



TECHNICAL ADVISORY COMMITTEE

October 7, 2026

9:30 AM

In Person (801 Pennsylvania Ave) and Virtual (Teams) meeting

AGENDA

1. Welcome and Introductions
2. **VOTE:** Approval of September 2, 2026 meeting minutes
3. Improve I-70 Kansas City project update
4. **VOTE:** Approve Functional Classification – Request for Changes
5. Functional Classification Official Procedures Update Review
6. Public Participation Plan – Upcoming release for review and comment
7. Housing and Transportation Coordination Plan: Existing Conditions Review
8. Smart Moves – Upcoming Engagement
9. Other Business
10. Adjournment

SPECIAL ACCOMMODATIONS

Please notify MARC at 816-474-4240 at least 48 hours in advance if you require special accommodation to attend this meeting (for example, qualified interpreter, large print materials, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our [Title VI information page](#).



Meeting Summary: TECHNICAL ADVISORY COMMITTEE

September 2, 2026

9:30 AM

In Person (801 Pennsylvania Ave) and Virtual (Teams) meeting

AGENDA

1. Welcome and Introductions
2. **Vote:** Approval of August 5, 2026 meeting minutes
 - **Motion:** Lisa Womack, Johnson County Transit
 - **2nd:** Vicki Turnbow, Raymore Chamber of Commerce
3. **Vote:** 2026 Suballocated Call for Projects – Updated Project Assessments

MARC Transportation Director Martin Rivarola began with previous work completed for the Suballocated Call for projects. He detailed how in June the committee took action allowing applicants to revise the submissions. He reported on those changes and recommended a set of changes to the applications. Martin then reviewed how these changes fit into the two-step process of the suballocated funding call. He then covered the number of projects high aligned (30), aligned (56), and not aligned (15) with the goals and objectives of the Metropolitan Transportation Plan. Martin generalized the types of changes made to the applications during the project assessment phase. He noted that 16 project requested updated assessments, that 10 of them were already deemed highly aligned or aligned. He showed a table of the project assessment changes and noted that the feedback from staff and committees gets shared with programming committees to make funding determinations. Martin finished he presentation by detailing the remainder of the project funding process. There were no questions from committee members and a vote was called for.

- **Motion:** Doug Wesselschmidt, City of Grandview, MO
- **2nd:** Susan Berry, City of Lee's Summit

4. E-Mobility Model Policy

Patrick Trouba, MARC Staff shared the next step in the partnership between Mid-America Regional Council and Johnson County Department of Health and Environment on e-mobility safety. Following the white paper published earlier in 2026, the group has produced a model policy for e-mobility devices. Patrick then reviewed the work and outreach completed to date on the subject. He covered the operating philosophy behind a model policy for the region and how the document can best serve the jurisdictions within the MARC region. He emphasized that there are two policies – one for Kansas and one for Missouri – which feature language similar to the existing model traffic ordinances of those states.

Patrick then went into the specifics in the model policies including: definitions of the various devices, where each may operate and how fast they may travel. Patrick covered helmet regulations, as well as yield and due consideration policies. He finished with a discussion on how cities can interact with retailers selling e-mobility devices and the various rights and responsibilities associated with commerce and roadway safety – which is outside the scope of the policy but a major factor in the realm of e-mobility policy.

A question was asked about promotion of the policy at the city level. Patrick responded that he has been presenting on the policy to various groups and jurisdictions and that Johnson County DHE had also been promoting the work.

5. Review of System Performance Report and Target Setting for Performance Measures- Electric Vehicle Registrations and Charging Infrastructure

Bobby Evans, MARC staff, presented on the target setting methodology for Electric Vehicle Registrations and Charging Infrastructure. He began with a brief overview of the MARC performance based planning program and how this measure fits into the overall scope of the work. Bobby then covered the data sets used to evaluate the number of registered vehicles and the development of charging infrastructure. He then discussed previous MARC work on the subject, the EV Readiness Plan, as well as a trade publication on the matter that was used to help determine the charging infrastructure target.

Bobby discussed the types of electric vehicle charging infrastructure and proposed that only DC Fast Charging Stations be counted for the measure. He explained how the trade publication from SBD Global Automotive suggests a ratio of registered electric vehicles to charging stations as a useful target. Bobby then compared the number of existing registered electric vehicles to the number of DC Fast charging points. He then compared those figures to the proposed number of electric vehicles in the EV Readiness Plan and the ratio proposed by the SBD Global Automotive report.

