

CHAPTER 2

DEMOGRAPHICS AND REGIONAL TRENDS

SWRTPO Demographics and Regional Trends

The Southwest Washington Regional Transportation Planning Organization (SWRTPO) consists of Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum counties. In total, these five counties make up an area of 6,641 square miles (4,250,240 acres) in Southwest Washington. The SWRTPO has a wide degree of variation in geography, extending from the Cascade Mountain Range on its east to the Pacific Ocean on its west, and the Columbia River forming its southern border. The region is primarily marine west coast climate with mild temperatures and considerable precipitation during the winter months. The combination of seismic activity, considerable rainfall, and often steep topography makes mudslides and landslides frequent occurrences throughout the region. Unstable soils from volcanic activity also play an important part in geographic transformations, including subsidence on paved roads.

The region includes four tribal governments including the Cowlitz Indian Tribe, Quinault Nation, Shoalwater Bay Tribe, and the Chehalis Confederated Tribes. The combined acreage for the reservations within the SWRTPO equals 213,253 acres, about 5 percent of the total SWRTPO acreage. This does not include the recent addition of the Cowlitz Tribe reservation with 152 acres just south of the SWRTPO boundary near La Center in Clark County. The Quinault Tribe reservation is the largest with 208,150 acres in the northwest corner of Grays Harbor County.

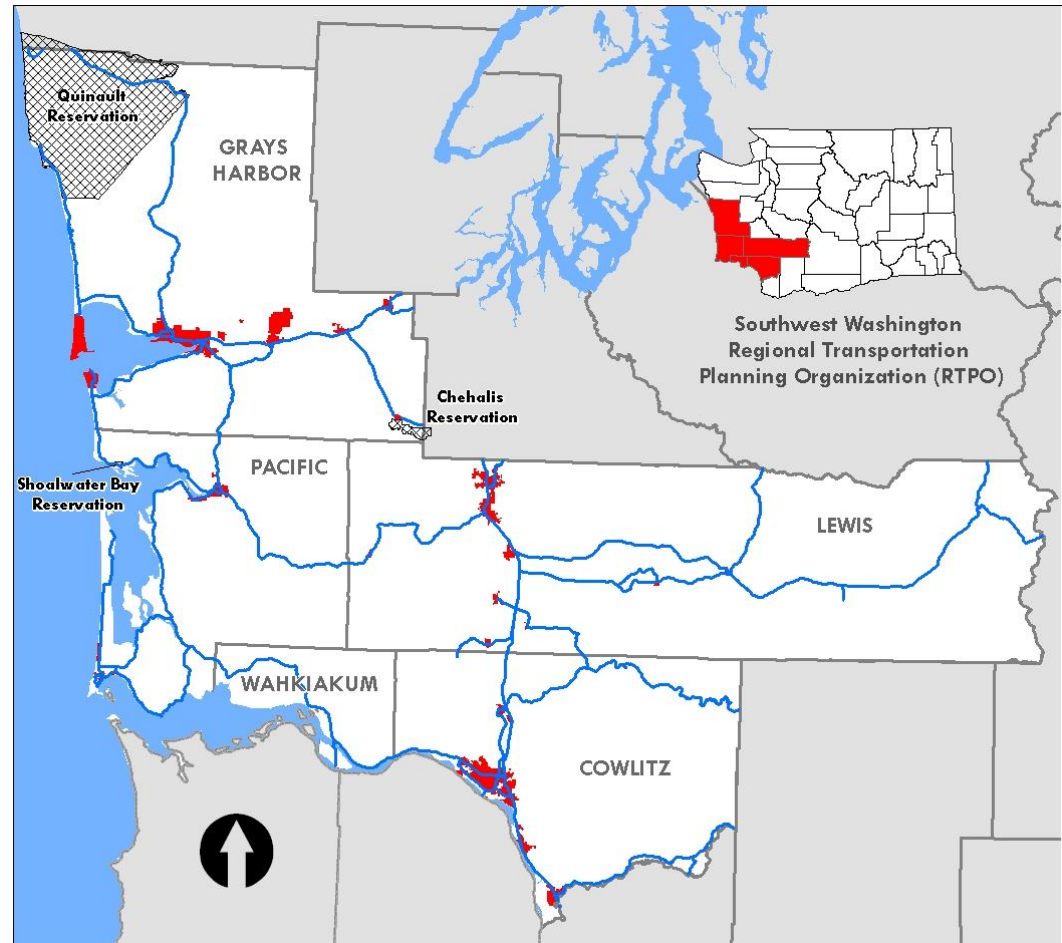


Figure 2-1: Regional Transportation Planning Organization

The U.S. Census Bureau data shows the state of Washington experienced a 14.1 percent growth in population and households between 2000 and 2010. It was the slowest rate of growth the state has experienced in five decades. The five-county SWRTPO region experienced a much slower rate of growth (3.78 percent) than the state. Cowlitz County saw the most growth, at 10.18 percent and Pacific County experienced the least, with -0.3 percent. Since 2010 the SWRTPO has grown 1.3 percent to reach an estimated population of 279,240.

Using 2013 census data from the U.S. Census Bureau's On The Map feature, transportation and population profiles depict a SWRTPO region that:

- Continues to lose close-in, family-wage jobs;
- Struggles with the ramifications of an aging population; and,
- Is experiencing loss of family households and the decline of two-income households.

These trends impact transportation infrastructure in a variety of ways.

The impacts on the transportation system are expected to be felt mostly on the roadway network. Automobile dependency continues to be paramount for the SWRTPO region. The economic downturn experienced by the region has forced many workers to seek employment farther from home. The travel time to work throughout the region is longer than the state average, and has continued to lengthen over the years

The population's transportation needs will be changing as well. An aging population, as shown on the population pyramid in Figure 2-2, will become more reliant on alternative modes of transportation. Yet, because of the lower population density of this rural nature of the region (less than 100 persons per square mile), access to those alternative modes of transportation is harder to deliver, which poses a significant barrier to households for remaining in the community as they age.

County	2010 Census	2015 Estimate	Change 10-15	% Change 10-15
RTPO	275,560	279,240	3,680	↑ 1.34%
Cowlitz	102,410	104,280	1,870	↑ 1.83%
Grays Harbor	72,797	73,110	313	↑ 0.43%
Lewis	75,455	76,660	1,205	↑ 1.60%
Pacific	20,920	21,210	290	↑ 1.39%
Wahkiakum	3,978	3,980	2	↑ 0.05%

Table 2-1: SWRTPO Population Change and Estimates
Source: WA Office of Financial Mgmt. Forecasting Division 2015

