed location profiles and maps, including an overview map that depicts the preferred locations within the UTA service area and IMZs.)

A. South Valley IMZ & Industrial Employment Centers (West Jordan & South Jordan)

B. Vineyard FrontRunner Station Area (Vineyard)

C. Farmington Station / Lagoon Shuttle (Farmington)

D. Bonus Location – High Valley Transit (HVT) Future Elevated Pedestrian Bridge (Park City)

Automation Feasibility & Reference Cases

1. Could any of these locations operate at 100% SAE Level 4 automation? If so, please specify which ones and outline the operational constraints or infrastructure requirements needed to achieve this.

2. Where are similar solutions already deployed or operating successfully?

PART III KEY RFI EVENTS AND PROCESSES

A. Questions

1. General Instructions

[2] https://www.rideuta.com/Current-Projects/Long-Range-Transit-Plan

a. It is the responsibility of each interested party to examine the entire RFI and to seek clarification in writing if they do not understand any information or instructions.

b. Interested parties should submit questions via the Bonfire Q&A page

c. Questions must be submitted as soon as possible, but no later than the date and time specified on the RFI cover page.

d. UTA assumes no liability for ensuring the accurate/complete/on time submission of questions.

2. Question & Answer Summary

Questions must be submitted via the Bonfire Q&A page before the end of the Question and Answer period listed on the cover page. UTA's answers to timely submitted questions will be posted on the Bonfire Q&A page. It is the responsibility of all interested parties visit this website to obtain a copy of the Question & Answer Summary.

B. Submitting the Response

1. Responses Due

Responses must be received no later than the date and time listed on the cover page.

2. Delivery Instructions

Responses must be uploaded to Bonfire by the "Bid ends" date and time listed on Bonfire.

To submit your Response, log onto Bonfire at: https://utah.bonfirehub.com/portal/?tab=openOpportunities ; If you have already registered, log in and search by Utah Transit Authority or the RFI number.

If you need to create an account, please select "Create Account," and then you can search UTA or the RFI number listed on the Cover Page. If you need assistance, please email the Utah Supplier Portal Support at https://vendorsupport.gobonfire.com/hc/en-us

3. Response Format

Responses to this RFI may be developed in a manner that suits the respondent. A list of key questions is included within the RFI, and all submissions, regardless of format, will be reviewed. Respondents are asked to be brief and respond to the questions that are applicable to them within the RFI. Respondents may number each response to correspond to the relevant question or instruction in the RFI to allow for comparison and clarity but are not required to do so.

RFI responses should adhere to the following requirements:

- Responses are limited to 10 pages, excluding appendices or supporting materials,
- Responses should be clear, concise, and generally organized according to the topics and questions outlined in this RFI as relevant.
- Responses must also include:

- One complete response, and
- One version suitable for public inspection, with no propriety or confidential information included.

PART IV REVIEW OF RESPONSES RECEIVED

General Information

1. UTA will review responses received for the purpose of gathering information and conducting market research only. UTA will not score, or rate responses received.

2. UTA reserves the right to communicate and/or schedule interviews/presentations with Respondents, if needed, to obtain clarification of information contained in the responses received and/or additional information to enhance marketing research efforts.

APPENDIX A
UTAH TRANSIT AUTHORITY
RESPONSE COVER PAGE
RFI#26-04053PP

Connected and Automated Vehicle (CAV) and Emerging Innovation Opportunities

To be completed and returned with submission

Lead Point of Contact - Name/Title:			
Organization Name (if applicable):			
Tel:		**Cell:**	
E-Mail:		**Website:**	
Street Address:		**City/State/Zip:**	

APPENDIX B
UTAH TRANSIT AUTHORITY
LOCATION DETAILS AND MAPS
RFI#26-04053PP

Connected and Automated Vehicle (CAV) and Emerging Innovation Opportunities

Location A – South Valley IMZ, Industrial Employment Centers, West Jordan & South Jordan