Questions from the Kelly Gilbert included: how many gas stations are located in the MARC region and gas pumps per vehicle. Kelly expressed skepticism about the ratio based on not factoring type 2 chargers into the equation. She also questioned the usefulness of the proposed methodology for rural and suburban communities that needs to be taken into consideration.

6. Travel Patterns After Action Assessment Update

Bobby Evans, MARC Staff presented on some preliminary data from the Travel Patterns After Action Assessment of the transportation network in the MARC region during the FIFA World Cup tournament period. He started with project specifics including procurement and project completion timelines. Bobby then explained the data analysis framework of establishing baseline data and comparing it to the tournament period while also factoring in contextual information that can help explain any significant differences outside of the direct impact of the tournament.

He started with speed on major roadways showing that the roadway network suffered minimal congestion outside of an eight hour window around each game located at either fan fest or Arrowhead Stadium. Next, Bobby covered Transportation Network Company pricing during the tournament showing an increase in prices, in general, during the

tournament period. He then covered the increase in bike share activity and the decrease in scooter share activity. Next, Bobby covered the increase in ridership of the streetcar during the tournament and touched on the drop in fixed route transit ridership during that same time. Bobby noted that the fixed route transit information needed further analysis to draw any more conclusions, but that information was forthcoming.

Lastly, Bobby covered the results of the survey distributed as part of the study. Results showing broad approval of the performance of the transportation network and approval for a more robust regional transit system.

A question regarding the lack of congestion arose regarding the phenomenon of trip avoidance. Bobby mentioned that further analysis of the survey would be needed to determine if that were a factor. A comment noting that KDOT and MoDOT probably did not need to delay or pause any construction projects during the tournament period and that this conclusion should be taken forward to any other large scale events hosted in Kansas City.

A question about air quality came up. Bobby noted that data on air quality was forthcoming.

A question about the TNC pricing evaluation came up. Kallie McLaughlin detailed her experience driving for Uber and her expertise on their pricing model. She wanted to hear more nuance about the methodology for the TNC pricing evaluation and thinks it would be really difficult to pinpoint a statistic on Uber or Lyft pricing increases because of the World Cup.

7. Other Business

Martin Rivarola covered the floorplan of the new MARC office building.

8. Adjournment

SPECIAL ACCOMMODATIONS

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TAC AGENDA REPORT

October 2026
Item No. 3

REPORT: IMPROVE I-70 KANSAS CITY PROJECT UPDATE

BACKGROUND

The Missouri Department of Transportation (MoDOT) is currently reconstructing, widening and realigning I-70 from Paseo Boulevard to 31st St/US-40 in Kansas City, Missouri through the Improve I-70 Kansas City design build project. Due to extensive bridge work needed in both directions, and the excessive travel delays and extended construction schedule that would be required if that work were to be conducted under traffic, MoDOT is planning to close this segment of I-70 for 11 months beginning in January, 2027.

MoDOT staff will report on the project and on efforts to mitigate travel disruptions that will occur with this extended closure. MARC's Operation Green Light and Way To Go program staff have met with the MoDOT team and will aim to support traffic signal operations and regional traveler information during the closure.

More information about the project is available at:
<https://www.modot.org/projects/improvei70kc>

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT

- Ron Achelpohl, Director of Transportation & Environment

TAC AGENDA REPORT

October 2026
Item No. 4

REPORT: 2026 FUNCTIONAL CLASSIFICATION CHANGE REQUESTS

BACKGROUND

Functional classification is the process by which streets and highways are organized according to how they move vehicles across our transportation network. This designation is based on factors such as roadway volume and speed limit, among other criteria established by the Federal Highway Administration. Functional classification is used in transportation planning, roadway design, and is one factor in determining if a roadway project is eligible to receive federal funds.

As the Metropolitan Planning Organization for the Kansas City Region, MARC is responsible for developing and maintaining the Functional Classification system of roadways within its planning boundaries through coordination with local cities, counties, and departments of transportation. MARC conducted one Call for Changes to the Functional Classification System. To ensure requests meet FHWA guidelines, coordination with neighboring jurisdictions and DOTs is required.

For the 2026 call, MARC reviewed and drafted recommendations for 46 new requests for functional classification changes from eight (8) jurisdictions/agencies. Draft recommendations were reviewed by the applicable DOT's and additional coordination with requesting jurisdiction occurred as needed. The requests were organized into the following five (5) recommendation categories.

- Approve: 40 requests
- Approve with Modification: 2 requests
- Approve, contingent upon consensus: 1 request
- Withdraw: 1 request
- Withdraw, unless documentation provided: 2 requests
 - Requests that are withdrawn are eligible to be resubmitted during a future call.

