# Purpose

- Federally required evaluation of the state's functional classification system based on 2020 U.S. Census

Overview

- FHWA Urban Boundaries are redefined based on Census urban areas
- With the urban and rural areas designated, roadway classification changes are requested by local jurisdictions in coordination with SHA.
- Functional classification changes are reviewed and approved by MPOs and FHWA.
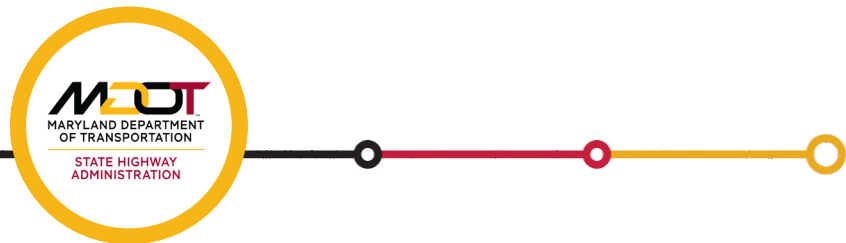
Benefits and Implications

- Federal aid highway program funding

- Highway Performance Monitoring System (HPMS) federal reporting

- Roadway Design – provides guidance on standards based on a road's functional class

Federal-Aid Eligibility	Urban	Rural
Interstate	Yes	Yes
Principal Arterial – Other Freeways and Expressways	Yes	Yes
Principal Arterial – Other	Yes	Yes
Minor Arterial	Yes	Yes
Major Collector	Yes	Yes
Minor Collector	Yes	No
Local	No	No

Schedule

- January 2025:   FHWA approves Urban Area Boundary Adjustment
- April 2025:   DSD finalizes minor boundary adjustments
- Spring 2025:   RIPD conducts preliminary analysis of boundary adjustments and potential upclass candidates
- Summer 2025:   SHA and local coordination on roadway changes with [Functional Classification Editor](#)
- Winter 2026:   Local approvals
- Spring 2026:   MPO approvals
- Summer 2026:   FHWA approval
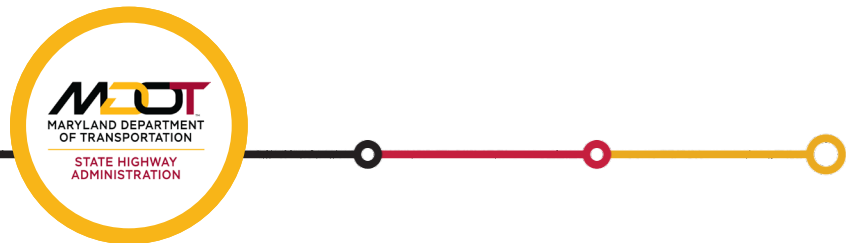
Functional Classification System Balance

- As an Urban State, Maryland aims to adhere to the FHWA-defined system balance

Functional Classification	% Urban	% Rural
Principal Arterial- Interstate	1- 2 %	1 – 2 %
Principal Arterial-Freeways & Expressways	0 – 2%	0 – 2 %
Principal Arterial-Other	4 – 5 %	2 – 5 %
Minor Arterial	7 – 12 %	3 – 7 %
Major Collector	7 – 13 %	10 – 17 %
Minor Collector	7 – 13 %	5 – 13 %
Local	67 – 76 %	66 – 74 %

Questions

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