Implementing a CAV service within a roughly 2.1-square-mile geofenced area extending from the 5600 W Old Bingham TRAX Station to the industrial and warehouse district along Old Bingham Highway (W 10200 S). **Both automated microtransit and fixed-route automated shuttles are viable CAV modes in this location.** Notably, UTA owns the Bingham Industrial Lead, a 3-mile exclusive right-of-way along Old Bingham Highway that could be used as an exclusive fixed-guideway option for CAV service. The service would provide First Mile/Last Mile connectivity from the TRAX station to several industrial warehouse employment centers (Amazon, Boeing, eBay, PepsiCo). Approximately 2,000 employees work within this geofenced area according to United States Census Bureau employment data. UTA generally assumes 2-5% of work commute trips occur via public transportation when reliable options exist. This corresponds to an estimated weekday ridership of **40 to 100** riders per day. This area is a part of the planned South Valley IMZ, included in both UTA's Long Range Transit Plan and UTA's 5 Year Service Plan. A Station Area Plan for 5600 Old Bingham TRAX station has been prepared which will increasingly activate the area around the TRAX station. There is surface parking at the 5600 W Old Bingham Station Park and Ride as well as private surface parking lots at the warehouse employment centers.

Location B – Vineyard FrontRunner Station Area, Vineyard

Launching a Connected and Automated Vehicle (CAV) shuttle or on-demand service in Vineyard would create a seamless first and last-mile connection between the Vineyard FrontRunner Station, the emerging Utah City/Vineyard community, and key destinations such as the new Huntsman Cancer Institute (HCI) facility planned for opening in fall 2028. **CAV deployment may be either a fixed-route automated shuttle or an automated microtransit (robotaxi) service.** The service would provide residents, commuters, patients, and visitors with a convenient, reliable, and accessible mobility option linking rail, healthcare, and community destinations. This location presents an opportunity to pilot automated transit in a rapidly growing area while supporting sustainable, transit-oriented development. Vineyard City is potentially eligible for UDOT Transportation Innovation Grant funding, strengthening the case for implementation. Initial ridership is expected to be between **30 to 50** riders per day, driven primarily by HCI employees, patients, and visitors. Current surface parking is somewhat limited at the Vineyard FrontRunner station Park and Ride, which is frequently at capacity at peak hours, but as destinations such as the HCI facility are developed, charging infrastructure and secure CAV vehicle storage could be implemented in cooperation with those destinations.

