MID-AMERICA REGIONAL COUNCIL

TECHNICAL ADVISORY COMMITTEE

November 4, 2026

9:30 AM

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

AGENDA

1. Welcome and Introductions
2. **VOTE:** Approval of October 7, 2026 meeting minutes
3. **VOTE:** Reconnecting the East Side – MARC Concurrence with PEL Study
4. **VOTE**: Functional Classification Official Procedures Update
5. MoDOT Rail Safety Projects
6. System Performance Report
7. Freight Transportation Data Dashboard
8. Smart Moves Outreach update
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

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**
   - **Motion:** Tawn Nugent, WTS
   - **2nd:** Sherri McIntyre, City of Liberty, Missouri
   - Passed unanimously
3. **Improve I-70 Kansas City Project Update**

James Pflumm, P.E. from the Missouri Department of Transportation began his presentation with a history of the overall I-70 improvement project, which has been ongoing for several years. He then explained that the Kansas City section is phase 3 of the project and will be closed for 11 months starting in January 2027. The project extends from the Truman Sports Complex to Paseo Blvd. He detailed that poor pavementand bridges, narrow shoulders, outdated geometrics, short acceleration ramps will be the focus of this project. The main project goals stated by Mr. Pflumm include improving safety and reliability, create durable and maintainable infrastructure, improve accessibility, create workforce growth opportunities, and minimize traffic impact during construction. Improvements of note include adding a fourth eastbound through lane – Prospect Ave to Manchester Ave – replace 15 bridges, rehabilitate seven briges, improve bicycle and pedestrian safety, and improve the Benton Ave and Jackson Ave curves in the roadway alignment. Mr. Pflumm made a specific point to explain the rationale behind closing the roadway for 11 months instead of a partial roadway closure. The partial closure would last for over two years, has a much higher potential for road worker safety issues, and would likely lead to a lower quality of construction. Alternately, the full roadway closure would create a safer roadway environment for both workers and motorist and foster more reliable travel with motorist encouraged to take a set pattern of detours. Mr. Pflumm also emphasized that the full road closure would allow for more roadway improvements for the same budget compared to a partial closure. He finished by reviewing the schedule and channels of community engagement before and during the project.

4. **VOTE: 2026 Changes to the Functional Classification System**
   - **Motion:** Allison Smith, KDOT
   - **2nd:** Sherri McIntyre, City of Liberty, Missouir

- Passed Unanimously

Alicia Hunter, MARC Staff began with a brief background and definition of the Funcitonal Class system. She noted that MARC, as the region's MPO, is Federally required to maintain and update the system annually. Alicia then explained the timeline of the functional class update process. The call for changes, done through a MARC managed online portal, opened on May 15th and closed July 17th of 2026. Final drafts are approved by TTPC on October 20th, the MARC Board of Directors on October 27th, and then transmitted to the Kansas and Missouri Departments of Transportation who then transmit the information to FHWA.

Alicia provided an overview of the change requests:

- 46 requests were received from eight (8) jurisdictions in the MARC region
  - 65% from KS
  - 35% from MO
- Changes were groupe into five (5) categories
  - 87% Approved
  - 4% Approved with Modifications
    - Jurisdictions were asked to make changes to their requests
    - Mostly based on system continuity
      - Roadways must terminate at a roadway with the same or higher functional classification
  - 2% Approved with Consensus
    - Request complies with guidelines, but a segment is within neighboring jurisdiction
      - Need approval from neighbor
      - Oct 13 deadline
  - 2% (1 request) Withdraw
    - Pulled by requestor
  - 4% withdraw unless documentation provided
    - Request made too soon. Project needs to be planned for construction within four (4) years or less

There was one question regarding this topic from Co-Chair Mayor Rose of Parkville, MO asking how often the call for changes is opened. Alicia replied that the call for changes is opened one time per year.