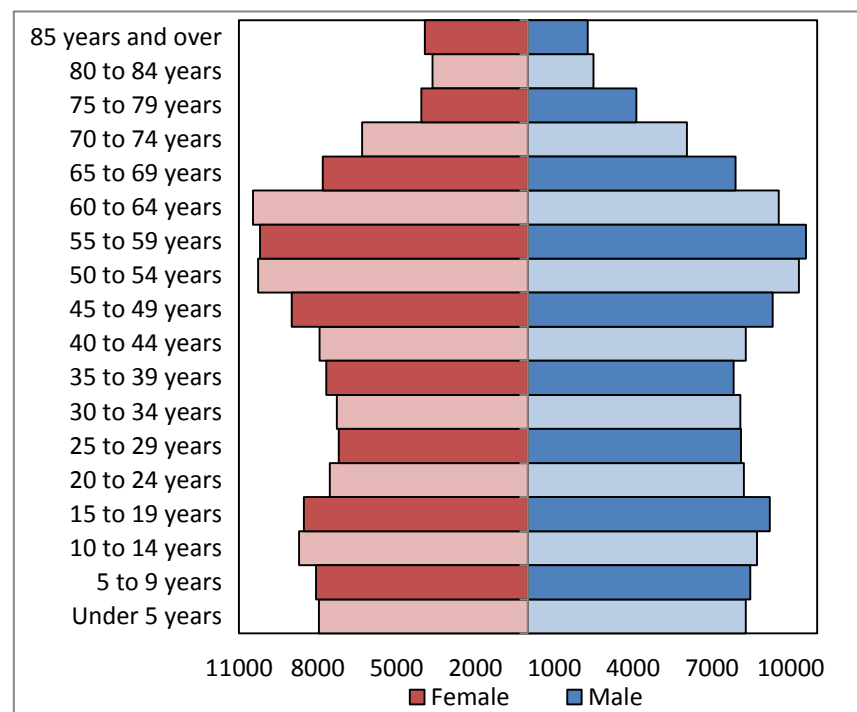


Figure 2-2: SWRTPO Population Pyramid
Source: 2009-2013 American Community Survey

Area Name	Civilian Labor Force	Employed Population	Unemployed Population	Unemployment Rate 2014	Unemployment Rate June 2015
Washington (June 2015)	3,552,463	3,365,182	187,281	6.3	5.5
Cowlitz County	44,025	40,354	3,671	8.3	7.7
Lewis County	31,035	28,146	2,889	9.3	8.2
Pacific County	8,048	7,239	809	10.1	8.1
Grays Harbor County	27,447	24,568	2,879	10.5	8.5
Wahkiakum County	1,353	1,224	129	9.5	8

Table: 2-2: Civilian Labor Force 2014 Estimates

Source: Bureau of Labor Statistics

Employment

The SWRTPO 2014 unemployment rate of 9.3 percent falls short of the statewide 2014 unemployment rate of 6.3 percent. As of June of 2015, Grays Harbor County has the highest unemployment rate, at 8.5 percent, while Cowlitz County currently has the lowest, at 7.7 percent. The primary industries in the region vary from county to county but manufacturing, agriculture, forestry, fishing and hunting, and health care are all important industry sectors to local economies throughout the region.

Each of the five counties has specific employment specializations identified by a location quotient. Location quotient takes either the state or national percent of employees in an industry sector and compares it to a specific region. A location quotient greater than one highlights a region’s specialization and indicates that sector is most likely producing for export to areas outside the region. Generally a location quotient of 1.25 signifies a significant degree of specialization and exports. A location quotient of 1 would highlight that the two regions being compared have the exact same percentage of employees in a given industry sector. A location quotient of less than one indicates that employment in a particular economic sector is less common than found at the state or national level.

Table 2-3 highlights the industry specializations in the SWRTPO compared to Washington State as a whole. All but one county, Wahkiakum, has location quotients greater than 1.25 in the manufacturing industry, indicating some degree of specialization. Although manufacturing has decreased across the state and nation over the past 20 years, the SWRTPO region continues to have a relatively high percent of employment in this sector.

Natural Resources and mining is a prominent industry in each of the five counties, with Wahkiakum County far outpacing other counties. The two sectors of agriculture, forestry, fishing and hunting (NAICS 11) and mining, quarrying, and oil and gas extraction (NAICS 21) are the driving force of such a high location quotient in the natural resource industries in the area. Logging businesses coupled with sand and gravel extraction companies provide many of the resources that fuel the local manufacturing industry

Pacific County and, to a lesser extent, Grays Harbor County both rely on the leisure and hospitality industry sector as important factors of their local economy. Specifically, accommodations and food services (NAICS 72), and real estate and rental and leasing (NAICS 53) highlight the area catering to tourism demands in the region.

Industry	Pacific County Washington	Grays Harbor County Washington	Wahkiakum County Washington	Cowlitz County Washington	Lewis County Washington
Base Industry: Total all industries	1.00	1.00	1.00	1.00	1.00
Natural Resources and Mining	3.49	1.09	8.53	0.82	1.85
Construction	1.05	0.84	2.07	1.24	0.84
Manufacturing	1.48	1.34	0.85	1.82	1.38
Trade, Transportation and Utilities	0.68	1.06	0.60	1.06	1.24
Information	0.32	0.26	1.08	0.25	0.22
Financial Activities	1.10	0.92	0.82	0.69	0.57
Professional and Business Services	0.21	0.49	0.54	0.48	0.37
Education and Health Services	0.85	1.17	0.37	1.11	1.19
Leisure and Hospitality	1.62	1.24	0.48	0.95	1.06
Other Services	1.12	1.23	0.38	0.94	0.64

Table 2-3. Location Quotient by Counties for Washington

Source: Bureau of Labor Statistics; 2014 Quarterly Census of Employment and Wages

Commuting Patterns

In 2013, the most current data, 51 percent of workers living within the SWRTPO region also worked within the region. The 51 percent or 54,795 workers hold 71 percent of the jobs in the region. The remaining 49 percent or 53,146 leave the region for employment. The resulting deficit between the number of workers who live in the RTPO and the number employed in the area is nearly 30,800 jobs. This means that because of a deficit of 30,800 jobs there are roughly 30,800 workers who have to leave the area for employment.

Commuting time to work across the RTPO is very comparable, with little variation in drives greater than 60 minutes. However, Wahkiakum County commuters as an average tend to have the longest commute time, with 55 percent of commutes longer than 30 minutes. Cowlitz, Pacific, Grays Harbor, and Lewis County commuters tend to have similar commuting patterns with between 65 percent and 71 percent having commutes less than 30 minutes.

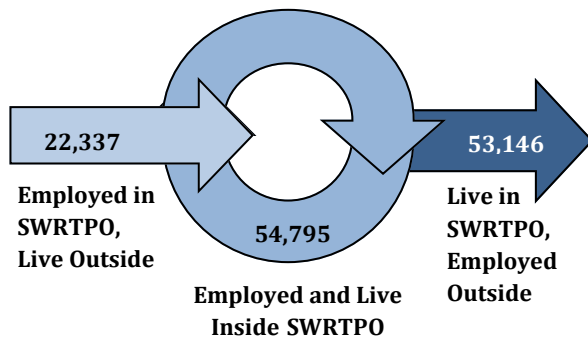


Figure 2-3: RTPO Inflow/Outflow
Source: 2013 US Census: OnTheMap

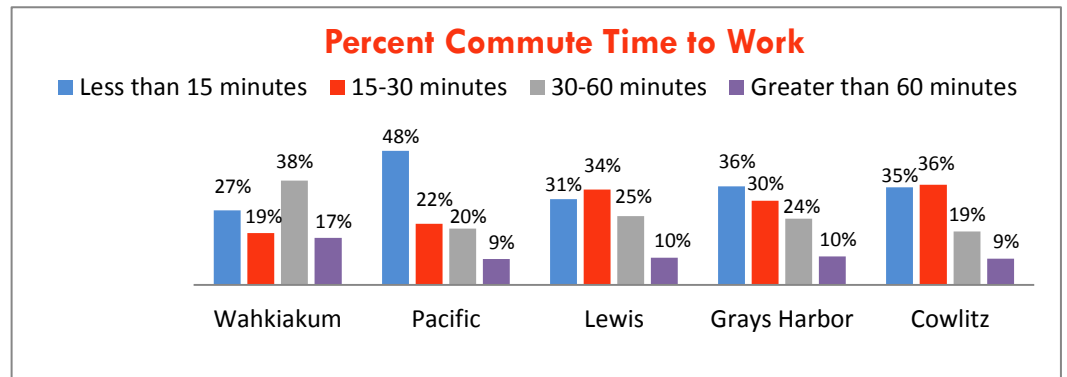


Figure 2-4: SWRTPO Percent Commute Time to Work
Source: 2009-2013 American Community Survey