MARC coordinated with the corresponding Department of Transportation to review and develop a draft list of request change recommendations. See attachment Item No. 4-1, for the complete list of request changes and draft recommendations.

POLICY CONSIDERATIONS

In some cases, functional classification determines the eligibility of roadways to receive federal funds, most notably the STP funds that MARC's programming committees award every two years.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

Review draft recommendations to change the functional classification system.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

Recommend draft recommendations, as discussed, for approval.

STAFF CONTACT

- Alicia Hunter, Transportation Planner

Agency	State	RoadwayName	RoadwayFrom	RoadwayTo	RoadwayType	CurrentClassification	ProposedClassification	Recommendation
Grandview	MO	Highgrove Rd	West Frontage Rd	15th St	Existing	Local Street	Major Collector	Approve
Grandview	MO	S US Highway 71	West Frontage Rd	East Frontage Rd	Existing	NA	Interstate	Approve
Grandview	MO	I-49 Northbound Off Ramp	I-49	East Frontage Rd	Existing	NA	Interstate	Approve
Grandview	MO	Goode Ave	West Frontage Rd	15th St	Existing	Local Street	Major Collector	Approve
Grandview	MO	I-49 Southbound Off Ramp	I-49	West Frontage Rd	Existing	NA	Interstate	Approve
Grandview	MO	15th Street	Goode Ave	Highgrove Rd	Existing	Local Street	Major Collector	Approve
Grandview	MO	On ramp	West Frontage Rd	I-49	Existing	NA	Remove Road	Approve
Grandview	MO	On ramp	East Frontage Rd	I-49	Existing	Interstate	Remove Road	Approve
Grandview	MO	On ramp	West Frontage Rd	I-49	Existing	Interstate	Remove Road	Approve
Harrisonville	MO	E. Pearl Street/Bird Street Extension	E. Pearl Street & N. Price Ave. (dead-end)	Bird Street & MO State Hwy 7	Existing	Local Street	Minor Collector	Withdraw
Kearney	MO	162nd Street	Nation Road	Missouri Highway 33	Existing	Minor Collector	Major Collector	Approve, with modification
Kearney	MO	Sam Barr	Missouri State Highway 92	19th Street	Planned	NA	Major Collector	Withdraw, unless documentation provided
MoDOT	MO	NW River Rd	US Hwy 69 (River Rd)	Hwy FF	Existing	Major Collector	Minor Collector	Approve
MoDOT	MO	MO 33 Hwy	170th St	162nd St	Existing	Principal Arterial	Major Collector	Approve
Raymore	MO	163rd Street	Madison Street	Churchill Circle	Existing	NA	Minor Arterial	Approve
Raymore	MO	163rd Street	Foxridge Drive	Kentucky Road	Planned	NA	Minor Arterial	Withdraw, unless documentation provided
City of Olathe	KS	114th Street	Noble Drive	Iowa Street	Existing	NA	Minor Collector	Approve
City of Olathe	KS	Iowa Street	114th Street	Santa Fe Street	Existing	NA	Minor Collector	Approve
City of Olathe	KS	Mahaffie Street	151st Street	159th Street	Existing	NA	Minor Collector	Approve
City of Olathe	KS	Warwick Street	159th Street	167th Street	Existing	NA	Minor Collector	Approve
City of Olathe	KS	Keeler Street	Santa Fe Street	Dennis Avenue	Existing	NA	Minor Collector	Approve
City of Olathe	KS	Kansas Avenue	Southgate Street	Dennis Avenue	Existing	NA	Minor Collector	Approve
City of Olathe	KS	Indian Creek Parkway	Mur-Len Road	Black Bob Road	Existing	NA	Minor Collector	Approve
City of Olathe	KS	Cherokee Lane	Lindenwood Drive	Mur-Len Road	Existing	NA	Minor Collector	Approve
City of Olathe	KS	139th Street	Mur-Len Road	Brougham Drive	Existing	NA	Minor Collector	Approve
City of Olathe	KS	139th Street	Brougham Drive	Black Bob Road	Existing	NA	Minor Collector	Approve
City of Olathe	KS	133rd Street	Greenwood Street	Pflumm Road	Existing	NA	Major Collector	Approve, with modification
City of Olathe	KS	Greenwood Street	133rd Street	138th Street	Existing	Minor Collector	Minor Collector	Approve
City of Olathe	KS	Greenwood Street	138th Street	143rd Street	Existing	NA	Minor Collector	Approve
City of Olathe	KS	147th Terrace	Mur-Len Road	Brougham Drive	Existing	NA	Minor Collector	Approve
City of Olathe	KS	147th Terrace	Brougham Drive	Black Bob Road	Existing	NA	Minor Collector	Approve
City of Olathe	KS	138th Street	Black Bob Road	Pflumm Road	Existing	NA	Minor Collector	Approve
City of Olathe	KS	Greenwood Street	127th Street	133rd Street	Existing	NA	Minor Collector	Approve
City of Olathe	KS	Greenwood Street	143rd Street	151st Street	Existing	NA	Minor Collector	Approve
City of Olathe	KS	Montclair Drive	Santa Fe Street	Dennis Avenue	Existing	NA	Minor Collector	Approve
City of Olathe	KS	Loula Street	Montclair Drive	Ridgeview Road	Existing	NA	Minor Collector	Approve
City of Overland Park	KS	Kenneth Road / State Line Road	159th Street	199th Street	Existing	Local Street	Major Collector	Approve, contingent upon consensus
KDOT	KS	Clare Rd	W 99th St	Prairie Star Pkwy	Existing	Local Street	Major Collector	Approve
KDOT	KS	99th St	Canyon Creek Blvd	Clare Rd	Existing	Local Street	Major Collector	Approve
KDOT	KS	OLD KC RD/SILVER ST	EAGLE DR	PEORIA ST	Existing	Minor Arterial	Major Collector	Approve
KDOT	KS	Eisenhower Rd	US-73	K-5	Existing	Minor Arterial	Major Collector	Approve
KDOT	KS	K-5	Eisenhower Rd	US-73	Existing	Major Collector	Major Collector	Approve
KDOT	KS	Eisenhower Rd	W UAB	S 20th St Trfy	Existing	Minor Arterial	Major Collector	Approve
KDOT	KS	W 327th St	Old KC Rd	SB US-169 Ramp JCT	Existing	Local Street	Major Collector	Approve
KDOT	KS	W 327th St	SB US-169 Ramp Jct	NB US-169 Ramp Jct	Existing	Minor Collector	Major Collector	Approve
MARC		99th St	Canyon Creek Blvd	98th St	Existing	Local Street	Major Collector	Approve