5. **Functional Classification Official Procedures Update**

Alicia Hunter, MARC staff presented on a set of proposed changes to the official Functional Classification maintenance and update processes. She began by providing an overview of MARC's document outlining the procedures, which was last updated in July 2023. She then detailed the timeline of the procedure change process which included:

- Internal policy and process review including a set of draft changes
- Workshop with KDOT and MoDOT representatives
- Draft of changes presented to the Technical Adviosry Committee (TAC)
- Presentation to the Total Transportation Policy Committee (TTPC)
- Approval by TAC, TTPC, and the MARC Board beginning in November

Key changes to the process include:

- Removal of the TTPC approval to open the call for projects
- Limiting the call for changes from twice per year to once per year
- Increase in the time that the call for changes is open, from four (4) weeks to eight (8) weeks
- Clarifying the roles and responsibilities of local jurisdictions, MARC, and the DOTs

Alicia also noted two process changes to the Federally required major system review: strong coordination with DOTs and jurisdictions and coordinating that review with the decennial census.

There was one comment regarding this issue. Sherri McIntyre requested that documentation be made available to clarify FHWA official definitions of the different Functional Classifications.

6. MARC Transportation Planning Public Participation Plan (PPP)

Cy Splichal, MARC staff along with Eric Rorstrom, MARC staff began their presentation on the PPP with an introduction to the scope of the plan and the federal requirements for MPOs. They then reviewed the feedback received during a public survey which asked about how to make participation easier and preferred methods for engagement. The survey also asked about how most people stay informed on transportation planning issues. These results were synthesized into a set of recommendations including:

- Build partnerships
- Meet people where they are
- Real opportunities for dialogue
- Relationships, storytelling, trust
- Reduce barriers to participation

Cy and Eric went on to cover topics such as the use of social media and artificial intelligence applications in engagement. Social media commentary is noted as not official commentary. Use of AI should be disclosed, thoroughly reviewed, and eligible to be

challenged by experts. They then detailed how MARC committees should be engaged through a set of recommended best practices including:

- Focus on dialogue, not reporting
- Engage committees early and clearly
- Maintain strong member onboarding

Next, they covered a new set of requirements for consultants in engagement including:

- Engagement Scoping Meeting
- Written Engagement Strategy submitted and approved
- Stakeholder List maintained as a project deliverable
- Use of MARC branding and Public Affairs review
- Use of Community Engagement Checklist provided by MARC staff
- Final Engagement Documentation

Lastly they covered a new element to the PPP: an annual workplan to ensure MARC's engagement practices are keeping pace with changing conditions. They finished with a review of the timeline for next steps in adopting the PPP, which is set for December 2026.

There were no questions or comments on this presentation.

7. **Housing and Transportation Coordination Plan**

Cy Splichal, MARC staff presented an update on this plan which is meant to address a growing disconnect between housing, jobs, and transportation by creating a set of strategies to help reduce the combined costs of Housing and Transportation. As Housing and Transportation, combined, have come to make up a majority of household budgets in the region, this issue spurred the development of a new goal for the Metropolitan Transportation Plan.

Cy then detailed the results of engagement activity associated with the plan, which included:

- Policy workshops
- Use of the statistically valid survey from the MTP
- An advisory committee
- MARC Committee discussions

He also covered forthcoming engagement, which will come in the form of walk audits, focus groups, the Transportation Security Index Survey, more meetings and general outreach.

Max Litvak-Winkler of the consulting firm ICF then spoke on the topic existing conditions and targeted interventions. Max detailed a three-part strategy covering geospatial, policy,

and suitability analyses. The suitability analysis looked into project prioritization, and a menu of strategies that will be made available to MARC planning partners.

There were no questions or comments on this presentation.

8. **Smart Moves – Upcoming Engagement**

Lucas Yanni, MARC Staff began with an overview and history of the Smart Moves plan history. He then noted that this third update to the plan focuses on capital and operational expenses for the network defined in previous iterations of the plan while communicating the benefits of transit and explores viable funding strategies for transit service expansion. Lukas then detailed the outreach performed to date, which focused on elected officials, local leaders, informational groups, and transit advocactes and transit agencies. He then displayed the materials featured for forthcoming outreach activity, which include:

- Project Webpage
- StoryMap
- Questionnaire
- Fact Sheets
- Brochures
- Project Boards (for open houses)

Lukas then listed upcoming outreach activities between October 20th and November 16th.

TAC Co-Chair Mayor Pro-Tem Dean Vakas of Olathe, Kansas asked if the plan was focused specifically on bus transit. Lukas noted that busses were the backbone of the transit network and that this plan was focused on implementing recommendations from a previously approved plan. Mayor Pro-Tem Vakas made a call to include regional fixed rail transit. Lukas Yanni noted that a separate effort will be made within the next year to look into regional fixed rail.