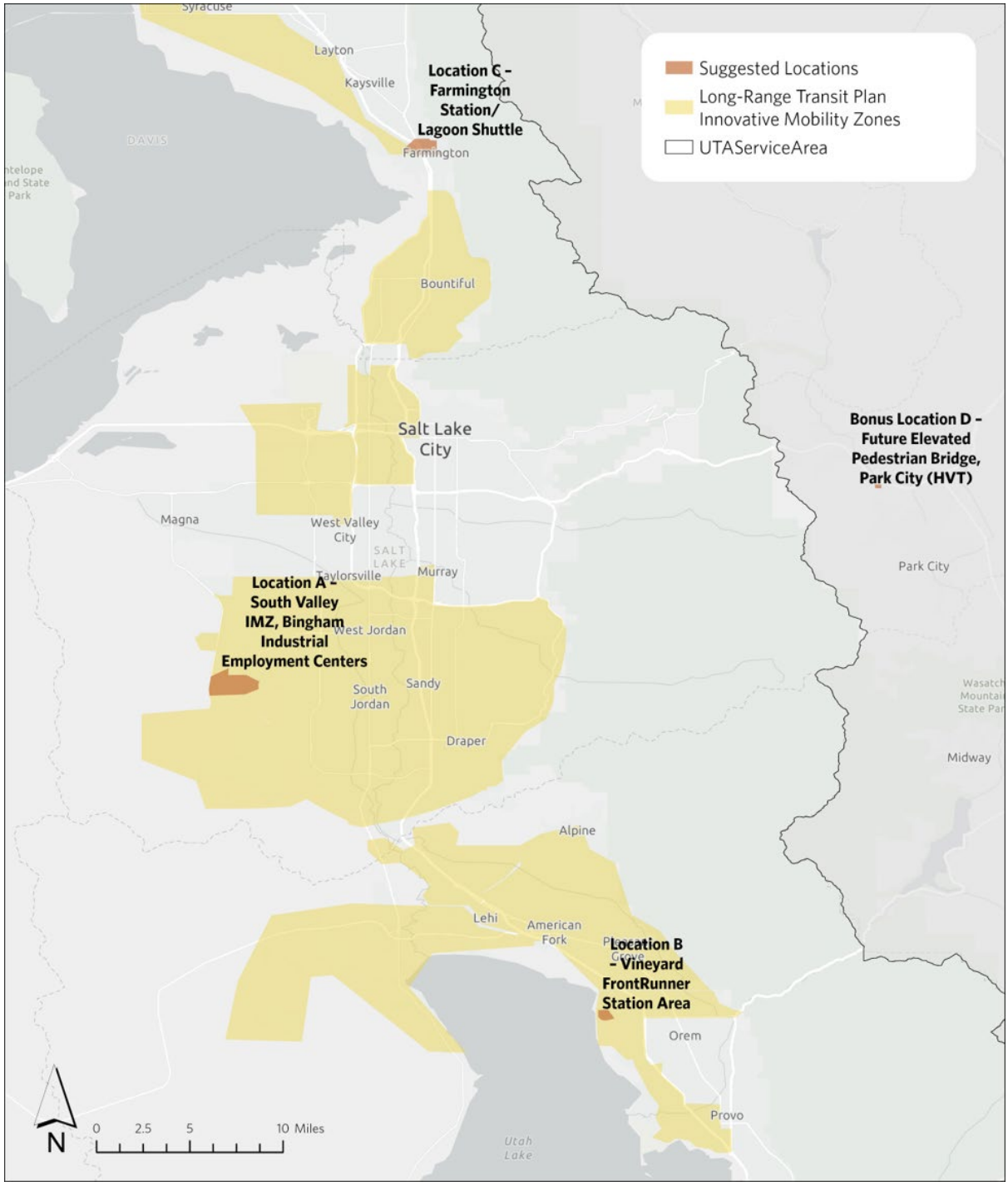
Location C – Farmington Station / Lagoon Shuttle, Farmington

The existing UTA Lagoon–Farmington Station shuttle (Route 667) could serve as an excellent pilot for emerging CAV technologies. This short, roughly 2-mile shuttle corridor—connecting Farmington FrontRunner Station to Lagoon Amusement Park and nearby commercial areas—offers a clear and consistent travel purpose centered on recreation and local access. Its defined route, moderate traffic environment, and strong seasonal ridership make it well-suited for testing a CAV deployment in a real-world, mixed-use setting. **This location is suitable for automated fixed-route shuttle modes.** The existing Lagoon/Station Park Shuttle transports an average of **500 riders** per day during the summer months (May, June, July, August) and **100 to 200 riders** per day during the remaining months of the year. The Farmington FrontRunner Station is

