

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION TO ADOPT CONNECTED AND AUTOMATED VEHICLE  
PRINCIPLES FOR THE NATIONAL CAPITAL REGION**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) assigns TPB the responsibility to cooperatively develop the long-range metropolitan transportation plan (LRTP) and transportation improvement program (TIP) as specified in 23 CFR 450 and 49 CFR Part 613; and

**WHEREAS**, on March 18, 2020, the TPB approved the LRTP called the 2020 Amendment to the Visualize 2045 Long-Range Transportation Plan for the National Capital Region, and an ongoing quadrennial update of Visualize 2045 is anticipated to be completed in 2022; and

**WHEREAS**, federal metropolitan planning requirements include the need for the region's long-range transportation planning to consider a wide range of factors and issues, including emerging and advancing technologies; and

**WHEREAS**, TPB staff and subcommittees recently have gathered more information than was available previously regarding the potential impacts of future Connected and Automated Vehicles (CAVs), to advise the ongoing update of Visualize 2045, including the commissioning of a research paper from a subject matter expert firm, as well as conducting a series of CAV-focused webinars among the region's technical staff members; and

**WHEREAS**, the research paper examined areas where TPB goals, policies, and activities may substantially interact with potential CAV deployment impacts; examined roles and responsibilities in both the public sector (federal, state, regional/MPO, and local levels) and the private sector; and considered regional policy development and collaboration, including the concept of developing regional CAV principles; and

**WHEREAS**, following initial development by TPB staff, draft principles were reviewed and discussed during summer and fall 2021 by several TPB advisory committees and subcommittees, including the Access for All Advisory Committee, the Community Advisory Committee, the Regional Public Transportation Subcommittee, the Systems Performance, Operations, and Technology Subcommittee, and the TPB Technical Committee, helping to refine the draft principles toward the set of 18 presented to the TPB at the November 17, 2021 meeting; and

**WHEREAS**, the TPB reviewed and discussed the draft principles at the November 17, 2021 meeting, followed by an approximately two-month comment period during which no comments were received that necessitated changes to the draft as presented on November 17; and

**WHEREAS**, the CAV regional principles reflect TPB policy priorities as stated in documents and actions such as Visualize 2045, TPB Resolution R1-2021 which established equity as a fundamental value, TPB Resolution R3-2021 which established a Regional Roadway Safety Policy and associated roadway safety and equity policy statements, as well as addressing TPB priorities including mobility, accessibility, bicycling and walking, transit, and environmental and land use objectives; and

**WHEREAS**, upon approval, these principles will be able to be incorporated into the next update of Visualize 2045 in 2022; and

**WHEREAS**, TPB staff and subcommittees will continue to consider and address the topic of emerging technologies including CAVs in their ongoing work with guidance from the principles.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board adopts the following set of Connected and Automated Vehicle Principles for the National Capital Region, as described below.

Adopted by the Transportation Planning Board at its regular meeting on January 19, 2022

## **National Capital Region Transportation Planning Board Principles for Connected and Automated Vehicles**

*The deployment, use, or operation of Connected and Automated Vehicles (CAVs) in the National Capital Region should:*

1. ensure the safety of everyone on or near transportation facilities, in all situations.
2. ensure CAVs' benefits are available equitably to all people in the region, and avoid disproportionate negative impacts to any group or community.
3. increase mobility options for all.
4. increase opportunities for and quality of accessible transportation, including for persons with disabilities.
5. maintain and enhance opportunities for and the quality of bicycling and walking in the region.
6. retain the operational priority for ridesharing and transit vehicles on the region's roadways.
7. enhance the provision of transit, including providing opportunities for microtransit access to the region's high-capacity transit (HCT) stations.
8. bolster regional environmental and land use objectives, including prioritizing shared vehicles and advancing decarbonization of the transportation system.
9. prioritize reduction of vehicle miles of travel and minimize zero occupant vehicle miles of travel.
10. ensure freight and goods movements that help minimize disruptions and facilitate livability of the region's communities.
11. ensure security (including cybersecurity) and privacy, and prevent risks to people and infrastructure.
12. interoperate safely with non-automated vehicles, vehicles with differing levels of automation, and all other transportation system users.
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, and stipulating safe and responsible actions and choices by vehicle manufacturers, owners, operators, and users.
14. bolster effectiveness of emergency and incident response, systems management by traffic operations centers, and information sharing among agencies and the public.
15. bolster interjurisdictional coordination and technical interoperability among TPB member agencies, in conjunction with relevant national efforts and standards.
16. provide public revenues that are no less than the costs they impose on infrastructure, transportation systems management and operations, and communities.
17. make data freely available to TPB member agencies to enhance planning, operations, and emergency preparedness and response.
18. be accompanied by robust efforts by TPB and member agencies to keep abreast of evolving technology to enhance support of TPB's goals.