TAC AGENDA REPORT

October 2026
Item No. 5

REPORT: FUNCTIONAL CLASSIFICATION OFFICIAL PROCEDURES UPDATE REVIEW

BACKGROUND

Functional classification is the process by which the nation's network of streets and highways are categorized according to the type of service they provide. It represents the function of a roadway based on several factors, including volume of traffic and types of trips served.

Functional classification is used in transportation planning, roadway design and the allocation of federal roadway improvement funds. It was introduced by the Federal Highway Administration in the late 1960s, which developed federal guidelines for local governments and planning organizations to use in maintaining the functional classification system in their own jurisdictions.

MARC maintains official procedures for roadway classification (available at: <https://www.marc.org/sites/default/files/2022-04/Functional-Classification-Process.pdf>). This procedure document outlines information and the process for MARC to functionally classify roadways. The procedure document was last updated in July 2013. The process for submitting and processing functional classification change requests has changed over the last few years. These changes require an update to the official procedures.

MARC hosted a workshop in August 2026 with the Kansas and Missouri Departments of Transportation and Federal Highway Administration Divisions. This workshop was an opportunity to review draft changes and discuss additional updates needed to the procedures document. See attachment Item No. 6.1 to review the draft procedures changes.

MARC staff will present the key proposed changes to the document and seek comments or feedback from members. Deadline to submit comments to ahunter@marc.org is October 14, 2026. In November, MARC staff will seek a recommendation for approval of the final procedures document update.

POLICY CONSIDERATIONS

As the Metropolitan Planning Organization for the Kansas City region, MARC is responsible for developing and maintaining the functional classification system of roadways within its planning boundaries through coordination with local cities, counties, and state departments of transportation.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

Review the draft changes to MARC's Official Procedures for Roadway Functional Classification.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT

- Alicia Hunter, Transportation Planner

Official Procedures for Roadway Functional Classification

*Updated July 2013
DRAFT UPDATE 2026*

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Federal Regulation

Introduction

The U.S. Department of Transportation grants the Federal Highway Administration (FHWA) the authority to classify roadways into distinct roadway functional classifications. The functional classification system is essentially a network of roadways grouped into a hierarchical set of categories, or classes, each defined according to its general purpose with respect to transportation. This system of classifying our nation's vast network of roadway facilities (those public transportation facilities intended primarily for automobile usage) was introduced by the U.S. Department of Transportation towards the end of the 1960s.