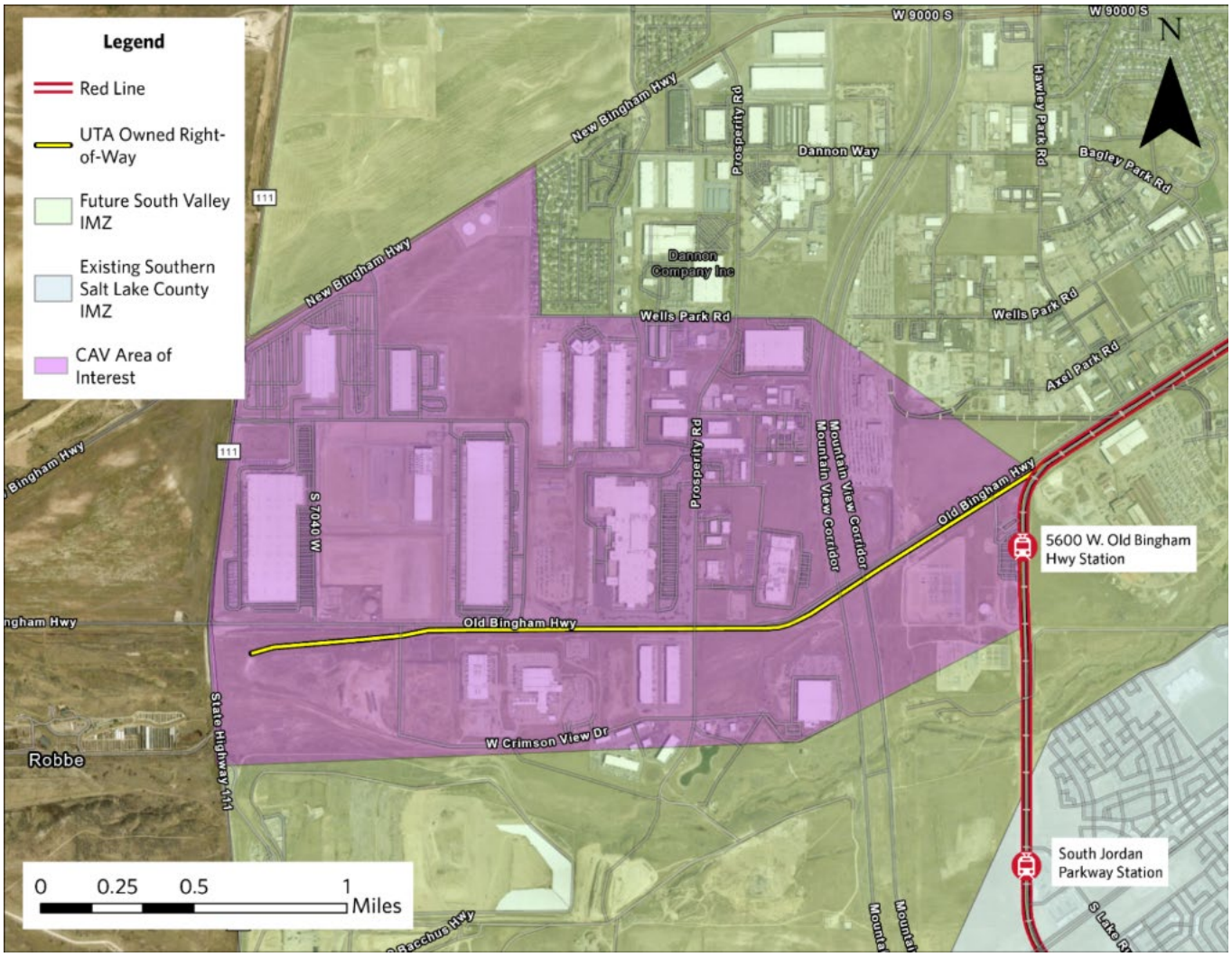
adjacent to a large surface parking lot that serves the station and Station Park retail.

Bonus Location D (HVT) – Future Elevated Pedestrian Bridge, Park City[5]