Metropolitan Planning Organization

CWCOG is the lead agency for a bi-state Metropolitan Planning Organization (MPO). The MPO is comprised of the urbanized area of Longview and Kelso, Washington and (crossing over the Columbia River) the city of Rainier, Oregon. The urbanized area, originally designated as an MPO in 1982 by federal and state governments, currently covers an area of over 45 square miles encompassing over 64,164 people. In 2015 the MPO area boundary was amended to reflect existing urbanized areas and current municipal boundaries. Recent boundary updates shrunk the total square mileage by approximately 5 square miles.

The current MPO boundary includes the majority of incorporated areas, planning area boundaries, and the census designated urbanized area. Approximately 85 percent of the population is White, 2 percent is Asian, 1.8 percent is American Indian, 1 percent is Black or African American, 4.7 percent identifies as some other race, and 4.7 percent is two or more races. Around 10 percent of the population is Hispanic or Latino and nearly 38 percent of the total population is over 50 years of age.

Compared to Washington State as a whole, Cowlitz County, which has its largest population density in the Longview-Kelso area, has a substantially higher percentage of workers in the paper, chemical, and machinery manufacturing industries. Additionally, the paper mill and port's reliance on rail, road, and water transportation routes is highlighted in the high percentage of employees in the *Support Activities for Transportation* industry subsector.

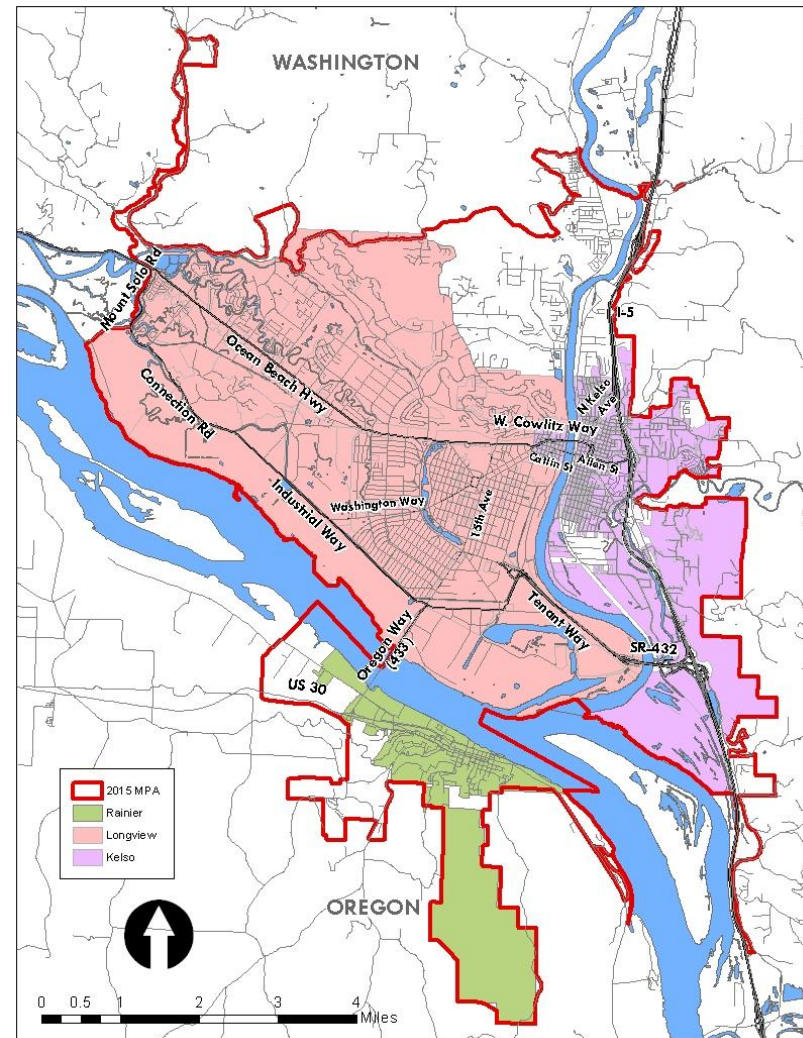


Figure 2-5: Longview-Kelso-Rainier MPO Map

Source: CWCOG

Metropolitan Planning Organization Commuting (MPO) Patterns

- The largest share of job destinations outside the MPO area are Portland, Vancouver, and Seattle.
- 48 percent of commuters over the age of 16 have a commute of 15 minutes or less; 8 percent have a commute time greater than 60 minutes.
- For the year 2013, 45 percent of workers living within the MPO also worked within the MPO. That 45 percent—or 11,991 workers—held 47 percent of the jobs in the region. The remaining 55 percent or 14,756 left the MPO for employment. The resulting deficit between the number of workers who lived in the MPO and the number employed is nearly 1,000 jobs.

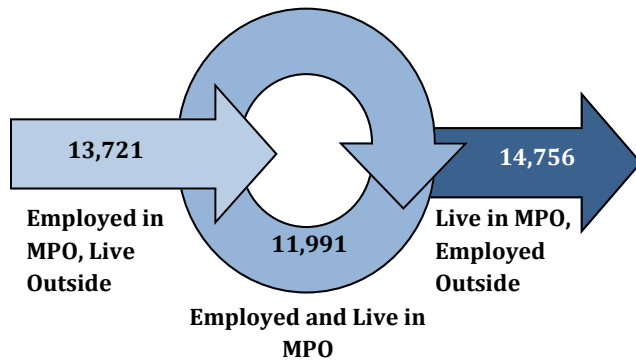


Figure 2-6: MPO Inflow/Outflow
Source: 2013 US Census: OnTheMap

MPO			
Where workers live	%	Where residents work	%
Longview city, WA	25.8	Longview city, WA	29.2
Kelso city, WA	8.6	Kelso city, WA	9.4
West Side Highway CDP, WA	4.8	Portland city, OR	4.1
Longview Heights CDP, WA	3.3	Vancouver city, WA	4.0
Vancouver city, WA	2.5	Seattle city, WA	2.4
Castle Rock city, WA	1.4	Tacoma city, WA	1.5
Kalama city, WA	0.9	Woodland city, WA	1.4
Rainier city, OR	0.7	Olympia city, WA	1.1
Portland city, OR	0.7	Salem city, OR	0.8
Woodland city, WA	0.7	Kalama city, WA	0.8

