



# CONNECTED AND AUTOMATED VEHICLES: REGIONAL PRINCIPLES

Andrew Meese  
TPB Program Director, Systems Performance Planning

Transportation Planning Board  
January 19, 2022 – Agenda Item #8

Connected Intersection ([USDOT/Getty Images](#))



# Summary of Principles Review

---

- Draft Connected and Automated Vehicle (CAV) Regional Principles were reviewed and discussed by the TPB at the November 17 meeting
  - No issues necessitating edits were raised at the November meeting nor since
- Several subcommittees also reviewed the draft principles during September through November, with no unresolved comments
  - Including the TPB Technical Committee, Access for All Advisory Committee, Community Advisory Committee, Regional Public Transportation Subcommittee, and Systems Performance, Operations, and Technology Subcommittee
- The principles are now returning to the TPB for approval today



# CAVs in Visualize 2045

---

- Visualize 2045, the region's long-range transportation plan approved in 2018, had only limited information regarding CAVs
  - Many uncertainties surround CAVs, including the global pace of technological development and market forces
  - Following 2018, staff took action to strengthen our understanding of CAVs, through a series of regional webinars, and a consultant-developed research paper on CAV planning considerations
    - Development of draft CAV regional principles followed the findings and recommendations of the research paper
    - Principles can be incorporated into the upcoming update of Visualize 2045



# Principles Approach and Structure

---

Staff's approach to drafting the principles was based on:

- Similarity to previous documents (e.g. 2016 Freight Plan)
- Brevity; positive phrasing
- Focus areas within TPB's purview
- Avoidance of promotion/endorsement or prohibition language
- Emphasis on evergreen principles
- Emphasis on policies and outcomes, not strategies or tactics
- Reflection of input received from committees/stakeholders

## **Preamble to all principles:**

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should ...* followed by each principle statement (18 such statements)

# Summary List of Principles

1. Ensure safety of everyone
2. Ensure equitable benefits
3. Increase mobility options for all
4. Increase opportunities for accessible transportation
5. Enhance bicycling and walking
6. Support priority of transit
7. Enhance transit including microtransit access to HCT stations
8. Bolster regional environmental and land use objectives
9. Prioritize reduction of VMT
10. Ensure freight/goods movements that minimize disruptions
11. Ensure security, cybersecurity, privacy
12. Interoperate safely at varying vehicle capability levels
13. Address legal liability issues
14. Bolster incident response
15. Interjurisdictional interoperability
16. Provide revenues no less than costs imposed
17. Make data freely available to TPB member agencies
18. Keep abreast of evolving technology to enhance support of TPB goals



# Outlook

---

- TPB's Systems Performance, Operations, and Technology Subcommittee will continue to address regional planning regarding CAVs, with potential specialized subcommittee discussions and future webinars
- Presuming TPB approval, the principles will be incorporated into Visualize 2045 during the ongoing update
- **Staff recommends adoption of TPB Resolution R8-2022 approving the CAV regional principles**



## Andrew J. Meese, AICP

TPB Program Director, Systems Performance Planning

(202) 962-3789

[ameese@mwkog.org](mailto:ameese@mwkog.org)

[mwkog.org/tpb](http://mwkog.org/tpb)

---

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
Transportation Planning Board

# Additional Slides: The Full List of 18 CAV Principles





# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **1. ensure the safety of everyone on or near transportation facilities, in all situations.**

### **Notes:**

- CAV safety benefits are often cited – but there are also risks
- Worded to include not just vehicle drivers and occupants
- CAV technology must be able to recognize and ensure safety of all pedestrians, regardless of skin color or mobility/ability levels
- Risks must not be borne disproportionately by any community or group



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

- 2. ensure CAVs' benefits are available equitably to all people in the region and avoid disproportionate negative impacts to any group or community.**

## Notes:

- Market forces may cause CAVs and benefits to be deployed inequitably
- Special efforts to provide CAV benefits to underserved communities
- Reasonable access/cost for all in region



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **3. increase mobility options for all.**

### **Notes:**

- Interconnected multimodal transportation system that provides convenient access with reduced automobile reliance
- Comprehensive range of choices for regional travelers
- Accurate and user-friendly real-time transportation system info available to all regardless of traveler's mode or language
- Deployment as CASE vehicles (Connected, Automated/Accessible, Shared, Electric/Decarbonized) would be critical to enhancing these goals



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **4. increase opportunities for and quality of accessible transportation, including for persons with disabilities.**

### **Notes:**

- Fair access/mobility for persons with accessibility needs
- Comprehensive range of choices



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **5. maintain and enhance opportunities for and the quality of bicycling and walking in the region.**