According to U.S. Code (*23 CFR, Section 134*), in urban areas having a population of 50,000 or greater inhabitants, it is the responsibility of the region's Metropolitan Planning Organization (MPO) to coordinate the development and maintenance of the functional classification system of roadways within its official planning boundary. As part of this responsibility, the duties of an MPO include communication and cooperation with local units of government and the corresponding State Department(s) of Transportation. In the Kansas City metropolitan region, this responsibility is given to the Mid-America Regional Council.

History

The coordinated and systematic maintenance of an accurate roadway functional classification system ensures that Federal Aid funds are allocated where they are most needed, to enable movement of people and goods through our transportation system. FHWA maintains a standard set of concepts and criteria for functional classification procedures, which are to be used as guidelines by local units of government, Metropolitan Planning Organizations (MPOs), and State Departments of Transportation (DOTs) when developing and updating the functional classification system of roadways within their respective jurisdictional boundaries. The FHWA guidance provides the methodology employed to define and maintain the functional classification system of a roadway network for a given place or region. In 1989, FHWA released the report ***Highway Functional Classification: Concepts, Criteria and Procedures to establish*** some basic parameters and standards in terms of trip lengths and purposes, travel speeds, traffic volumes, etc. that should be taken into account when developing and maintaining the system. FHWA has since released two major updates, [2013 Edition](#) and [2023 Edition](#).

Urban Area Boundaries

With the release of data collected during each decennial census, the U.S. Census Bureau generally classifies every place within the country's borders as being either an urban or rural area. Larger metropolitan areas usually comprise one or more urbanized areas, which are defined and delineated according to a set of rules established by the same Federal agency. The geographical

extent of every urbanized area (UZA) is officially designated and made available 2-3 years after each Census is taken (at the start of every decade).

According to the relevant Federal regulations, this urbanized area boundary may be adjusted according to an agreement among the appropriate MPO(s), State DOT, and State Governor for a given metropolitan area.

Urbanized areas, as currently defined, will not extend across state boundaries. Therefore, the agreement among multiple State DOTs and governors is not required, and metropolitan areas that occupy a contiguous area that falls within the boundaries of more than one state will contain at least two urbanized areas. Any adjustments to an urbanized area boundary must ultimately be approved by the FHWA and result in what is commonly known as the Federal Aid Boundary or Urban Functional Class Boundary. All roadway facilities within this adjusted boundary are classified as urban for the purposes of functional classification as well as the programming/allocation of Federal and State transportation funds for local projects on these roads.

MARC's Official Procedures

Background

The Mid-America Regional Council (MARC) is responsible, in cooperation with the Kansas Department of Transportation (KDOT) and the Missouri Department of Transportation (MoDOT), for maintaining the roadway functional classification system in the Kansas City metropolitan planning area, as shown in [Figure 1](#). In July 2013, in cooperation with KDOT and MoDOT, MARC developed a set of procedures related to modifications and general maintenance of the roadway functional classification system within the MARC metropolitan planning area. MARC, through a collaborative process, will periodically update its Official Procedures for Roadway Functional Classification System to reflect federal changes and updates.

[Figure 1](#): Kansas City, KS-MO Metropolitan Planning Area

Purpose

For the purposes of developing and maintaining the functional classification system for roadways in the Kansas City metropolitan region, it is the policy of the Mid-America Regional Council to utilize and adhere to the most current and applicable FHWA criteria and guidelines, while still being reasonable and fair in its relevant decisions.

The goals of these efforts are: (1) maintain consistency in the overall classification process, (2) more efficient and effective communication, and (3) clearly defined roles for local jurisdictions, MARC, and DOTs responsible for the designation and maintenance of the functional classification system.

Role and Responsibilities

Local Jurisdictions

- 1) Local jurisdictions will provide all necessary and requested data and information through MARC's formal request for changes. Reference [MARC's Tool Portal Field Descriptions](#).
- 2) All proposed changes require brief descriptions showing justification for the request:
 - a. **Demand**: any planned development or changes in land use that will increase or decrease the demand on the requested roadway segment.
 - b. **Connection**: does the requested roadway provide direct access to activity centers or major trip generators?
- 3) Identify and initiate any coordination efforts needed with any surrounding jurisdictions affected by proposed changes. Reference [MARC's Current Functional Classification Map](#).
- 4) Review draft recommendations for requested changes and provide concurrence or any comments and questions to MARC (via email) within 3 weeks of receipt.

