1. Census PSAP Boundary Review
   a. Frank Lenk, MARC’s Director of Research Services, presented a draft work plan and schedule for boundary review of block groups and tracts for the 2020 Census. He said that Census data will not be distributed by Transportation Analysis Zone (TAZ) in the future. Therefore, one task is to make block groups as useful for transportation planning as possible, which means aligning block group boundaries with TAZ boundaries to the extent possible. MARC plans to make the first draft of boundary changes before involving local partners. Changes are due to the Census Bureau by late May. Census provided software which updates population and housing unit totals as the block group and tract polygons are changed. This data is from the 2010 decennial Census. New this time is that the Census Bureau will allow the definition of employment-only block groups, though only 9 block groups are allowed per census tract.
   b. Mr. Lenk displayed maps that show that the region contains many places where TAZs do not follow block groups. MARC transportation modeler Eileen Yang suggests creating block group splits at major roads, such as along I35 southwest of the downtown loop.
   c. Suggestions:
      i. Include local staff who administer CDBG and enterprise zones
2. Forecast update
   a. Mr. Lenk said that the forecast isn’t yet ready for local review. At the end of 2018, the forecast needed fewer areas of decline, relocated decline, and less growth in rural fringe areas such as Cass County and Clay County.
   b. Mr. Lenk reviewed forecast work from the end of 2018. Place types, or tracts with similar growth and density characteristics, were used as model calibration. Right now, the model uses behavioral variables to make a forecast, then applies the model calibration to extend the forecast to 2050. With the calibration turned off (Run 30), the estimated model quality decreases, with too much decline in Johnson County and in fringe suburbs throughout the region. The resulting shares of growth by county show a high allocation of population to Jackson County.
c. Jan. 5 model re-calibration
   i. Mr. Lenk explained that the Jan. 5 version of model re-calibration added very high and very low household income groups instead of using quartiles. We made specification consistent across income groups, and tried to achieve good distribution of growth without using calibration coefficients, since the calibration/place types are fixed in time and difficult to change.
   ii. Mr. Lenk shared housing location choice model variables by income group.
   iii. Questions:
        1. Q: Did we include age variables? A: No, households are segmented by income. We may be able to segment households by income and age.

d. Jan. 15 model re-calibration
   i. Mr. Lenk explained that, in the Jan. 15 household location choice model re-calibration, the lowest income segment was reduced to one rent variable. MARC and UrbanSim staff investigated the model land use-based capacity as a potential cause of unexpected patterns of growth, but found that model calibration was inadvertently used in a model run.
   ii. Next steps:
        1. Modify the housing unit location model. UrbanSim locates housing units first, then distributes households among the units.
        2. Review the dependent variable-- recent movers from the last decade.
        3. Review vacancy data as a variable to indicate decline.
        4. Time left for model development is limited, so we may need to use the calibration coefficients to get a model that is ready for local review. Produce a forecast worthy of review by early March.
        5. Review the impact of development projects and other model adjustments.
        7. Work on land use scenarios in the last half of 2019.
   iii. Questions and suggestions:
        1. Q: Is there an affordability problem? A: The model assumes the highest 10% has enough income to move to the high-income places.
        2. Rob Richardson suggested that contiguous vacant parcels have high redevelopment potential, and these areas might have lower relevance when mapping areas of decline.
        3. Q: How will transportation decisions affect the forecast?

3. Segregation data
   a. Brookings Institute released a study that showed the Kansas City metro ranks lower among the most segregated metros in the U.S. MARC’s detailed maps show segregation patterns within the region. Steve Lebofsky said that he has observed the Black population moving southeast and Hispanic population moving into the east 23rd St. area of KC. Within Kansas City, Kansas, Mr. Richardson has observed Black population displacement by the Hispanic population and increased home renovation in those areas.
b. Suggestions:
   i. Different levels of segregation/integration are meaningful within different cities or counties in the metro. Consider calculating the maps with different class definitions for each county, or applying variable classes within the metro.
   ii. Add an ‘integrating’ class around 30%.

4. Other
   a. Martin Rivarola urged attendees to complete a RTP survey that was distributed.