### **Notes:**

- Opportunities for reduced motor vehicle reliance, but also risks of mixed operations, or exclusion from dedicated CAV facilities
- Deployment of CAVs in the region should be done only in ways that maintain or increase availability of bicycle and pedestrian infrastructure, and safety of bicyclists and pedestrians



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **6. support the priority of transit on the region's roadways.**

### **Notes:**

- Regional plans and programs have long emphasized multi-occupant vehicle travel over single-occupant vehicle travel
- Supporting transit is a core TPB goal, and should remain a priority
- Risks include facilitating low density living that may reduce transit ridership, and a negative spiral of transit revenues and service level reductions



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

- 7. enhance the provision of transit, including providing opportunities for microtransit access to the region's high-capacity transit (HCT) stations.**

## Notes:

- Opportunities include operational benefits of technology, especially connectivity (e.g. Transit Signal Priority); last-mile shuttles; repurposing parking space for transit uses



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

- 8. bolster regional environmental and land use objectives, including prioritizing shared vehicles and advancing decarbonization of the transportation system.**

## Notes:

- Deployment as CASE vehicles (Connected, Automated/Accessible, Shared, Electric/Decarbonized) would be critical to enhancing these goals





# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **9. prioritize reduction of vehicle miles of travel and minimize zero occupant vehicle miles of travel.**

### **Notes:**

- Opportunities include that shared vehicles (if “CASE”) may reduce auto ownership, facilitating non-auto modes; bolster Mobility As a Service
- Risks include increased travel due to willingness to travel further or “zombie” zero-occupant-vehicle (ZOV) VMT



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **10. ensure freight and goods movements that help minimize disruptions and facilitate livability of the region's communities.**

### **Notes:**

- Opportunities include economic benefits of freight efficiency; addressing driver shortages; efficiencies in freight delivery parking
- Risks include jobs disruptions; net increases in congestion/ VMT/ emissions; last-mile freight delivery vehicles using/crowding urban infrastructure



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **11. ensure security (including cybersecurity) and privacy and prevent risks to people and infrastructure**

### **Notes:**

- Opportunities include increased operational information which, in turn, may increase security
- Risks include cybersecurity (e.g., breaches of privacy infrastructure and vehicle vulnerabilities to attack); vulnerabilities of electric and communications infrastructure and batteries (e.g. electromagnetic pulse, battery fire hazards, electrocution hazards for first responders)
- Security will be an ongoing (operational) challenge – security work will never be “finished”



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **12. interoperate safely with non-automated vehicles, vehicles with differing levels of automation, and all other transportation system users.**

### **Notes:**

- Scenarios for deployment vary, but some anticipate mixes of automated vehicles (automated at differing levels of capability and human driver involvement) and non-automated vehicles
- Choices of how CAVs are operated should be responsible, recognizing the limits of what vehicles' automation systems are capable of



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

**13. be accompanied by addressal of legal liability issues relating to crashes, failures, and safety, including ensuring that CAVs at varying levels of capability are operated within those vehicles' technological capabilities and limitations.**

## Notes:

- Though legal liability is a state/national issue, this will still be critical for our region
- This will be an evolving issue as technologies advance and market forces come into play



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **14. bolster effectiveness of emergency and incident response, systems management by traffic operations centers, and information sharing among agencies and the public.**

### **Notes:**

- CAV data could help transportation operations and emergency/incident response
- Risk of new operations uncertainties
- Risks regarding CAV behavior in unusual, unexpected, or incident situations (e.g. temporary lane closures, direction from traffic control officers)



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

**15. bolster interjurisdictional coordination and technical interoperability among TPB member agencies, in conjunction with relevant national efforts and standards.**

**Notes:**

- Regionally collaborate on infrastructure and operations considering CAVs



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

**16. provide public revenues that are no less than the costs they impose on infrastructure, transportation systems management, and communities.**

## Notes:

- Opportunities include potential willingness to invest in infrastructure improvements to realize CAV benefits
- Risks include new infrastructure demands/costs outstripping ability to serve those demands
- CAV deployment must be done in ways to generate sufficient revenue to cover both infrastructure and equity impacts costs





# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

**17. make data freely available to TPB member agencies to enhance planning, operations, and emergency preparedness and response.**

**Notes:**

- CAVs may provide new/more data for transportation operations, but transportation operations centers will need investments to take full advantage



# Regional CAV Principles

---

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

**18. be accompanied by robust efforts by TPB and member agencies to keep abreast of evolving technology to enhance support of TPB's goals.**

## Notes:

- CAV deployment will continue to evolve, staffs must keep up on the latest information
- Will remain an important emerging consideration for regional travel forecasting