Table 2-4: MPO Commuting Patterns
Source: 2013 US Census: OnTheMap

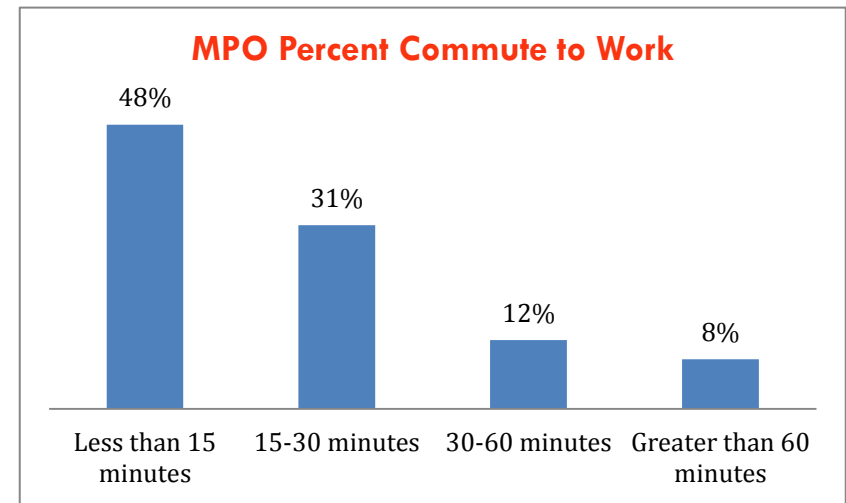


Table 2-5: MPO Commute to Work Times
Source: 2009-2013 American Community Survey

Cowlitz County

Cowlitz County is the 12th most populated county in the state of Washington. Despite being the most metropolitan area of the region, the county has grown at a slower rate than both the state and the nation over the past decade. The projections used in the 2009 Metropolitan and Regional Transportation plan anticipated an annual population growth rate of 1.7 percent over the 20-year plan horizon. This growth factor has been reduced three-fold from the original projection. These projections are assumed over the duration of the plan but are updated periodically every 5 years. Assuming that the 0.49 percent annual growth rate projected by Washington State Office of Financial Management holds over the next 20 years, it is anticipated that transportation demand, vehicle miles traveled and amount of commuters, will be reduced. This is also consistent with the aging of the county's population, which is higher than the state average. The population projections are revisited every five years, with the next revision expected in 2017, at which time the growth assumptions used in this plan will be reviewed to determine if there is a need for revision.

In 2013, one-sixth of the county's employment base was in manufacturing, including two paper mills, sawmills, a large chicken processor, as well as numerous smaller producers in machinery, fabricated metals, and chemical producers. Employment projections for the Southwest Washington Workforce Region anticipate a 1.5 percent employment growth rate through 2022, or approximately 35,700 jobs. Clark, Cowlitz, Skamania, Lewis, and Wahkiakum counties are included in this workforce region. Growth sectors include construction, retail and wholesale trade, manufacturing (fabrication of metal products, machinery manufacturing, and nondurable goods, particularly food and beverage products), transportation and warehousing, financial and real estate services, professional and business services—particularly scientific and technical services—health, hospitality, and education. Sectors with slow or negative growth center on manufacturing, particularly paper, primary metals, and other transportation equipment.

As of 2013, the total population of Cowlitz County was 102,110. Approximately 91 percent of the population is White, 4 percent is two or more races, 1.5 percent is Asian, 1.5 percent is some other race, and 1 percent is American Indian or Alaska Native. Around 8 percent of the total population is Hispanic or Latino. Cowlitz County had a median household income of \$59,363 with 12.4 percent of the population falling below the federal poverty line. The greatest distribution of the population is between the ages of 45 and 64 years of age. There is also a large percentage in the 10-14 age cohort. This population data highlights a deficit in the economically active (buyers and workers) cohorts between 20-24 years to 60-64 years.

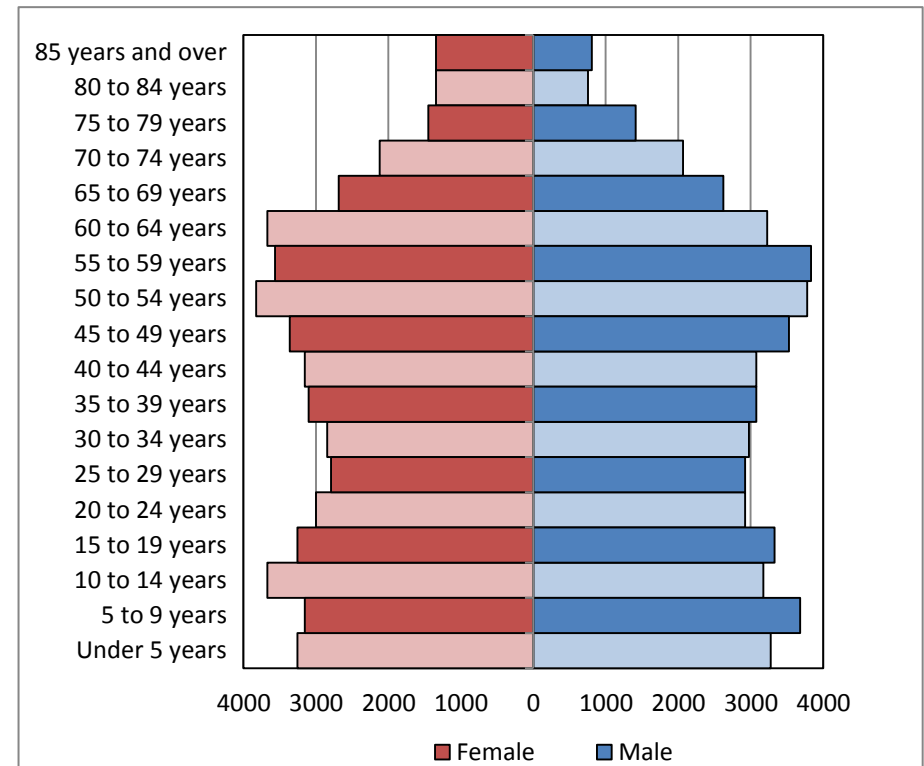


Figure 2-7 Cowlitz County Population Pyramid
Source: 2009-2013 American Community Survey

Cowlitz Commuting Patterns

- In 2013 there were 31,722 workers in Cowlitz County. Sixty-three (63) percent of those jobs were filled by employees living in the county; the remaining 37 percent have residences outside of the county.
- Of the 41,061 workers residing within Cowlitz County in 2013, 51.3 percent were employed outside the county while the remaining 48.7 percent were employed within the County. Areas outside the county, including Vancouver, Portland and Seattle, are the largest employment destinations.
- A little more than one-third of all work trips in and out of Cowlitz County (37.9%) are internal trips by residents of Cowlitz County. Twice as many workers commute out of the county for work than commute in from other counties.