9. Adjournment

The meeting adjourned at 11:00 AM.

SPECIAL ACCOMMODATIONS

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TAC AGENDA REPORT

November 2026
Item No. 3

VOTE: RECONNECTING THE EAST SIDE PLANNING STUDY – CONCURRENCE WITH CONSIDERED ALTERNATIVE

BACKGROUND

The Reconnecting the East Side project aims to address long-standing challenges created when US-71 was constructed. The study area extends from Martin Luther King Jr. Boulevard on the north to 85th Street on the south and from Paseo Boulevard on the west to Swope Parkway on the east. The project has also focused on providing safe transportation improvements for the surrounding community in Kansas City, Missouri, and beyond.

The Reconnecting the East Side project team, led by Kansas City in partnership with the Missouri Department of Transportation (MoDOT) and the Mid-America Regional Council (MARC), has developed a comprehensive understanding of land use, green space, economic development, traffic safety, housing, public health, and other issues. Strategies have been identified to address the corridor's needs. A draft US-71 Planning and Environmental Linkages (PEL) study document has been developed. Once complete, the revised draft will be shared with resource agencies, tribes, and the public for additional review and comment.

The study team is now seeking support from MARC regarding the study conclusions, including the alternative likely to be advanced from this effort—the "new parkway alternative." (See attached request from City of Kansas City, MO, dated October 28, 2026).

More information about the project is available at https://reconnecteastside.com/. Detailed information, including presentations and meeting materials, supporting testimonials, considered alternatives, and other documentation, can be found at https://reconnecteastside.com/community-summit-4.

Once the review period is complete, the final PEL, a design alternatives memorandum, letters of support, and other information will be included with a motion to be filed by MoDOT to modify the federal consent decree that guides any future improvements to this corridor. This action is anticipated to occur in January or February 2027.

POLICY CONSIDERATIONS

Improvements to this corridor are described in Connected KC 2050's Safety Improvements US-71/Bruce R. Watkins Dr. (CKC #46) plan. This project is also listed as a Priority 2 project in MoDOT's unfunded needs list.

COMMITTEE ACTION

TTPC recommended including Safety Improvements Across Bruce R. Watkins Drive in MoDOT's High-Priority Unfunded Road and Bridge Needs list in May 2026. TAC and TTPC were most recently briefed on the project in April and May 2026.

RELATED JURISDICTIONS

While the project is located entirely within the City of Kansas City, Missouri, the PEL considers potential impacts to travel patterns beyond the study area.

RECOMMENDATION
Concur with the PEL study recommendations and the likely preferred (the “new parkway”) alternative identified by the study team.

STAFF CONTACTS
- Ron Achelpohl, Director of Transportation & Environment
- Martin Rivarola, Transportation Planning Director

Docusign Envelope ID: F9B6E531-BD0E-89E6-80B3-BF1379E81885

Kansas City Public Works

414 E 12th St
Kansas City, Missouri 64106

Date: Wednesday, October 28, 2026
To: Mid-America Regional Council
From: Kansas City Public Works Department
Subject: Request for Support – Reconnecting the East Side Project and Parkway Alternative

Dear Mid-America Regional Council Representatives:

The City of Kansas City, Missouri, respectfully requests that the Mid-America Regional Council consider supporting the Parkway Alternative being advanced as part of the Reconnecting the East Side project.

Reconnecting the East Side represents an important opportunity to address longstanding transportation challenges along the US-71 corridor while improving safety, multimodal access, mobility and connectivity for the communities it serves. The project also considers the relationship between transportation and broader issues affecting the corridor, including land use, economic development, housing, and community health.

Given MARC's regional perspective and role in transportation planning, the City values its participation and partnership as this work moves forward. We believe MARC's support would reinforce the importance of advancing an approach that balances regional mobility with improved local access, safety, and connectivity.

Enclosed is a draft Letter of Support for MARC's consideration. The draft is intended as a starting point, and we welcome any revisions MARC believes are appropriate to reflect its perspective and priorities. If MARC is comfortable with the final language, we respectfully request its signature in support of the Parkway Alternative and the continued advancement of the Reconnecting the East Side project.

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Thank you for your consideration of this request and for MARC's continued partnership with the City of Kansas City, Missouri. We appreciate your shared commitment to improving transportation and connectivity throughout the region.