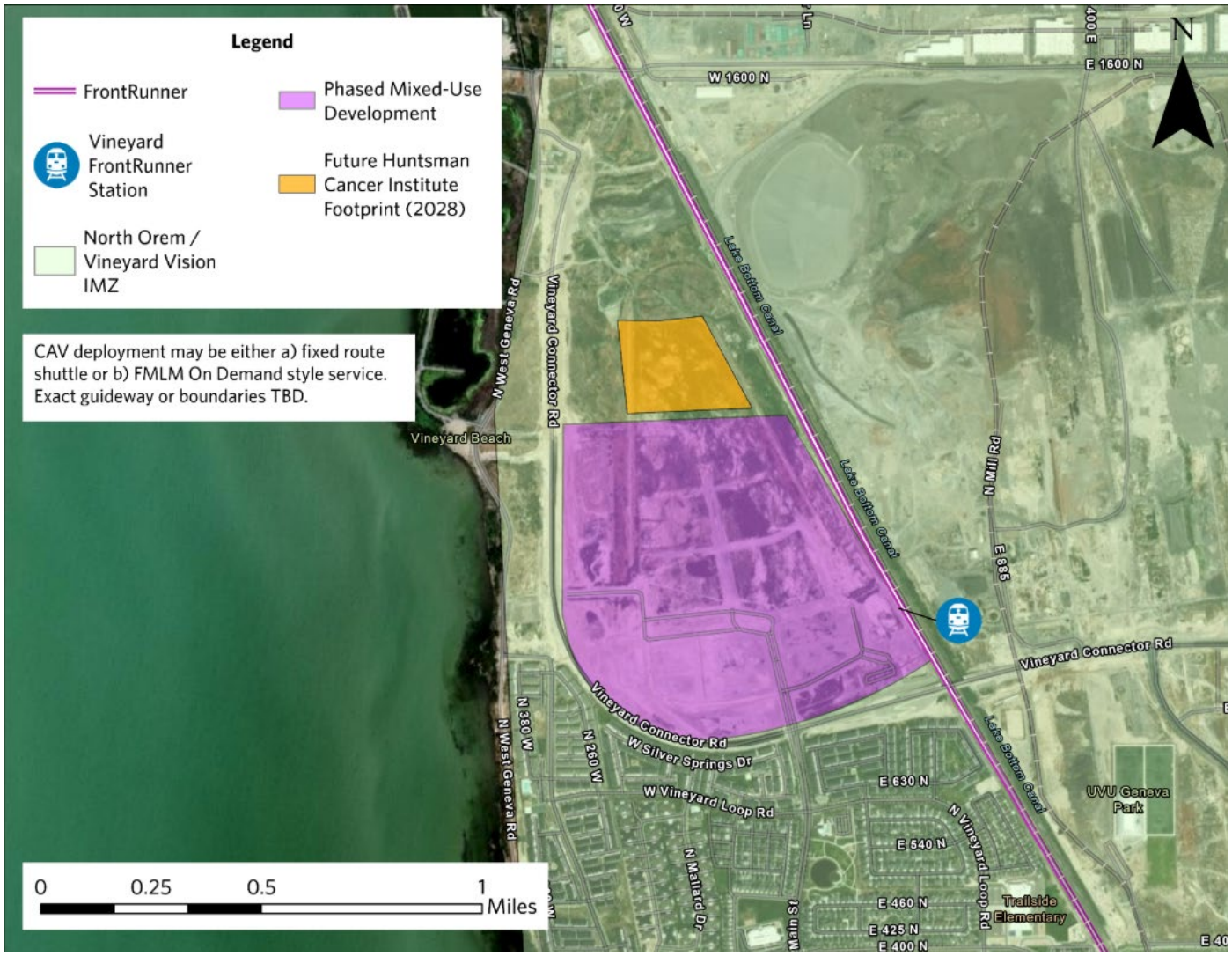
In partnership with High Valley Transit (HVT) in Summit County, explore the potential of supplementing the planned pedestrian bridge across and above Highway 224 with a **fixed-guideway automated shuttle system.** The purpose of CAV at this location is to maximize the accessibility and use of a proposed approximately one-mile bridge, safely running alongside pedestrians and cyclists. This bridge will connect the future HVT Kimball Junction transit center with the Newpark mixed-use development, near the intersection of SR224 and Ute Blvd. Approximately **300 riders** per day are expected to utilize the CAV service.



