Technical Forecast Committee
February 7, 2018 Meeting Notes

Attendees:
Steve Lebofsky, City of Kansas City, MO
Victoria Nelson, City of Lee’s Summit
Mike Grimm, Unified Government
Jeff Joseph, Leavenworth County
Heping Zhan, City of Lee’s Summit
Tim Fitzgibbons, City of Overland Park
Aaron Baumgarden, Johnson County
David Dalecky, City of Lenexa
Erin Ollig, City of Overland Park
Mallory Brown, North Kansas City
Diane Wicklund, Johnson County
Charlie Dissell, City of Independence
Andrea Repinsky, MARC
Frank Lenk, MARC
Martin Rivarola, MARC
Beth Dawson, MARC
Shawn Urbach, MARC
Jay Heermann, MARC

1. Introductions and request for chair nominations
2. Update on developing 2050 control totals
   a. Frank Lenk, MARC’s Director of Research Services, reviewed REMI employment, population, and migration predictions for the KC metro. Mr. Lenk said that the economic/special populations migration models are not functioning well, and will not be used in MARC's forecast. Mr. Lenk plans to create a new migration forecast. He calculated net migration by age from 2007 to 2013 based on ACS 1-year data. Most of this period had zero employment growth, but migration continued, which casts doubt on the assumption that migration is necessarily tied to employment growth. He plans to study the labor force and other factors that influence migration, and he will add another 3 years of ACS data.
   b. Comments/questions:
   c. Mr. Lenk shared housing product preference changes over time from RCLCO’s presentation, “Housing in the Evolving American Suburb.” It showed that the KC region has more children than other MSAs, and fewer millennials.
3. Anticipated land use changes in response to driving forces of change
   a. Mr. Lenk said that the long-range transportation plan will use future scenarios to guide transportation investment strategies. A few major trends are expected in the future, and we want to model the land use patterns that will help the region respond well to those trends. Land use changes are expected in response to rapidly emerging new technologies, climate change and weather extremes, globalization of our regional economy, and shifting demographics. Workshops have explored the implications of each force. The Technical Forecast Committee (TFC) and other committees created a list of forces and ranked them by their likelihood and level of impact. The TFC ranked the forces as most likely and most significant to be income inequality, fewer workers to support retirees, and fewer low-income jobs. The Total Transportation Policy
Committee also expected more extreme weather and increase in contract workers, leading to decline in home/auto ownership. Mr. Lenk reviewed the existing policy goals for the regional transportation plan. Also, he said that the future of retail raises important questions.

b. Mr. Lenk asked the TFC to respond to the questions: What kind of land use responses can we expect to see? What kinds of land use changes would best position KC for success? What areas are already resilient?

i. Traditional retail will be replaced with adaptive re-use of existing retail buildings and more mixed-use areas.

ii. Parking requirements will change. Some minimum parking requirements will cease, but restaurants and hospitals will continue to want abundant parking.

iii. Low fuel costs and increases in vehicles purchased may mean less transit use.

iv. Add recreation and entertainment to mixed-use centers.

v. Small, local warehouse/distribution facilities may proliferate, potentially collocated with retail space. This may assist with avoiding doorstep theft of online purchase deliveries.

vi. Fully-automated checkout in stores will affect employment.

vii. People want more transportation options.

viii. In the future, parking lots may change. Abundant parking is demanded today, but that may change in the future.

ix. What will happen with greenfield development? Much of it will become single-family residential use where land is available. Redevelopment will occur elsewhere. Recent changes to annexation law that prohibit cities from annexing additional land without the consent of landowners may encourage more redevelopment.

x. Demand continues for 5-acre single-family lots (in Leavenworth County).

xi. Green space will be desired as an amenity.

xii. Urban redevelopment is expanding in places like the West Bottoms, warehouses, where older buildings can be found, where the buildings can be retrofitted to other uses, where renovations can be financed.

4. Activity centers update

Ms. Repinsky shared the activity center map used to assign points to proposed transportation projects in the place-making category of project evaluation. Transportation projects are scored according to multiple criteria related to the long-range transportation plan goals, including place-making.

5. Small-area forecast: Review of employment-based place types

a. Mr. Lenk said that initial forecasts were problematic, distributing population growth too evenly throughout the region. Place types, or non-contiguous tracts grouped according to common characteristics, are used to calibrate the model, as each place type may have different growth characteristics in the future. Mr. Lenk showed the initial place types created for population growth trends. Some of the variables will be updated by the forecast, so place types will change in subsequent forecast periods. MARC staff are
also developing place types based on employment change. Employment characteristics are more difficult to classify—the 2000-2010 decade was unusual economically, and there are known issues with LEHD employment data. MARC staff are considering using employment density alone or activity center data to define place types.

b. Comments/questions:
   i. Population place types could be enhanced if rural areas were classified more clearly.
   ii. How is self-employment and/or home employment taken into account? Region-level data does include reported self-employment income, but it is difficult to determine the locations of these jobs. Similarly, how does the model locate construction workers and mobile service providers? Research is ongoing.
   iii. How are the place types going to be used? Blocks are identified by place type, and the model is calibrated to distribute change in similar ways to blocks within each place type. Place type characteristics are updated every 5 or 10 forecast-years so that the model can be recalibrated. In the previous model, we used development probabilities that remained static so that development was first allocated to high-probability areas, and the development probabilities were less useful later into the forecast period.

6. Review of land use/future land use capacity data
   a. Ms. Repinsky described the land use data that will be used to set maximum population, household, and employment density by block within UrbanSim. City and county future land use plans were compiled and overwritten with existing land use density in currently-developed parcels.
   b. Comments:
      i. Add parcel boundaries for easier review.
      ii. There are places where the future land use plan is being overwritten with existing developed land use, but it shouldn't be.
      iii. Review indust./bus. park low land use in the Kansas City, Missouri Line Creek area. Check apartment common space land use.
      iv. Additional options for the capacity data development:
         1. Let participants select parcels where future land use plan should supercede.
         2. Apply maximum capacity from either land use or future land use data.