Sincerely,

Signed by:
Jason Waldron
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Jason Waldron
Director
Public Works Department
City of Kansas City, Missouri

TAC AGENDA REPORT

November 2026
Item No. 4

REPORT: FUNCTIONAL CLASSIFICATION OFFICIAL PROCEDURES UPDATE

BACKGROUND
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 (DOT) and Federal Highway Administration (FHWA) Divisions. This workshop was an opportunity to review draft changes and discuss additional updates needed to the procedures document.

The deadline to submit comments to ahunter@marc.org is October 27. All comments for revision will be presented at the TAC meeting on November 4. See attachment 4.1 to view the final draft procedure document (less any revision comments).

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
MARC staff presented the draft proposed changes for review and comment to the Technical Advisory Committee (TAC) and the Total Transportation Policy Committee (TTPC) on October 7 and 20, respectively.

RELATED JURISDICTIONS
This item impacts all counties in the MARC region.

RECOMMENDATION
Recommend the updated Functional Classification Official Procedures document for approval.

STAFF CONTACT
- Alicia Hunter, Transportation Planner

Official Procedures for Roadway Functional Classification

Updated July 2013
FINAL 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.

A primary objective of the functional classification system is to connect traffic generators (population centers, schools, shopping areas, etc.) with a roadway network that channelizes trips logically and efficiently. When developing a functional classification network in a given area, the same basic procedures should be followed, whether the functional classification is applied in a rural or an urban area. However, due to the differences in population and land development intensity between rural and urban areas, the process and considerations used to classify roadways may be different. (FHWA 2023 Guidance).

Roadway Functional Classifications & Characteristics

Functional classification is the process by which road systems are grouped into classes, based solely upon the type of service they provide. The classifications are grouped into three basic categories: Arterial, Collector, and Local. Table 1 shows the three main roadway classifications and their relation to the concept of mobility and access.

Table 1. Roadway Classification Characteristics.

Classification	Characteristics
Arterial	High-speed roadways with limited access.
Collector	Collects traffic from local roads and distributes traffic to arterials.
Local	All roads not defined as arterials or collectors; primarily provides access to land uses with little or no through movement.

Each classification carries with it typical and expected characteristics. Table 2 highlights the regional and statewide relationship significance of the three main categories of roadways.

Table 2. Relationship between functional classification and travel characteristics.

Functional Classification	Distance Served / Length of Route	Access Points	Posted Speed Limit	Usage (AADT)	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Lowest	Local	Fewer

The three basic roadway classification systems include expanded sub-categories that provide greater definition when evaluating a roadway, as shown in Table 3.

Table 3. Expanded Roadway Classifications.

Roadway Classification		
Arterial	Principal	Interstate
		Expressway
		Other Principal
	Minor	
Collector	Major	
	Minor	
Local		

Arterials

These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Interstates are the highest classification of arterials and were designed and constructed with mobility and long-distance travel in mind. Roadways in this functional classification category are officially designated as Interstates by the Secretary of Transportation, and all routes that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways belong to the Interstate functional classification category and are considered Principal Arterials. (FHWA 2023 Guidance).

Table 4. Highlights a few key differences between the character of service that urban and rural arterials provide.

Table 4. Characteristics of urban and rural arterials.

Arterials	
Urban	**Rural**

Serve major activity centers, highest traffic volume corridors and longest trip demands	Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel
Carry high proportion of total urban travel on minimum of mileage	Connect all or nearly all Urbanized Areas and a large majority of Urban Areas with 25,000 and over population
Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area	Provide an integrated network of continuous routes without stub connections (dead ends)
Serve demand for intra-area travel between the central business district and outlying residential areas	

Collectors

Collectors serve a critical role in the roadway network by gathering traffic from local roads and funneling them to the arterial network. All collectors, regardless of whether they are within a rural area or an urban area, may be sub-stratified into major and minor. Generally, major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their minor collector counterparts. (FHWA 2023 Guidance).

Table 5. Highlights a few key differences between the character of service that urban and rural major collectors provide.

Table 5. Characteristics of urban and rural major collectors.