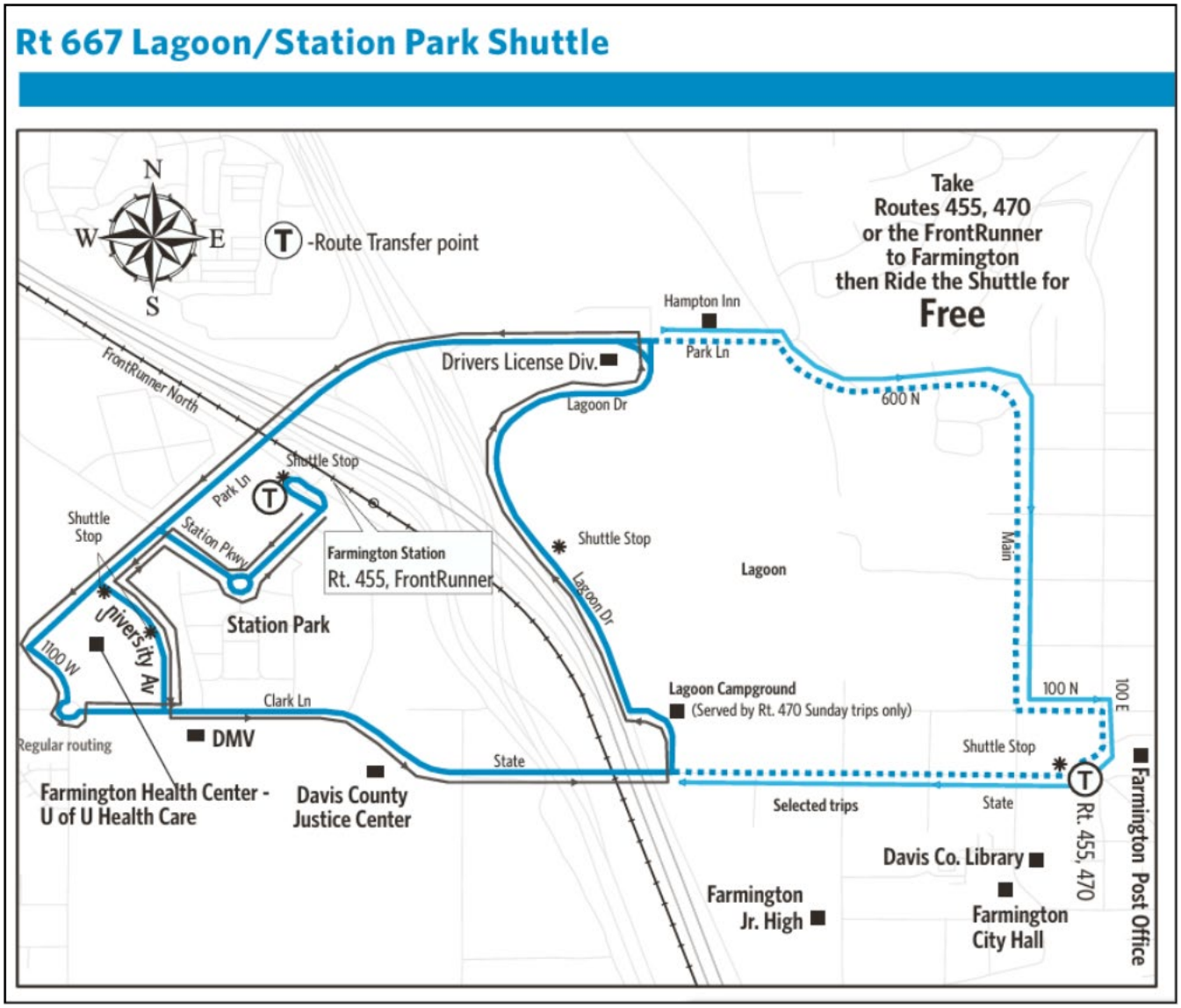
UTA Service Area and Suggested CAV Deployment Locations



