

**Oklahoma Long Range  
TRANSPORTATION PLAN**



**Moving Oklahoma  
FORWARD**

Technical Memorandum

# Demographics, Socioeconomics, and Land Use

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**Oklahoma Department of Transportation**

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The Technical Memos were written to document early research for the 2015-2040 Oklahoma Long Range Transportation Plan (LRTP). Most of these memos were written in 2014; all precede the writing of the 2015-2040 Oklahoma LRTP *Document* and 2015-2040 Oklahoma LRTP *Executive Summary*.

The 2015-2040 Oklahoma LRTP *Document* and 2015-2040 Oklahoma LRTP *Executive Summary* were composed in Spring 2015.

If there is an inconsistency between the Tech Memos and the 2015-2040 Oklahoma LRTP *Document* or 2015-2040 Oklahoma LRTP *Executive Summary*, the reader should assume that the *Document* and *Executive Summary* contain the most current and accurate information.



# Oklahoma Long Range TRANSPORTATION PLAN

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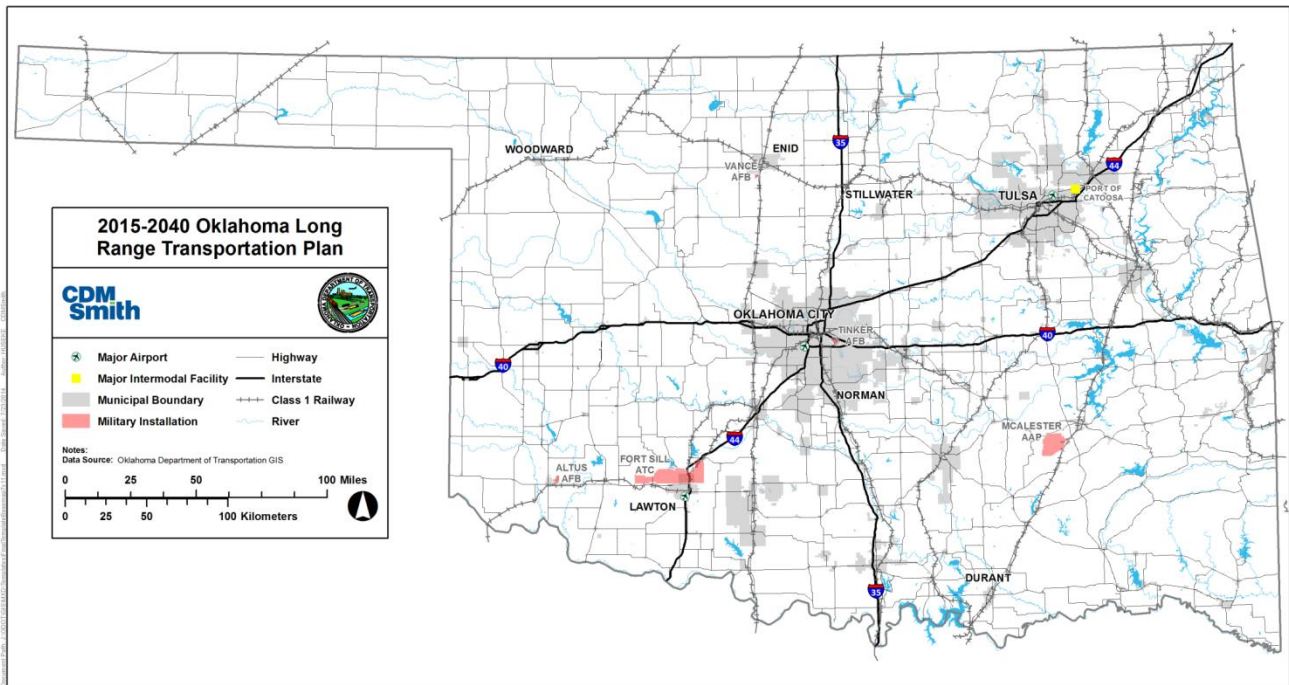
## 1 INTRODUCTION

Information on demographics, socioeconomics, and land use are important considerations in any long range transportation planning effort. Understanding the users of the transportation system and their mobility needs can help inform public policy as it relates to the delivery of transportation projects and services.

Oklahoma's communities are dynamic places, constantly changing and evolving to meet the needs of our 21<sup>st</sup> century economy. The *Demographics, Socioeconomics and Land Use Technical Memorandum* examines trends in these areas and their implications for future transportation planning. As such, the memo is an important component of Oklahoma's 2040 Long Range Transportation Plan.

Oklahoma is organized into 77 counties (**Figure 1**), comprising eight Oklahoma Department of Transportation (ODOT) field divisions. These units of geography are used as part of this demographics and socioeconomic analysis.