Major Collectors	
Urban	**Rural**
Serve both land access and traffic circulation in higher-density residential, and commercial/industrial areas	Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas
Penetrate residential neighborhoods, often for significant distances	Link these places with nearby larger towns and cities or with Arterial routes
Distribute and channel trips between Local Roads and Arterials, usually over a distance of greater than three-quarters of a mile	Serve the most important intra-county travel corridors
Operating characteristics include higher speeds and more signalized intersections	

Table 6. Highlights a few key differences between the character of service that urban and rural minor collectors provide.

Table 6. Characteristics of urban and rural minor collectors.

Minor Collectors	
Urban	**Rural**
Serve both land access and traffic circulation in higher-density residential, and commercial/industrial areas	Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas
Penetrate residential neighborhoods, often for significant distances	Link these places with nearby larger towns and cities or with Arterial routes
Distribute and channel trips between Local Roads and Arterials, usually over a distance of greater than three-quarters of a mile	Serve the most important intra-county travel corridors
Operating characteristics include higher speeds and more signalized intersections	

Local Roads

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long-distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Local roads are often classified by default. In other words, once all arterial and collector roadways have been identified, all remaining roadways are classified as local roads.

Table 7. Highlights a few key differences between the character of service that urban and rural major collectors provide.

Table 7. Characteristics of urban and rural local roads.

Local Roads	
Urban	**Rural**
Provide direct access to adjacent land	Serve primarily to provide access to adjacent land
Provide access to higher systems	Provide service to travel over short distances as compared to higher classification categories
Carry no through traffic movement	Constitute the mileage not classified as part of the Arterial and Collector systems
Constitute the mileage not classified as part of	

the Arterial and Collector systems	

When comparing urban and rural areas, perhaps the most relevant characteristic is the density of the roadway network. Even with a cursory view of a map of an urban area's roadway network, the functional classification of many roadways can be discerned due to the differences in roadway size. In contrast, the functional classification of the roadway network in many rural areas is less readily apparent, primarily due to the relatively inconsistent roadway spacing. Nevertheless, functional classifications should be assigned based on actual functional criteria, rather than the location of the roadway within an urban or rural context. (FHWA 2023 Guidance).

Mobility vs. Access

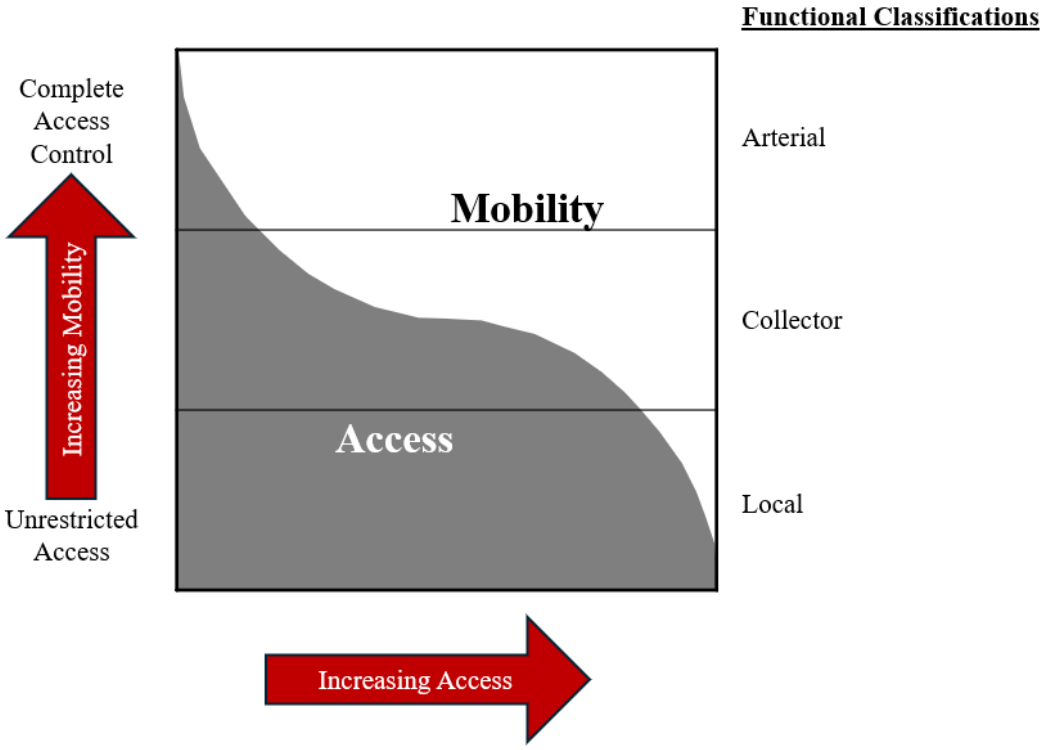
Roadways serve two primary travel needs: access to/egress from specific locations and travel mobility. While these two functions lie at opposite ends of the continuum of roadway function, most roads provide some combination of each. The high-level facilities such as interstates and major highways are 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. Figure 2 illustrates the relationship between functional classifications and the access-mobility continuum.

