MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors

FROM: Matt Ransom, Executive Director

DATE: August 29, 2017

SUBJECT: **Regional Transportation Plan – 2018 Update, Population and Employment Forecast**

AT A GLANCE

RTC Board action is requested to adopt the 2040 population and employment forecast for use in the 2018 Regional Transportation Plan Update. The 2040 forecast will serve as the basis for travel forecast modeling work associated with the 2018 RTP Update.

INTRODUCTION

Establishing household and employment growth forecasts are important steps in the 2018 Regional Transportation Plan (RTP) update process. The number and location of future households and jobs is an integral part of defining the future the plan will address. The forecasts also are a major input into the regional travel forecasting models that are used for plan and project development. At the September, RTC Board meeting, RTC staff will present the 2040 forecasts.

THE 2040 FORECASTS FOR POPULATION AND EMPLOYMENT

As the RTP is required to have at least a 20-year planning horizon, the year 2040 has been adopted for the horizon year of the 2018 RTP Update. Underlying the RTP's technical modeling and evaluation processes are forecasts of population, households and employment through the year 2040. The basis for the 2040 forecasts is the existing Clark County 2016 Comprehensive Plan forecast parameters.

The population forecast in the county's 2016 Comprehensive Plan is based on the Washington State Office of Financial Management's (OFM) 2035 medium population forecast for Clark County of 562,207 persons, plus an additional 15,224 persons based on local jurisdictions' existing plans. The proposed 2040 population forecast uses the OFM medium 2040 forecast of 585,137 with the addition of the same 15,224 persons based on existing local jurisdiction plans - for a total of 600,361 persons (see Table 1).

For the 2016 Comprehensive Plan forecast, total households were estimated by applying a future person per household rate of 2.66 to the total population. The proposed 2040 forecast of households uses the same factor, yielding a total of 225,700 households in 2040.

Table 1:

2035 GMA and Proposed 2040 RTP Forecasts of Population, Households and Employment

	2035 GMA	Proposed 2040 RTP	Growth
Population	577,431	600,361	22,930
Households	217,079	225,700	8,620
Persons/Household	2.66	2.66	
Employment	232,500	241,499	8,999
Jobs/Household	1.07	1.07	

The proposed 2040 forecast of jobs utilizes the jobs to household ratio from the 2016 Comprehensive Plan Update to estimate total jobs in 2040. The Comprehensive Plan adopted a 2035 jobs forecast of 232,500 total jobs. The proposed 2040 forecast uses the 2035 forecast's job to household ratio of 1.07 to estimate a 2040 employment total of 241,499, based on an estimated 225,700 households in 2040 (see Table 1).

Overall, the proposed 2040 forecasts extend the 2016 Comprehensive Plan's 2035 forecasts by five years, utilizing the same growth assumptions and relationships found in the 2035 forecasts. The proposed 2040 forecasts add 22,930 more people, 8,620 more households and 8,999 more jobs to the existing 2035 forecasts. RTC staff will coordinate and work with local jurisdiction planners to identify locations that would likely accommodate these five years of growth beyond 2035 growth plan adopted in the 2016 Comprehensive Plan.

AGENCY REVIEW PROCESS

The proposed 2040 forecasts for population and employment were developed in coordination with land use planning staff from local jurisdictions and builds upon the 2035 forecasts used in Clark County's 2016 Comprehensive Plan update. The Regional Transportation Advisory Committee (RTAC) reviewed the forecasts at their August 2017 meeting and recommended that the RTC Board adopt the forecasts for use in the 2018 RTP update.

BOARD ACTION

RTC Board action is to adopt the 2040 population and employment forecasts as recommended by RTAC. The adopted 2040 forecasts will be used as forecast inputs to the 2018 RTP update and associated regional travel model forecasting processes.