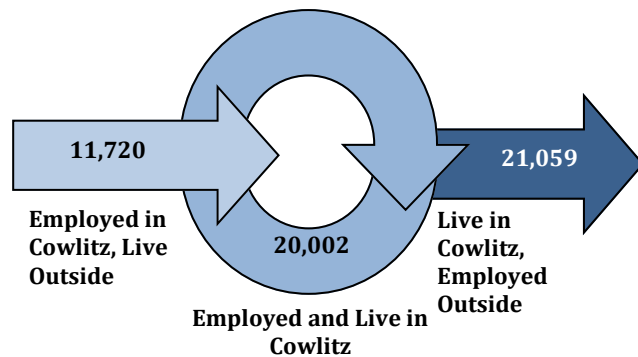


Figure 2-8: Cowlitz Inflow/Outflow

Source: 2013 US Census: OnTheMap

Cowlitz County	
Total Population	102,110
One Race	97,695
White	92,727
Black or African American	571
American Indian or Alaska Native	1,191
Asian	1,506
Native Hawaiian and Other Pacific Islander	98
Some other race	1,602
Two or more races	4,415
Hispanic or Latino (of any race)	8,108
Median Household Income	\$59,363

Table 2-6: Cowlitz County Demographics

Source: 2009-2013 American Community Survey

Cowlitz County			
Where workers live	%	Where residents work	%
Longview city, WA	22.8	Longview city, WA	26.4
Kelso city, WA	7.7	Kelso city, WA	8.6
West Side Highway CDP, WA	4.3	Vancouver city, WA	5.8
Vancouver city, WA	3.4	Portland city, OR	4.9
Longview Heights CDP, WA	2.9	Woodland city, WA	2.8
Woodland city, WA	1.9	Seattle city, WA	2.2
Castle Rock city, WA	1.5	Tacoma city, WA	1.5
Kalama city, WA	1.1	Olympia city, WA	1.3
Portland city, OR	1.0	Kalama city, WA	1.2
Salmon Creek CDP, WA	0.8	Castle Rock city, WA	1.0

Table 2-7: Cowlitz County Community Patterns

Source: 2013 US Census: OnTheMap

Grays Harbor

Grays Harbor County is situated midway along Washington’s Pacific coastline. It is bounded by Jefferson County to the north, Mason and Thurston counties to the east, and Lewis and Pacific counties to the south. Nearly 90 percent of the county is forested, about 3.5 percent is in agricultural uses, and about 3 percent is within one of the nine incorporated cities and towns. Major highways in Grays Harbor County include State Route 101 running north/south along a coastal route and Highways 12 and 8 running east/west providing major access to Interstate 5.

The projected annual population growth rate for the county was 0.7 percent for the 2009 Metropolitan and Regional Transportation Plan. It has been adjusted downward with OFM’s 2012 population projections, reflecting an annual growth rate of only 0.22 percent, less than one-third of the original projection.

Grays Harbor County has been faced with many challenges due to a declining population and growing unemployment rate. The majority of Grays Harbor’s working residents commute to the Greater Puget Sound area, even as far north as Skagit County, although a significant proportion (38.5 percent) work within the county. Grays Harbor historically has a natural resource-based economy which has diversified into services and manufacturing in recent years. This diversification has created more demand on the transportation network, particularly multi-modal freight utilizing the county’s rail and marine assets.

Grays Harbor is home to the only marine port in Washington State located directly on the Pacific Ocean. The port and its surrounding cities form the employment hub of Grays Harbor County. Grays Harbor has experienced significant growth in rail traffic related to the port, which brings impacts to the surrounding street network.

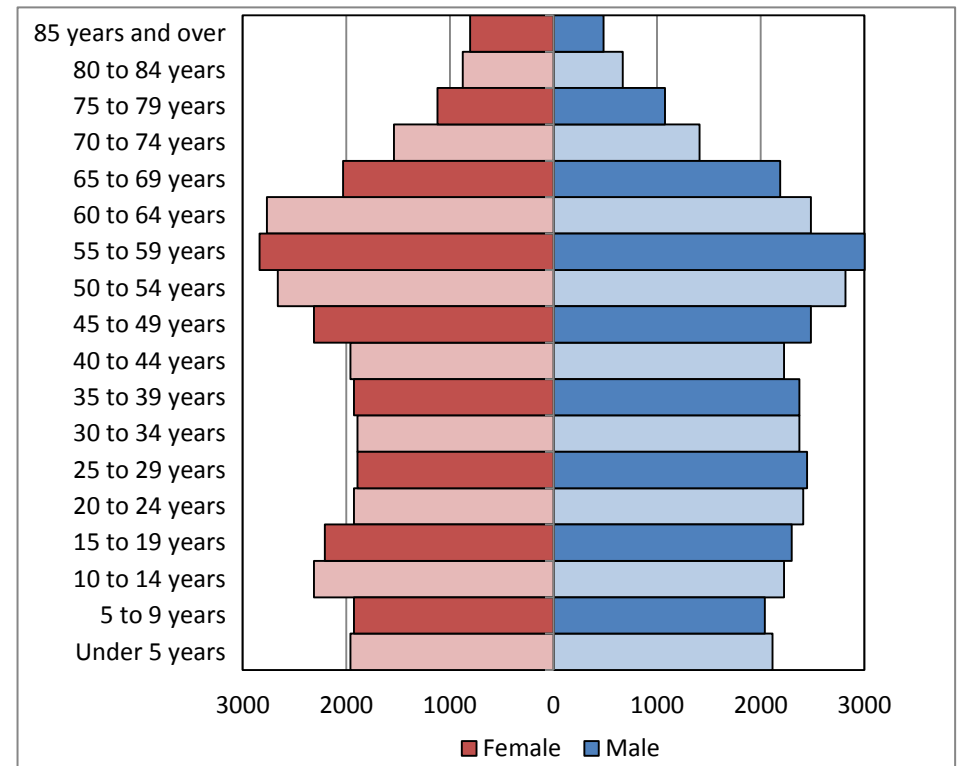


Figure 2-9: Grays Harbor County Population Pyramid

Source: 2009-2013 American Community Survey

As of 2013, the total population of Grays Harbor County was 72,092. Approximately 87 percent of this population is White, 4 percent is American Indian or Alaska Native, 3.5 percent is two or more races, 3 percent is some other race, 1.5 percent is Asian, and 1 percent is Black or African American. Roughly 9 percent of the total population identifies as Hispanic or Latino. Grays Harbor County had a median household income of \$54,910, with 12.3 percent of the population falling below the federal poverty line. The greatest proportion of people living in the county includes people between 45 and 64 years of age, with the difference between other age cohorts being particularly pronounced for individuals between 50 and 64. This pyramid highlights that over the next 20 years there will likely be a substantial decrease in the number of workers, buyers, and drivers in the county.

Grays Harbor Commuting Patterns

- In 2013 there were 18,297 workers in Grays Harbor County. Sixty-nine (69) percent of those jobs were filled by employees living in the county; the remaining 31 percent have residences outside of the county.
- Of the 27,472 residents within Grays Harbor County, 53.5 percent are employed outside the county. The largest job destinations outside the county are Olympia, Seattle, and Tacoma.
- Grays Harbor has the highest percentage of intra-county work trips among the five-county RTPO, at 38.5% of all work trips.