Figure 2. Mobility vs. Access continuum.



Access control is a key factor in the realm of functional classification. All arterials are "limited access" or "controlled access" roadways. Access to arterial roadways is controlled or limited to maximize mobility by eliminating conflicts with driveways and at-grade intersections that would otherwise hinder travel speed. Travelers use a much lower functionally classified roadway to reach their destination.

Future / Planned Roadways

The primary purpose of a functional classification base map is to illustrate the region's existing system of functionally classified roads. In some cases, it is appropriate to also display selected future road projects on the base map. "With regard to future routes, roads should be functionally classified with the existing system if they are included in an approved Statewide Transportation Improvement Program (STIP) and are expected to be under construction within the STIP timeframe of four years or less." For a future or planned roadway's request for functional classification to be considered, the change requesters must provide the following materials:

1) Documentation that the planned roadway is a part of a current comprehensive, municipal, or short-range transportation plan. For example, a Transportation Improvement Plan (TIP), STIP, or Capital Improvement Plan (CIP).
2) Documentation of secured funding for the planned roadway. Minimum proof for locally funded projects will be the acquisition of right-of-way.
3) Documentation showing that the project will enter the construction phase within four (4) years of approval of the functional classification.

These materials are necessary in order to support and process a functional classification change request for future / planned roadways.

Changes to the Functional Classification System

Determining Roadway Functional Classification

The process of determining the functional classification of a roadway based on FHWA guidelines and descriptions is dependent on several variables. A variable might be applicable to more than one classification, but the basis for a final determination is how well all variables fit a particular classification. Final determination is made from the information received from the applicant concerning these variables, and a review of this information is performed by MARC and state DOT staff.

Considerations
When determining the functional classification system of roadways, the following additional considerations should be kept in mind:

1) In general, the more intense the development, the closer the spacing of roadways within the same functional classification category. Less dense areas generally do not require the same close spacing of facilities to serve traffic as the areas closer to the central business district.
2) Roadways with higher classification often focus more on mobility than access. Hence, they operate at higher speeds. In rural areas, collectors may have higher speed limits.
3) System Continuity: Ensure that each route terminates at a route of the same or higher functional classification. As each subsequent category in the functional classification hierarchy is identified and added to the system, the continuity of the system must be maintained.
4) Planned roadways must be constructed within four (4) years of the approved functional classification change.
5) Number of Traffic Lanes: When a roadway has more than two lanes or has some form of median, it is to allow for higher volumes and to provide traffic a faster and more efficient means of travel. These characteristics may indicate that a road serves as a collector or higher.

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. A major systemwide review involves ongoing coordination with local planning partners to identify roadways that require changes to their functional classification, due to changes in transportation network and/or land use patterns. These changes can involve:

1) Adding newly constructed or extended roadways to the network, which can in turn affect the functional classification of connecting or nearby roadways.
2) Upgrading the functional classification of an existing roadway due to land use changes or an improvement made to the roadway.
3) Downgrading the functional classification of an existing roadway due to land use changes, traffic controls that discourage through traffic or other controls that limit the speed and capacity of a road.