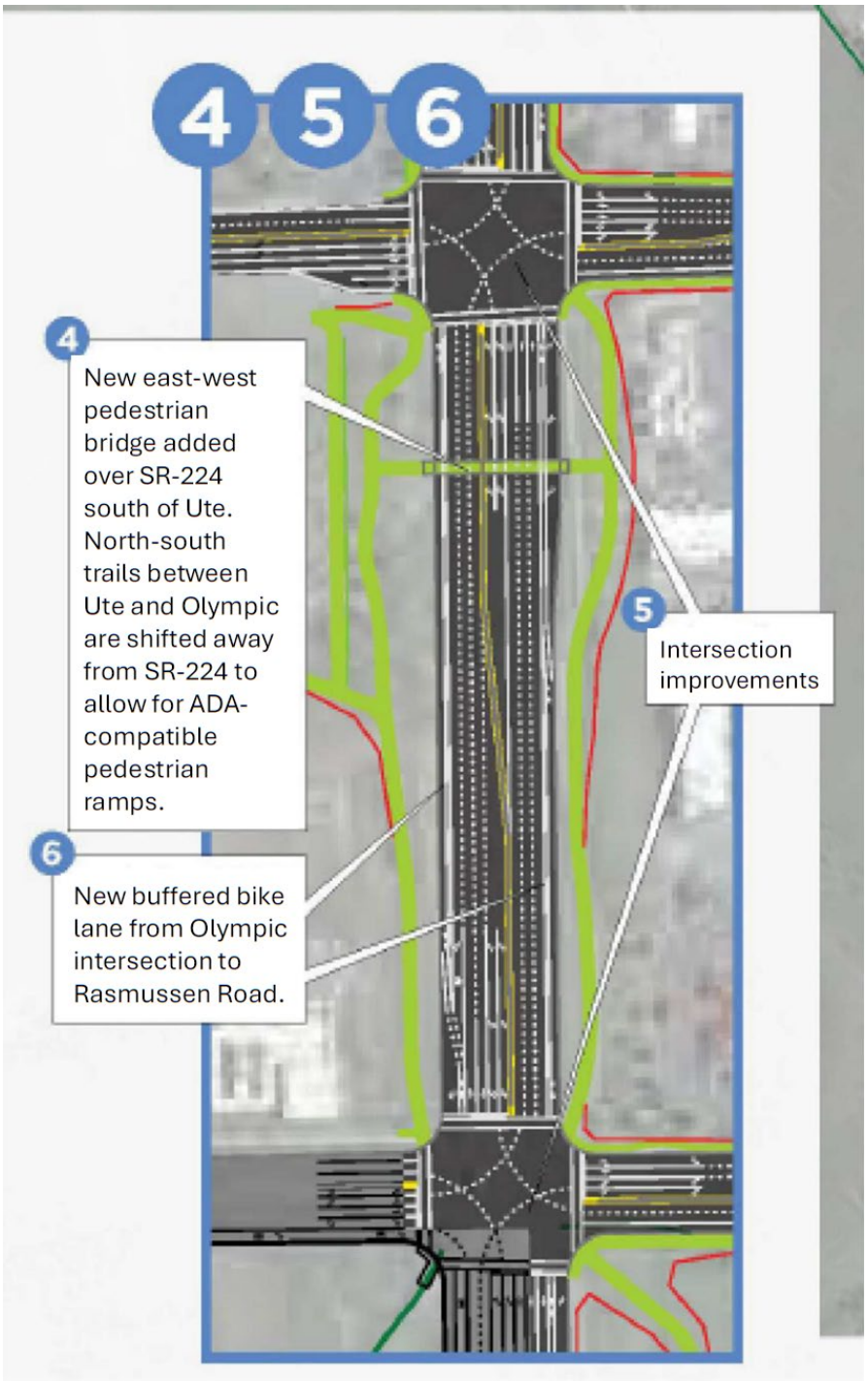
Location A: South Valley IMZ, Bingham Industrial Employment Centers



Location B: Vineyard FrontRunner Station Area



Location C: Farmington Station / Lagoon Shuttle



Bonus Location D: Future Elevated Pedestrian Bridge