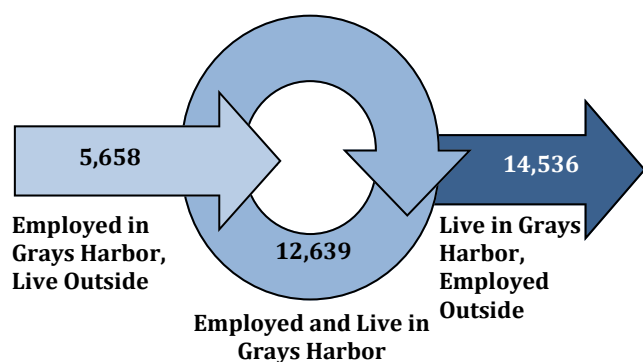


Figure 2-10: Grays Harbor Inflow/Outflow
Source: 2013 US Census: OnTheMap

Grays Harbor County	
Total Population	72,092
One Race	69,576
White	62,382
Black or African American	885
American Indian or Alaska Native	3070
Asian	1079
Native Hawaiian and Other Pacific Islander	219
Some other race	1,941
Two or more races	2,516
Hispanic or Latino (of any race)	6,486
Median Household Income	\$54,910

Table 2-8: Grays Harbor County Demographics
Source: 2009-2013 American Community Survey

Grays Harbor County			
Where workers live	%	Where residents work	%
Aberdeen city, WA	18.2	Aberdeen city, WA	16.9
Hoquiam city, WA	10.3	Hoquiam city, WA	6.5
Montesano city, WA	4.7	Olympia city, WA	6.0
Ocean Shores city, WA	4.1	Seattle city, WA	5.1
Central Park CDP, WA	3.5	Montesano city, WA	4.7
Elma city, WA	2.0	Ocean Shores city, WA	3.1
Cosmopolis city, WA	1.4	Tacoma city, WA	2.7
McCleary city, WA	1.1	Westport city, WA	2.3
Olympia, WA	1.0	Tumwater city, WA	1.9
Westport city, WA	1.0	Lacey city, WA	1.6

Table 2-9: Grays Harbor County Commuting Patterns
Source: 2013 US Census: OnTheMap

Lewis

Lewis County is the largest county (by land area) in western Washington at 1,559,040 acres. The County is located along Interstate 5, midway between the Seattle and Portland metropolitan areas and thus has been very attractive for recruiting and siting distribution facilities for regional and national retailers. These economic development activities, have resulted in heavier truck volumes that will continue to impact I-5 interchanges, county roads and city streets.

The Great Recession was particularly hard on Lewis County. Unemployment rates have remained among the highest in the state for the better part of the downturn. As part of the Pac Mountain Workforce Region, employment is expected to grow at approximately one percent between 2017 and 2022, according to the Washington State Employment Security Department, resulting in approximately 23,500 more jobs throughout the multi-county region, which also includes Grays Harbor and Pacific Counties.

Sectors where growth is forecast include manufacturing of durable goods (nonmetallic mineral products) and non-durable goods (food and beverages), transportation and warehousing, wholesale and retail trade, real estate services, professional/scientific/technical services, employment services, arts and hospitality services, and education. Sectors where declines are anticipated include wood products manufacturing, transportation equipment manufacturing, and both traditional and software publishing.

Lewis County was forecasted to have an annual population growth rate of 1.1 percent back in 2009. The revised Office of Financial Management (OFM) projections issued in 2012 this rate has been reduced to 0.6 percent per year, about half the previous rate.

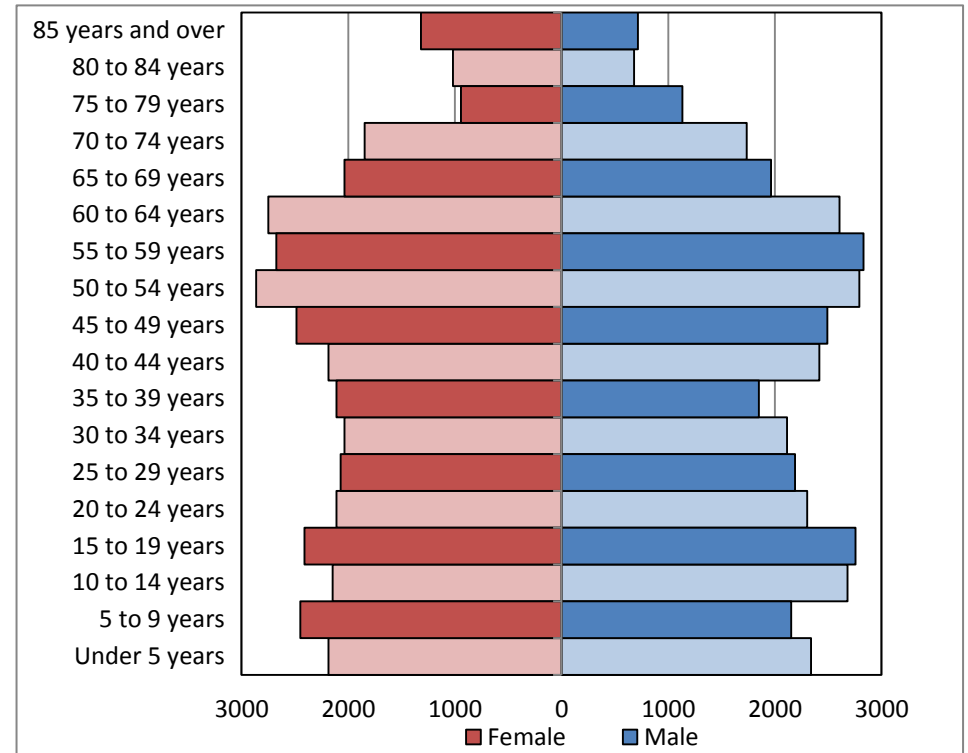


Figure 2-11: Lewis County Population Pyramid

Source: 2009-2013 American Community Survey

As of 2013, the total population of Lewis County was 75,419. Approximately 92 percent of this population is White, 4 percent is two or more races, 2 percent is some other race. Lewis County had a median household income of \$54,362, with 11.1 percent of families falling below the federal poverty line. The largest distribution of the population is between 50 and 64 years of age.

Lewis Commuting Patterns

- In 2013 there were 20,269 workers in Lewis County; 54.5 percent were residents of Lewis County while 45.5 percent of those employed in the county lived outside of Lewis County.
- Of the 30,243 working residents within Lewis County, over 63 percent commute to work outside of the county. The largest job destinations outside the county are Olympia, Seattle, and Tacoma.
- Lewis County has one of the lowest rates of in-county workers within the RTPO, with 27.9% of all work trips being intra-county.