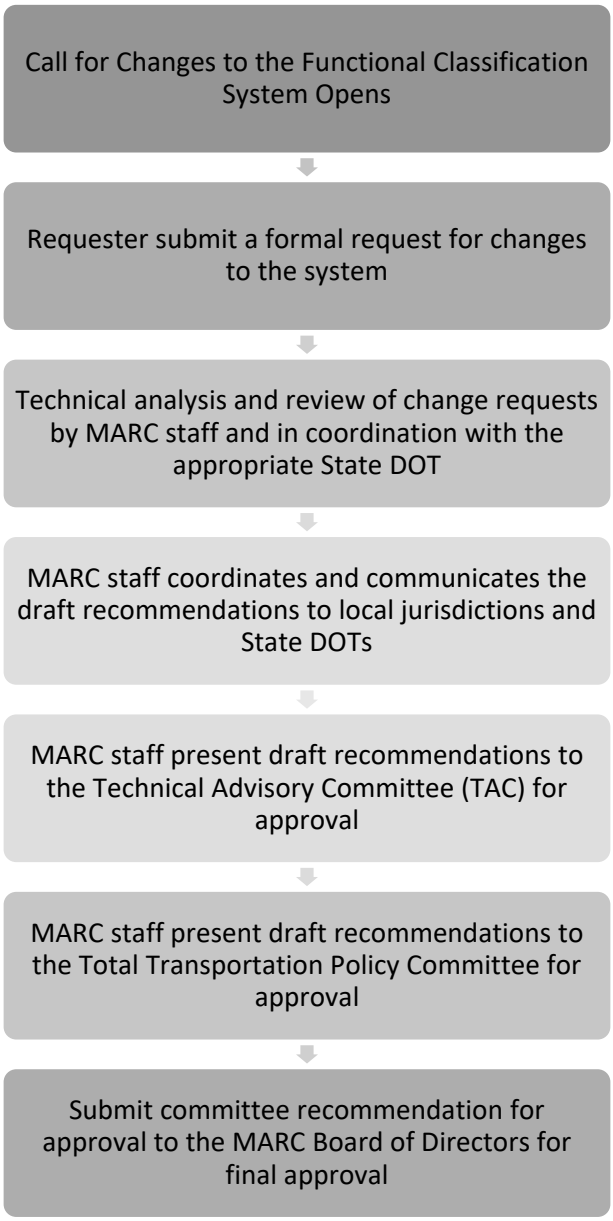
All recommended changes will be processed according to the schedule in Appendix B.

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.

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

Process for conducting a major systemwide review of the functional classification system.

1) Review the Official Procedure document to determine if any changes are necessary
2) MARC and DOTs review the functional classification system based on a variety of themes, such as maintaining system continuity.
3) MARC and DOTs will coordinate to draft a list of recommendations for changes to the functional classification system by local and/or county.
4) Local and county jurisdictions will be notified of the review and provided draft recommendations for changes to the classification system within their planning boundaries.
5) Meetings will be arranged, when necessary, for coordination and consensus.
6) All draft recommendations will be finalized after communications and consensus with the affected jurisdiction.
7) MARC may request DOTs, local, and county jurisdictions to submit their corresponding recommended change requests during the first Call for Changes that occurs after draft recommendations are finalized.
8) The annual review process will be used to approve the finalized change requests identified from the major systemwide review.

TAC AGENDA REPORT

November 2026
Item No. 5

REPORT: MODOT RAIL SAFETY

BACKGROUND
The Missouri Department of Transportation (MODOT) works to ensure safety on the state's railroad system. This work is coordinated by the multimodal Operations Division-Railroad Section, which "administers a highway-rail grade crossing safety improvement program; employs rail safety inspectors to oversee railroads' compliance with state and federal safety regulations; and conducts railroad safety education and outreach".

To improve safety outcomes in our region, MARC seeks to coordinate work across the region with key partners, including state departments of transportation. To learn about related work in this area, Mr. Troy S. Flickinger, Intermediate Multimodal Operations Specialist with MoDOT, will provide an overview of MoDOT's work towards advancing railroad safety to the committee.

More information on this can be found here: https://www.modot.org/railroad-safety

POLICY CONSIDERATIONS
This program supports the "Public Health & Safety" and "Economic Vitality" goals adopted in the region's long range transportation plan Connected KC 2050. This work also supports multimodal freight planning and State DOT coordination requirements for MPOs as designated in 23 CFR 450.306(d)(4).

BUDGET CONSIDERATIONS
None

RELATED JURISDICTIONS
This item primarily impacts Missouri counties in the MARC region, with implications for the whole MARC region.

RECOMMENDATION
None. Information only.

