1. **2020 Census Boundary Review**
   a. Frank Lenk, MARC’s Director of Research Services, provided an update on boundary review requirements for the 2020 decennial Census. City and county representatives will be asked to review definitions of tracts and block groups. Mr. Lenk said that the Census will not be releasing data at the transportation analysis zone level, so data users will need block groups usable for transportation planning purposes, and the boundary review process should include transportation planners. The Census may allow for the creation of large zero-population tracts, which would separate employment centers from residential areas. If streets have been realigned, the Census will allow for block boundary adjustment. Preparations will occur in the fall for January boundary review meetings, which MARC will coordinate.

2. **UrbanSim updates**
   a. Mr. Lenk provided a summary of the new block-level UrbanSim model. The initial forecast model runs in UrbanSim showed an unrealistically even distribution of growth. Place types, or non-contiguous groups of tracts with similar characteristics, were created by UrbanSim, modified by MARC and TFC, and used to calibrate the model. Other UrbanSim inputs have been uploaded, including capacity data, development projects, travel zones, and control totals. Now, the model contains causal variables, place type ID, and additional variables recently added by UrbanSim.
   b. When using place types, too much development was in the northland. A dummy variable tested in the model to give an extra boost to Johnson County resulted in too much growth in the developed area. Since then, UrbanSim added more explanatory variables, including recent construction. Mr. Lenk reviewed summary tabulations of predictions per place type and maps showing probabilities and growth predictions.
   c. MARC worked with TFC participants to review and map development projects, Home Builders Association permit data is being added for additional block-level single-family and multi-family development.
d. Mr. Lenk said that the metro transportation plan must be a fiscally-constrained plan. UrbanSim’s parcel model contains a proforma component, where development is only added to the model predictions if it is profitable. The proforma component is not currently part of the block model, but it is under development.

3. Creating a transit-oriented land use scenario
   a. Mr. Lenk reviewed recent land use forecast and scenario planning history at MARC.
      i. In 2008, MARC created baseline and adaptive scenarios. The ‘adaptive’ scenario included more infill and dense development, and it captured 40% of the region’s growth within the currently-developed area.
      ii. The forecast adopted in 2010 included 15% redevelopment, or increase in population, households, and employment within the developed area.
      iii. The 2015 forecast assumed a 5% capture rate in the redevelopment area.
      iv. The forecast was updated for current trends in 2017 without setting a redevelopment target. Later, ACS data, comparing 2006-2010 and 2012-2016, showed a 25% capture rate in the redevelopment area. The latest approved forecast included 30% growth within the redevelopment area, which is largely consistent with ACS.
   b. Current scenario planning attempts to list the benefits of transit-oriented development. Mr. Lenk said that the transit-oriented scenario will double the growth captured in the existing area, over the current forecast. This growth was placed within ¼-mile of ‘fast and frequent’ service corridors in the SmartMoves regional transit plan, and 1 mile of mobility hubs. The previously adopted TAZ-level forecast was transferred to blocks, and 150,000 people were assigned to blocks near SmartMoves corridors and hubs, assigned in order according to the probability of development from the 2013 forecast.
      i. Scenario next steps:
         1. Create a version that is based on centers instead of corridors and hubs.
         2. Use corrected probabilities
         3. Subtract 150,000 people from other areas in order to maintain the control totals.
         4. Create a scenario with eastward growth, on fast-frequent corridors
         5. The scenarios will be used in the transportation model, to test the sensitivity of the model to predict increases in transit ridership as the density of urban development increases.
   c. Questions and Discussion
      i. Q: What are mobility hubs? A: Martin Rivarola, MARC’s Assistant Director of Transportation and Land Use Planning, explained that mobility hubs are planned locations in the metro where modes of transportation can connect, such as car-to-bus or bike-to-bus. They were chosen based on locations of transit centers, supporting land use activity, and opportunities to connect people with jobs, services, and other modes of transportation. This work will all inform transportation project selection in 2019.
ii. Q: Can UrbanSim provide public-side proforma, or fiscal impacts? A: Mr. Lenk said that Envision Tomorrow (ET) is a sketch planning tool that includes a proforma component, providing costs to developers as well as public fiscal impact. We plan to take the forecast/scenarios from UrbanSim into ET in order to assess the costs of public services.

4. Mr. Lenk distributed a ‘Parking Smarter’ brochure from the Nashville MPO with information on parking costs and land use impacts.

5. Mr. Lenk shared the new www.kcqualityoflife.org site, created to share the results of the 2018 Quality of Life survey conducted by Kauffman Foundation.