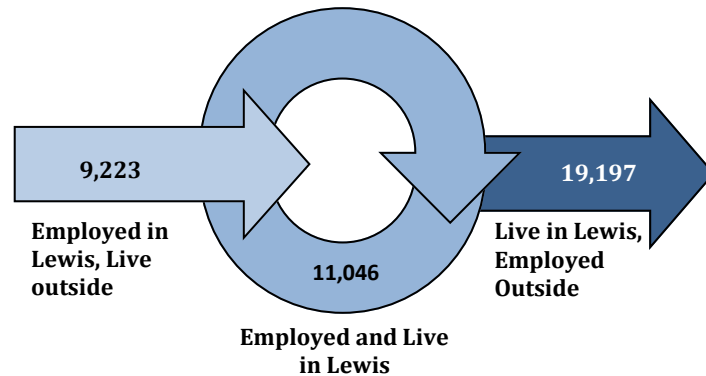


Figure 2-12: Lewis Inflow/Outflow
Source: 2013 US Census: OnTheMap

Lewis County	
Total Population	75,419
One Race	72,307
White	69,070
Black or African American	447
American Indian or Alaska Native	488
Asian	705
Native Hawaiian and Other Pacific Islander	5
Some other race	1,592
Two or more races	3,112
Hispanic or Latino (of any race)	6,727
Median Household Income	\$54,362

Table 2-10: Lewis County Demographics

Source: 2009-2013 American Community Survey

Lewis County			
Where workers live	%	Where residents work	%
Centralia city, WA	12.4	Chehalis city, WA	10.4
Chehalis city, WA	6.2	Centralia city, WA	10.2
Olympia city, WA	1.6	Olympia city, WA	5.8
Lacey city, WA	1.5	Seattle city, WA	5.3
Napavine city, WA	1.2	Tacoma city, WA	3.3
Longview city, WA	1.2	Tumwater city, WA	2.8
Fords Prairie CDP, WA	1.1	Lacey city, WA	2.0
Grand Mound CDP, WA	0.9	Morton city, WA	1.9
Aberdeen city, WA	0.8	Bellevue city, WA	1.8
Seattle city, WA	0.8	Longview city, WA	1.7

Table 2-11: Lewis County Commuting Patterns

Source: 2013 US Census: OnTheMap

Pacific

Pacific County is located in the southwestern corner of the state, with the Pacific Ocean as its western border. Pacific County is the nation's largest farmed shellfish producer. Cranberry bogs, forest products, manufacturing, dairy farms, and recreational fishing are important to the county's industrial mix. Tourism is also a critical feature of Pacific County's economy.

The population of Pacific County shrank slightly during the past decade, in contrast to overall growth statewide. The projections used in the 2009 Metropolitan and Regional Transportation Plan anticipated an annual population growth rate of 0.2 percent over the 20-year plan horizon. This growth factor is anticipated to stay the same over the next 20 years, which reflects its relatively high proportion of aging population.

Climbing out of the recession has been a slow process for many of the rural counties in the area and Pacific County has been no exception. The County's reliance on tourism has been hurt by the impact of the Great Recession on travel and consumer spending.

As of 2013, the total population of Pacific county was 20,781. Approximately 88 percent of this population is white, 4 percent is two or more races, and 4 percent is some other race. Pacific County had a median household income of \$52,391 with 10.5 percent of families falling below the federal poverty line. The 5-year age cohort with the greatest number of people in the county was that including people between 60 and 64 years of age, with the population decreasing with each of the five subsequent age cohorts in each direction. Within the younger population, there is a slightly elevated

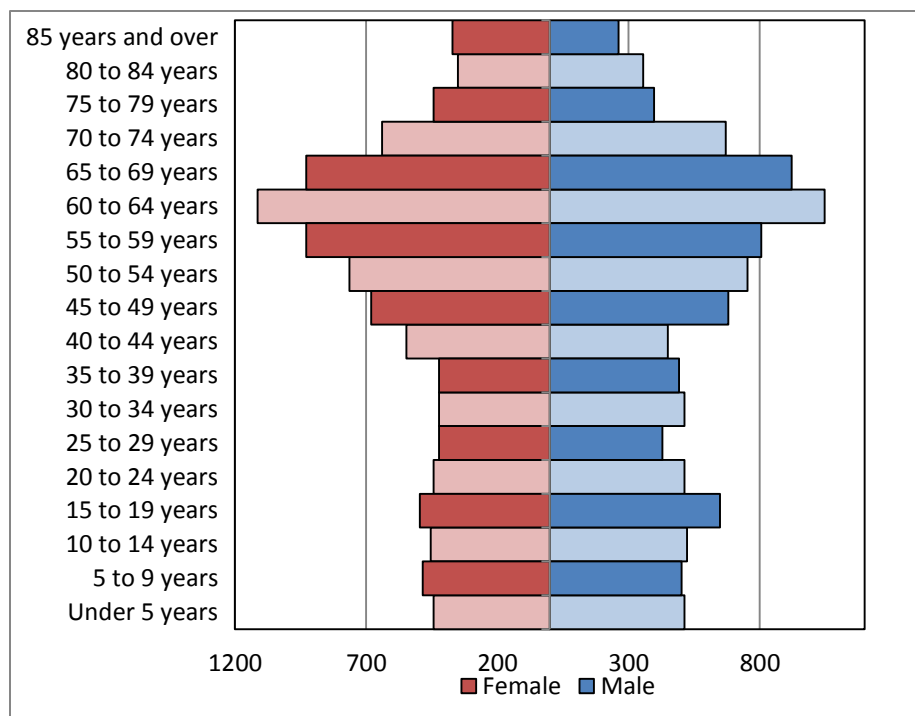


Figure 2-13: Pacific County Population Pyramid

Source: 2009-2013 American Community Survey

number of people between 15 and 19 years of age. Pacific and Wahkiakum counties are among the top twelve counties in the state projected to have the highest shares of population over the age of 65 by 2040. Pacific currently has 27.3 percent of its population over age 65, while Wahkiakum has 30.93 percent of residents over age 65, which is shown in the “inverted pyramid,” above

Pacific Commuting Patterns

- There were 5,197 workers in Pacific County; 57.1 percent of those were residents of the county.
- Of the 7,144 working residents in Pacific County, 58.4 percent commute to work outside the county; 41.6 percent live and are employed in Pacific County. The largest job destinations outside the county are Seattle, Aberdeen, Vancouver and Olympia.
- Pacific has a relatively healthy share of intra-county commuters, at 31.7 percent.

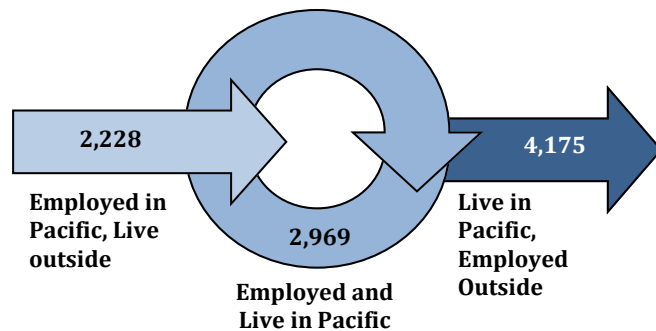


Figure 2-14: Pacific Inflow/Outflow
Source: 2013 US Census: OnTheMap

Pacific County	
Total Population	20,781
One Race	19,990
White	18,295
Black or African American	108
American Indian or Alaska Native	370
Asian	429
Native Hawaiian and Other Pacific Islander	8
Some other race	780
Two or more races	791
Hispanic or Latino (of any race)	1,737
Median Household Income	\$52,391

Table 2-12: Pacific County Demographics
Source: 2009-2013 American Community Survey

Pacific County			
Where workers live	%	Where residents work	%
Raymond city, WA	10.4	Long Beach city, WA	8.2
Long Beach city, WA	3.6	South Bend city, WA	7.7
Ocean Park CDP, WA	3.6	Raymond city, WA	7.5
South Bend city, WA	2.7	Seattle city, WA	3.7
Ilwaco city, WA	2.6	Ilwaco city, WA	3.2
Aberdeen city, WA	1.8	Aberdeen city, WA	3.0
Astoria city, OR	1.6	Vancouver city, WA	3.0
Naselle CDP, WA	1.5	Ocean Park CDP, WA	2.7
Chinook CDP, WA	1.4	Olympia city, WA	2.5
Longview city, WA	1.3	Astoria city, WA	2.2

Table 2-13: Pacific County Commuting Patterns
Source: 2013 US Census: OnTheMap

Wahkiakum

Wahkiakum County is the smallest county (by total area) in the state. It has an economy dominated by its natural resource base, particularly logging, farming, and to a lesser extent today, fishing. Wahkiakum is relatively isolated in terms of transportation infrastructure, linked east-to-west to Cowlitz and Pacific counties via State Route 4. The county operates a ferry from Cathlamet to Westport, Oregon. The ferry was replaced in early 2015 with the new Oscar B. The new ship will allow greater numbers to utilize the ferry for employment, trade, and emergency access. The county suffered the largest percentage drop in employment of any county in the state during the recession. Since hitting bottom, there has been very little change in job counts.