MARC

- 1) Host (1) Call for Changes annually.
- 2) Coordinate (2) virtual meetings, one with KDOT and one with MoDOT, within (2) weeks of the call closing for a collaborative initial review of change requests received.
- 3) Draft recommendations based on DOT comments and feedback received from the initial review meeting.
- 4) Provide draft recommendations to DOTs (via email) within (5) weeks of the last scheduled review meeting.
- 5) Communicate and coordinate draft recommendations with each requesting jurisdiction to identify a final list of recommendations.
- 6) Provide DOTs with a formal letter (via email) of final draft recommendations for consensus before presenting recommendations for approval to MARC's planning and policy committees.
- 7) Present recommendations to MARC's Technical Advisory Committee (TAC) and Total Transportation Policy Committee (TTPC).
- 8) After receipt of notification from DOTs with FHWA final approval, update MARC's current functional classification maps.

KDOT & MoDOT

- 1) Attend (1) virtual meeting hosted by MARC for an initial review of change requests.
- 2) Provide comments on draft recommendations within (3) weeks of receipt.
- 3) Provide consensus or request revisions (via email) within (2) weeks of receiving the formal letter of final draft recommendations from MARC.
- 4) Transmit final recommendations to FHWA for final approval; once approved, notify MARC (via email).

Functional Classification System Concepts and Criteria

The primary purpose of functional classification is, as the term explicitly states, the classification or categorization of roadways. The idea, as well as the process, describes a roadway facility in terms of the character of (transportation) service it provides or is intended to provide. In addition to being a hierarchical system of classifying roadways based on their general function, the functional classification of a given road facility also has implications for the eligibility of a transportation-related project (on that same facility) to receive and utilize Federal (and sometimes State) transportation funds.

Functional classification is used to define the Federal Aid Highway System, which at the time of drafting this document, excludes roadway facilities classified as local or rural minor collector (i.e., minor collectors in a rural area) unless they are on the National Highway System. Several federal transportation funding programs are only eligible for projects on Federal Aid Highways. For a more comprehensive set of applicable regulations, please refer to the most recent Code of Federal Regulations.

Mobility vs. Access

Roadways serve two primary travel needs: access to/egress from specific locations and travel mobility. While these two functions lie at opposite ends of the continuum of roadway function, most roads provide some combination of each. The high-level facilities such as interstates and major highways are typically characterized as experiencing greater travel speeds, as well as greater daily traffic volumes. On these roadways, the main travel purpose is mobility. Low-level facilities, on the other hand, generally tend to carry fewer vehicles traveling at lower speeds. The main function of these roadways is more related to access, which is more specifically defined, in this context, as access from and to the origins and destinations of automobile trips.

Mobility: Provides few opportunities for entry and exit, fewer points of conflict between vehicles.

Access: Provides many opportunities for entry and exit, creating more potential points of conflict between vehicles.

For the purposes of this definition, the term *mobility* refers strictly to the movement, or transport, of persons and goods. It focuses on the portion of travel that occurs between the origins and destinations of all trips. Conversely, the idea of *access*, or accessing various land uses and the opportunities they provide, deals primarily with trip ends, or the portion of travel typically associated with the beginning and the end of any travel event.

Urban vs. Rural

The travel behaviors and patterns that are observed in an urban environment are noticeably different than those that occur in a rural environment. Since the nature and magnitude of travel varies widely between the two settings, a slightly different approach is taken to the designation of a roadway functional classification system for each. In essence, however, the same basic, hierarchical concept applies in either type of roadway system.

Changes to the Functional Classification System

Annual Reviews

Incremental changes to the functional classification system will be made on an annual basis. A change request can be submitted through MARC's online portal only during the **Call for Changes to the Functional Classification System**. MARC and state DOTs will review and process recommended changes according to the schedule outlined in Appendix A. Like major reviews, this process shall involve appropriate coordination among the State DOTs, MARC, and local jurisdictions.

