# 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.