Wahkiakum County has the second lowest population of any county in Washington State, and like Pacific, has a significant proportion of residents who are over age 65. This proportion is expected to grow to 40 percent over the planning horizon. Many retirees are drawn to the county for its bucolic qualities, rural lifestyle, and relatively low real estate prices for view property. The projections used in the 2009 Metropolitan and Regional Transportation Plan anticipated an annual population growth rate of 1.2 percent over the 20-year plan horizon. This growth factor has been adjusted downward to a negative annual growth rate of -0.3 percent over the next 20 years, in line with projections issued by the Washington State Office of Financial Management.

As of 2013, the total population of Wahkiakum County is 4,006. Approximately 95 percent of this population is white, 3 percent are two or more races, 1 percent is Asian, and 1 percent is American Indian or Alaska Native. Four percent of the total population identifies as Hispanic or Latino. Wahkiakum County had a median household income of \$49,994 with 17.2 percent of the population

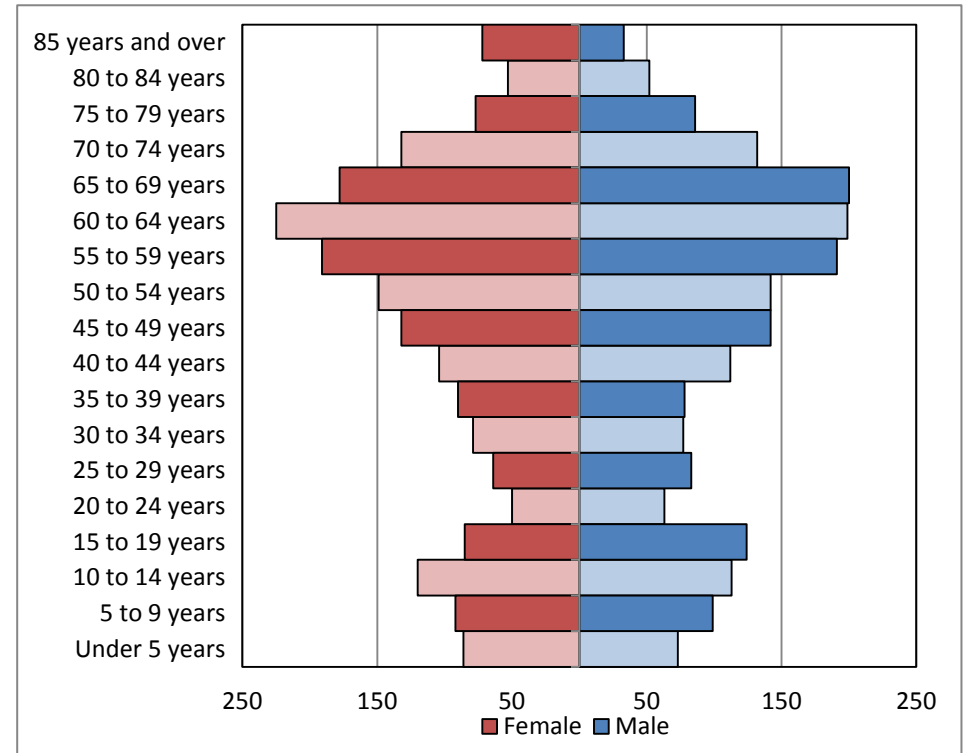


Figure 2-15: Wahkiakum County Population Pyramid

Source: 2010 Census Summary File 1

falling below the federal poverty line. The population pyramid in figure 2-15 shows 2010 US Census data and highlights the dramatic decline in population growth. Wahkiakum County has a substantial percentage of its population over 65 years of age which contributes to the substantial barriers in providing accessible transportation opportunities.

Wahkiakum Commuting Patterns

- In 2013, there were 649 workers in Wahkiakum County; 53 percent of the employees work and live in the county.
- Of the 1,300 workers residing in the county, 73.5 percent commute to work outside the county; only 26.5 percent of residents live and work in Wahkiakum County. The largest job destinations outside the county are Longview, Portland, and Vancouver.
- Wahkiakum has the fewest intra-county work trips of any county in the RTPO, at 21.4 percent of all work trips.

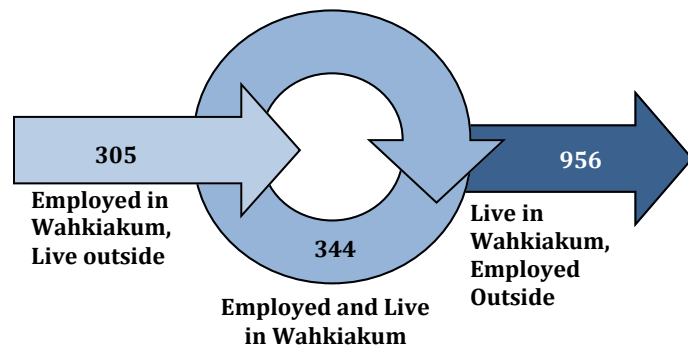


Figure 2-16: Wahkiakum Inflow/Outflow

Source: 2013 US Census: OnTheMap

Wahkiakum County	
Total Population	4,006
One Race	3,890
White	3,801
Black or African American	0
American Indian or Alaska Native	42
Asian	47
Native Hawaiian and Other Pacific Islander	0
Some other race	0
Two or more races	116
Hispanic or Latino (of any race)	151
Median Household Income	\$49,994

Table 2-14: Wahkiakum County Demographics

Source: 2009-2013 American Community Survey

Wahkiakum County			
Where workers live	%	Where residents work	%
Puget Island CDP, WA	10.8	Cathlamet town, WA	18.2
Cathlamet town, WA	7.4	Longview city, WA	9.5
Longview city, WA	6.9	Vancouver city, WA	6.0
East Cathlamet CDP, WA	6.0	Portland city, OR	4.7
Skamokawa Valley CDP, WA	5.4	Olympia city, WA	2.0
Grays River CDP, WA	5.1	East Cathlamet CDP, WA	1.9
Rosburg CDP, WA	4.5	Puget Island CDP, WA	1.6
Deep River CDP, WA	2.2	Kelso city, WA	1.5
Lower Elochoman CDP, WA	1.8	Seattle city, WA	1.5
Upper Elochoman CDP, WA	1.7	Stevenson city, WA	1.4

Table 2-15: Wahkiakum County Commuting Patterns

Source: 2013 US Census: OnTheMap