1. RTP2050 Briefing
   a. Martin Rivarola, MARC’s Assistant Director of Transportation and Land Use, presented information on the 2050 Regional Transportation Plan, or RTP2050. The plan provides a regional vision for transportation and policy guidance for transportation programming. The plan is updated every 5 years. For RTP2050, the policy framework from the previous plan, Transportation Outlook 2040, will be reviewed and updated.
   b. Mr. Rivarola reviewed discussions that have been held on future driving forces of change and potential responses to the forces. He said that the RTP update objectives include responding to issues that came from discussion of driving forces, exploring scenarios, and facilitating adoption of emerging transportation technologies.
   c. Mr. Rivarola said that we’re currently conducting discovery and needs assessment, plus storytelling/public engagement and policy framework development. The plan will be adopted in spring 2020.
   d. 820+ people responded to a survey on goals and regional needs. In the survey, transportation choices and safety & security were the most important goals, and ‘placemaking’ was not well-understood. Responses were neutral regarding how well we are achieving our goals. Regional needs include sustainable growth and development, connectivity, access to jobs, and financial sustainability. Results are at www.marc.org/2050.
   e. The MARC Board of Directors will be asked to review and approve an updated vision of “Greater Kansas City is a region of opportunity. Its robust economy, healthy environment and social capacity support the creativity, diversity and resilience of its people, places, and communities.” We added ‘Data & Technology’ and ‘Fiscal Sustainability’ to the policy framework. Mr. Rivarola shared a story map under development, which will be used to explain the planning process.
   f. Frank Lenk, MARC’s Director of Research Services, said that there is support for making RTP2050 reinforce the idea of centers and corridors.
   g. Questions/comments:
i. Q: Is socioeconomic/demographic data on survey participants available? A: Yes—see the project website. Respondents are self-selected, not random.

ii. Q: What will the Technical Forecast Committee (TFC) be asked to do next? A: TFC will be asked to provide input on scenario development and performance measure review.

2. Update on scenario development
   a. Mr. Lenk said that RTP2050 scenarios will look at the results of achieving the 2040 forecast, where 5% of growth occurs as redevelopment or infill in the developed area. We adopted a forecast where 15% of growth occurs in the redevelopment area, but then changed the redevelopment forecast to 5% because of 2010 Census data. This stands as a good baseline forecast when extended to 2050. We’ll look at a scenario where SmartMoves is fully implemented, and whether we’d have sufficient ridership to support it.
   b. Mr. Lenk asked attendees: ‘How aggressive should the scenarios be with redevelopment assumptions?’ ‘Are there places we want to protect or reduce capacity within a scenario?’
   c. Questions/comments:
      i. Evaluate employment change within the redevelopment area as well as population change.
      ii. Census ACS data seems to represent the middle year of the 5-year period, not the last year of the period.
      iii. Review the redevelopment area boundaries.
      iv. Incorporate fiscal impact analysis.

3. Draft forecast review
   a. Mr. Lenk shared the draft forecast control totals and supporting data. The employment change by decade shows the recession and low point of 2011. By 2050, the white population will be a smaller majority. Population growth will increase among ages 0 to 19. Asians are the fastest-growing racial/ethnic group.
   b. Questions/comments:
      i. Q; How can labor force be lower than employment? A: Employment includes full and part-time employment, or people with multiple jobs. The labor force consists of both employment and unemployment.
   c. Mr. Lenk asked whether this forecast of overall regional growth was reasonable to use as the basis for evaluating transportation investment and land use scenarios. It was the consensus of the Committee that this forecast is reasonable to use in the scenario testing. Mr. Lenk said that final adjustments to the regional totals can be made as necessary when the land use forecast and transportation plan are officially adopted by the MARC Board in 2020.

4. Forecast data update
   a. Andrea Repinsky, GIS Planner, provided updates on input data under development for use in the UrbanSim model.
b. Ms. Repinsky described the development of place types, or non-contiguous groups of tracts defined by common demographic and growth characteristics. The place types will be used to calibrate the model, facilitating variable rates of change within the region. Initial place types were created by UrbanSim staff. MARC staff developed alternate options, such as place types based on household change regression variables, and based on similarity to tracts with high employment gain or loss, and high housing unit gain. The proposed place types incorporate density-based variables, such as employment change per acre and housing units per acre, plus updated housing unit permit data. The resulting place types retain the identification of the downtown area and Plaza as employment centers, and the regional core is distinguished from the rural tracts. The place types are being used to calibrate the UrbanSim model, and they will be tested with model runs.

c. Capacity data was also submitted to UrbanSim for testing within model runs. The data include maximum housing unit, employment, and population per Census block. The capacity values are based entirely on the land uses in city and county future land use plans. To calculate the maximum values, land use plans were compiled into a regional dataset. The right-of-way, from parcel data, was removed from the future land use polygons, which were then sorted by net (platted polygons) or gross (unplatted polygons). Net or gross capacity values per land use were calculated for each polygon, based on polygon size, and then total housing unit, employment, and population capacities were totaled by block.

d. Development projects are used in UrbanSim to refine the forecast and to incorporate planned or likely employment and housing unit changes. Ms. Repinsky is distributing development data to the TFC for review and editing.