STAFF CONTACT
- Cy Splichal, Transportation Planner

TAC AGENDA REPORT

November 2026
Item No. 6

REPORT: 2026 SYSTEM PERFORMANCE REPORT - REVIEW OF VOLUNTARY PERFORMANCE MEASURES/TARGET SETTING

BACKGROUND
As part of a performance-based planning process, MARC and planning partners are required to establish targets for and monitor progress related to a set of Federally required performance measures in the areas of safety, infrastructure condition, system reliability, among others. This is part of a coordinated effort across transportation planning to make data-driven and data-informed decisions when programming funds. As the MPO for the region, MARC is responsible for ensuring the responsible use of federal funds that enables progress on these measures.

In addition to federally required performance measures and targets, MARC's transportation performance management program has yet to establish targets for a certain set of voluntary performance measures as recommended by MARC's Connected KC 2050 plan.

In the November 2026 TAC meeting, staff will provide an overview of MARC's transportation performance management program, including major upcoming milestones and timeline, and a review of target setting methodologies for the voluntary performance measures. Additionally, this presentation will allow for another round of discussion before the voluntary performance targets are brought to TAC for review and potential approval in December.

These methodologies were presented to TAC for review and commentary throughout the first half of 2026. Each methodology then underwent a thorough staff review based on TAC discussion and coordination with MARC planning and program activity. A link to the DRAFT system performance report with voluntary performance measure data, targets, and methodology will be distributed before the meeting.

POLICY CONSIDERATIONS
MARC's Connected KC 2050 plan recommends a set of voluntary targets be developed and adopted by MARC in advance of the launch of the next update of the Metropolitan Transportation Plan.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None. Information only.

RECOMMENDATION
None. Information only.

STAFF CONTACT
Bobby Evans, AICP

TAC AGENDA REPORT

November 2026
Item No. 7

REPORT: RELEASE OF MARC FREIGHT DATA ATLAS

BACKGROUND
Following the adoption of Connected Freight KC 2050, the region's freight plan, MARC has developed the **Freight Data Atlas,** a hub for exploring freight-related transportation, economic, and workforce data across the Kansas City region. The Freight Data Atlas brings together data from multiple sources into a single, interactive platform to support regional transportation planning, policy development, economic development initiatives, and stakeholder engagement.

The atlas includes three dashboards:

- **Kansas City Freight Map** - The Kansas City Freight Map displays freight infrastructure, corridors, and other assets important to the movement of goods throughout the region, as identified in Connected Freight KC 2050.
- **Workforce Dashboard** - The Workforce Dashboard provides employment and earnings data from Lightcast for the MARC region and counties. Users can explore employment levels, job growth, and earnings to better understand workforce trends in freight-related industries.
- **Commodity Flow Dashboard** - The Commodity Flow Dashboard provides county-level freight flow estimates using data from the U.S. Department of Transportation's Bureau of Transportation Statistics. Users can examine freight flows by commodity, transportation mode, origin, destination, and tonnage to better understand how goods move throughout the region.

MARC staff will present the new atlas and its capabilities to the committee.

POLICY CONSIDERATIONS
This dashboard supports the Economic Vitality goal adopted in the region's long range transportation plan Connected KC 2050. This work also supports freight planning requirements for MPOs as designated in 23 CFR 450.306(d)(4).

RELATED JURISDICTIONS
This item impacts all counties in the MARC region.

RECOMMENDATION
None. Information only.

STAFF CONTACTS
- Cy Splichal, Transportation Planner

TAC AGENDA REPORT

November 2026
Item No. 8

REPORT: SMART MOVES - UPCOMING ENGAGEMENT ACTIVITIES

BACKGROUND
MARC has advanced an update to 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 regionally connected service types. This update delivers major re-prioritized service recommendations with updated anticipated capital & operational costs. Potential local funding mechanisms have been identified. The work has also included a benefit cost analysis.

With the plan in the final stages of completion, MARC staff is conducting public outreach around the region to educate the public about plan conclusions and next steps. Upcoming events include:

- October 20 Transportation and Environment Open House at MARC (completed)
- November 3 Open House – Wyandotte County (completed)
- November 5 Open House – Johnson County
- November 9 Open House – Northland
- November 16 Open House – Jackson County
- Various other regional outreach efforts to interested parties/agencies

More information on the plan can be found here: https://www.marc.org/smartmoves

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.

COMMITTEE ACTION
This information has been presented to the TAC. 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 CONTACTS
- Martin Rivarola, Transportation Planning Director
- Lukas Yanni, Transportation Planner III