

Chapter 6. ROP Coordination and Maintenance

The previous round of ROPs in the Central Region produced great results for TSMO and ITS advancement, in particular leading to the opening of the Central Region RTMC in Clearfield. Ten years passed since those last plans were completed though and some of the momentum was lost. With the publishing of this new regionwide ROP, it is intended for it to be updated and maintained on a more consistent basis going forward.

The Steering Committee and Stakeholder Groups discussed this matter and decided that the complete ROP process should be undertaken once every four years, with an interim update two years after each full ROP is completed. Therefore, the ROP would be refreshed every other year, aligning with the TIP update schedule. The ROP schedule should however align so that it is published in the years prior to TIP updates, so that the ROP can be incorporated into the development of the TIP.

Aligning the ROP with the region's LRTPs was also discussed. Unfortunately, with eight different planning partners involved, there is no way to align the ROP with them, since their LRTP update schedules differ (as seen in **Table 5**).

Also, in order to maximize the success of the ROP, further funding sources for TSMO projects should be pursued. Ideally, a dedicated line item for TSMO funding would be added to the LRTP and TIP processes.

TSMO should also be included within the project scoping checklist. This way, ROP projects can be incorporated into larger construction projects occurring in the areas recommended within this plan. To help ensure continuity of the recommendations included in this report, it is hoped that each of the region's planning partners will formally adopt this ROP and the recommendations included herein. Finally, the ITS projects recommended in this document should be considered for PennDOT's statewide Device Deployment Plan as it is compiled each year.

Connected and autonomous vehicles were generally not accounted for within this report. Despite its ongoing presence in the news and the very real advancements occurring, too much remains unknown with the future of these technologies. As this plan is revisited for future updates, the issue of regional planning for connected and autonomous vehicles should be examined again. Any guidance provided by PennDOT Central Office and other stakeholders should also be incorporated into the document.