Major Systemwide Reviews

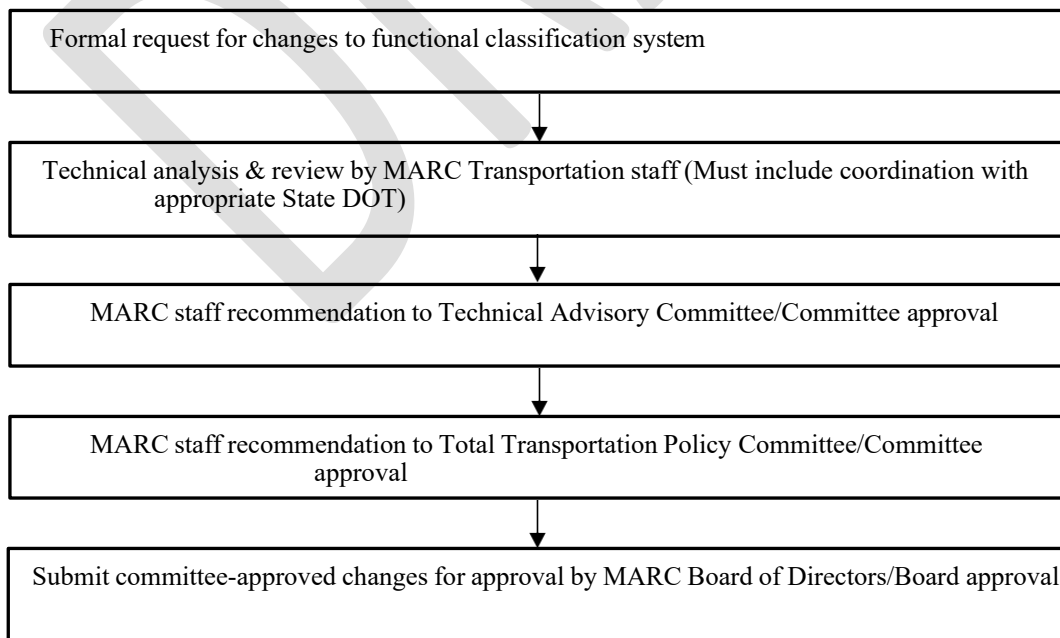
A major review of the functional classification system for the MARC region should be evaluated at least every 10 years. The major system review can be performed concurrently with the adjustments made to the urbanized area boundary (UAB), as described in section. The process shall involve appropriate coordination among the State DOTs, MARC, and local jurisdictions. All recommended changes will be processed according to the schedule in Appendix B.

Requests for Change

A change to the functional classification system may be proposed through a formal request. Formal requests are made through MARC's online portal. MARC accepts formal requests only through the portal and only during the open period of the **Call for Changes to the Functional Classification System**. A local jurisdiction, MARC, or the appropriate State DOT is eligible to make formal requests. The agency submitting a formal request shall provide adequate data and information in support of the requested change. MARC will maintain the functional classification change request online portal to assist local jurisdictions with the process of requesting a change.

Approval Process

In an urbanized area, the typical process required for modifying the adopted FHWA functional classification map involves the coordination and approval of the appropriate decision-makers of the corresponding local jurisdiction(s), MPO, State Department of Transportation, and, ultimately, the FHWA. Internal to MARC, the process of approval for changes to the functional classification of a roadway facility should generally occur as follows:



After the MARC Board has approved changes to the functional classification system, final recommendations must subsequently be sent to the appropriate State DOT for recommendation to FHWA for approval. This process can take between 1-6 months depending on the number of changes and administrative workload. Proper coordination with State and Federal agencies during the MARC approval process is critical to the final approval process.

Upon receiving notice of approval by FHWA, MARC and the appropriate State DOT will update internal networks and databases as needed.

DRAFT

Appendix A - Schedule for MARC's Annual Approval Process

Approval process for functional class changes in the MARC metropolitan planning area.

Second week of April:

Call Opens. Open for (8) weeks

Formal announcement during regularly scheduled TAC and TTPC meetings

Second Week of June:

Call Closes

June:

Initial review of requested changes with KDOT and MoDOT

July-September:

MARC staff and State DOTs review requested changes for compliance with federal classification guidance and draft recommendations.

October-November:

Draft recommendations presented for TAC approval.

Changes approved by the TAC are presented for approval at the TTPC meeting and MARC Board meeting.

November-December:

Final Board approved changes are submitted to the State DOTs, who then submit them to the Federal Highway Administration (FHWA).

Appendix B – Schedule/Process for MARC’s Systemwide Review

DRAFT

TAC AGENDA REPORT

October 2026
Item No. 6

REPORT: PUBLIC PARTICIPATION PLAN UPCOMING RELEASE FOR REVIEW AND COMMENT

BACKGROUND

The Public Participation Plan (PPP) guides the public engagement processes and activities of the Mid-America Regional Council's Transportation and Environment Department. The PPP provides a framework that guides public involvement in transportation planning projects; and specifies goals, strategies, and techniques that encourage successful public participation.

MARC staff have been developing an update of the plan over the course of 2026. This update process included internal workshopping and engagement, external engagement, and a peer review of participation methods utilized by other metropolitan planning organizations.

This process also overlapped with an internal effort to improve community engagement practices, funded by a grant through the Health Forward Foundation. This process focused on capacity building for MARC staff to identify best practices, goals, and strategies to improve community engagement across the agency. Outcomes and deliverables from that effort will be integrated into the updated plan.

Key updates included in this iteration of the PPP include updated guidance on:

- Using social media for engagement
- Engaging committees
- Utilizing consulting firms for engagement
- Coordinating annual engagement workplans

MARC staff will present on the plan update and share feedback from engagement activities. The PPP is due for approval by MARC's Board of Directors by December 2026. The Total Transportation Policy Committee (TTPC) will review the plan and vote to release it for a 45-day public comment period at their October meeting.

POLICY CONSIDERATIONS

In accordance with 23 CFR 450.316, MPOs must create a Public Participation Plan that establishes requirements for engagement around core MPO products. Under this requirement, MPOs must allow for:

- adequate public notice of public participation activities;
- review and comment at key decision points in the development of the MTP and TIP;
- and multiple, accessible participation formats, including electronic and in-person.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

STAFF CONTACT

- Cy Splichal, Transportation Planner
- Eric Rorstrom, Transportation Planner

TAC AGENDA REPORT

October 2026
Item No. 7

REPORT: HOUSING & TRANSPORTATION COORDINATION PLAN

BACKGROUND

Following the addition of housing specific goals to the metropolitan transportation plan (MTP) Connected KC 2050, the Mid-America Regional Council (MARC) has begun work on a Regional Housing and Transportation Coordination Plan. This study will offer a thorough, data-driven approach to better integrating transportation, housing, and economic development within MARC's planning efforts. It will analyze current conditions, regional challenges, and future opportunities to better integrate the region's housing network and transportation system.

MARC staff will present on the following tasks that are currently underway:

- Geospatial analysis of housing, transportation, and land use in the region
- Policy analysis of local land use plans and regulations
- Engagement with key stakeholders

Work on this plan began in April 2026 and will continue through Spring 2027. Oversight includes a Housing and Transportation Advisory Committee, MARC's transportation policy committees, and the Regional Housing Partnership's Coordinating Council.

POLICY CONSIDERATIONS

The 2021 federal Infrastructure Investment and Jobs Act (IIJA) allows the creation of "housing coordination plans" that could be associated with required short- and long-term transportation plans. This is only an eligible activity for MPOs representing Transportation Management Areas (TMAs), which are those with populations over 200,000.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

STAFF CONTACTS

- Cy Splichal, Transportation Planner
- Hannah Mitchell, Regional Housing Program Manager

TAC AGENDA REPORT

October 2026
Item No. 08

REPORT: SMART MOVES - UPCOMING ENGAGEMENT

BACKGROUND

MARC has advanced an update the Smart Moves plan (the long-range transit vision for the region) with a particular focus on developing investible implementation strategies rooted in local priorities, served by a range of service types that are regionally connected. This update delivers major re-prioritized Smart Moves service recommendations, including anticipated capital and operational costs. Potential local funding mechanisms have also been identified. The work has also included a benefit cost analysis.

With the plan in the final stages of completion, MARC staff will be conducting public outreach around the region with the aim to educate the public about the findings of the plan and what next steps look like. Upcoming events include:

- October 20 Transportation and Environment Open House at MARC
- November 3 Smart Moves Open House - Wyandotte County
- November 5 Smart Moves Open House - Johnson County
- November 9 Smart Moves Open House - Northland
- November 16 Smart Moves Open House - Jackson County
- Various meetings with Chambers of Commerce regionally - Scheduling in progress

For more information on the plan and upcoming events, please go to the project webpage here: <https://www.marc.org/transportation/transportation-plans-and-studies/smart-moves>

POLICY CONSIDERATIONS

Smart Moves supports goals and policies outlined in MARC's Connected KC 2050 Plan, Destination Safe, Planning Sustainable Places, Coordinated Public Transit and Human Services Transportation Plan, and larger organizational goals.

BUDGET CONSIDERATIONS

Potentially purchase of social media promotion.

COMMITTEE ACTION

A report-back at a future TAC meeting following these outreach events will be provided to summarize the findings.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region covered by the Smart Moves plan.

RECOMMENDATION

None. Information only.

STAFF CONTACT

- Lukas Yanni, Transportation Planner III
- Martin Rivarola, Transportation Planning Director