**Figure 1: State of Oklahoma**





# Oklahoma Long Range TRANSPORTATION PLAN

## 2 DEMOGRAPHICS

This section of the memo summarizes trends in Oklahoma's population, as well as specific demographic trends that directly affect travel demand.

### 2.1 POPULATION TRENDS

According to the 2010 Census, Oklahoma had just over 3.7 million residents. Annual estimates from the Census indicate that the state's total population is continuing to grow, to a 2013 total of nearly 3.9 million.

**Table 1** depicts the annual estimates of Oklahoma's resident population in the years since the 2010 decennial census. The state has experienced moderate growth each year, with an increase averaging over 33,000 annually. Oklahoma is the 28<sup>th</sup>-most populous state in the nation, a ranking it has maintained since the 1990 decennial census.

**Table 1: Annual Estimates of Resident Population, 2010 to July 1, 2013**

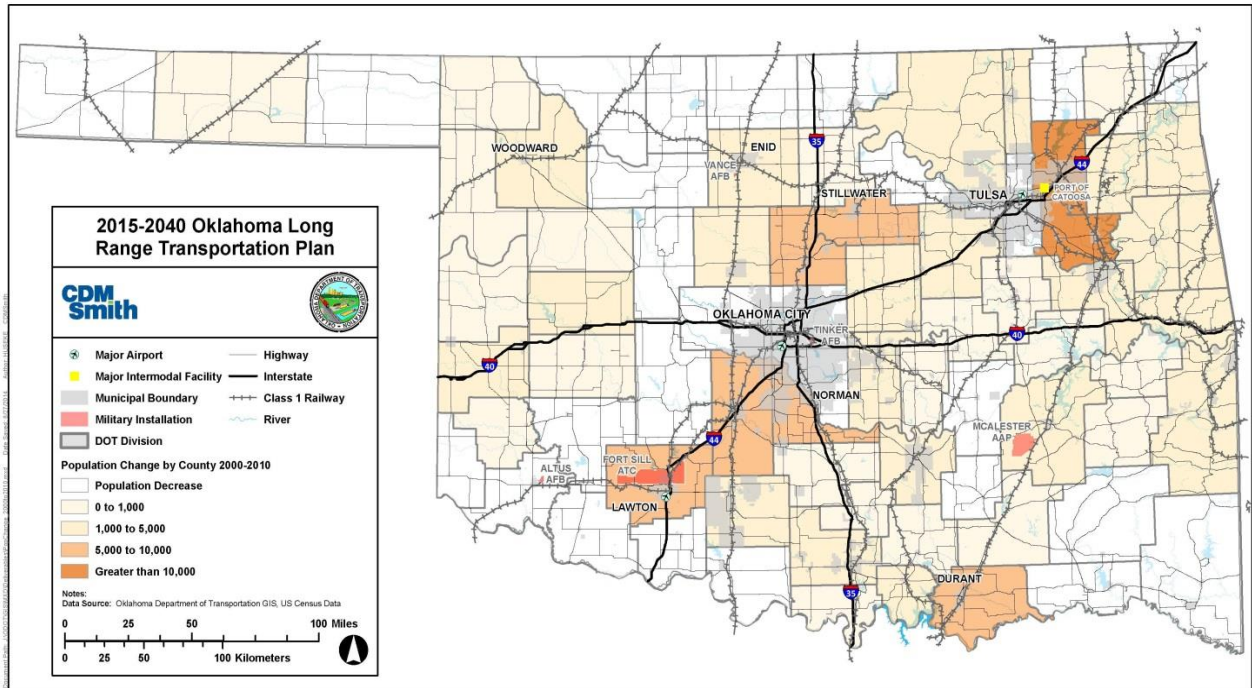
	Census 2010	July 1 Estimates		
		2011	2012	2013
Oklahoma	3,751,351	3,785,534	3,815,780	3,850,568

*Source: U.S. Census Bureau*

In the years since the 2010 Census, 33 of the state's counties have registered losses in total population. This has been offset by gains in the remaining counties, which have boosted the state's total population by nearly 100,000 since 2010. Counties experiencing the heaviest losses since 2010 included Blaine (west of the OKC metro area) and Sequoyah (at the eastern border near Ft. Smith), both with a decline of over 1,000. The counties experiencing the greatest gains included Oklahoma (+36,612) and Tulsa, both of which added over 20,000 additional persons. **Figure 2** illustrates the change in population by county between the 2000 and 2010 decennial census.



Figure 2: Population Change by County, 2000 to 2010



Source: U.S. Census Bureau

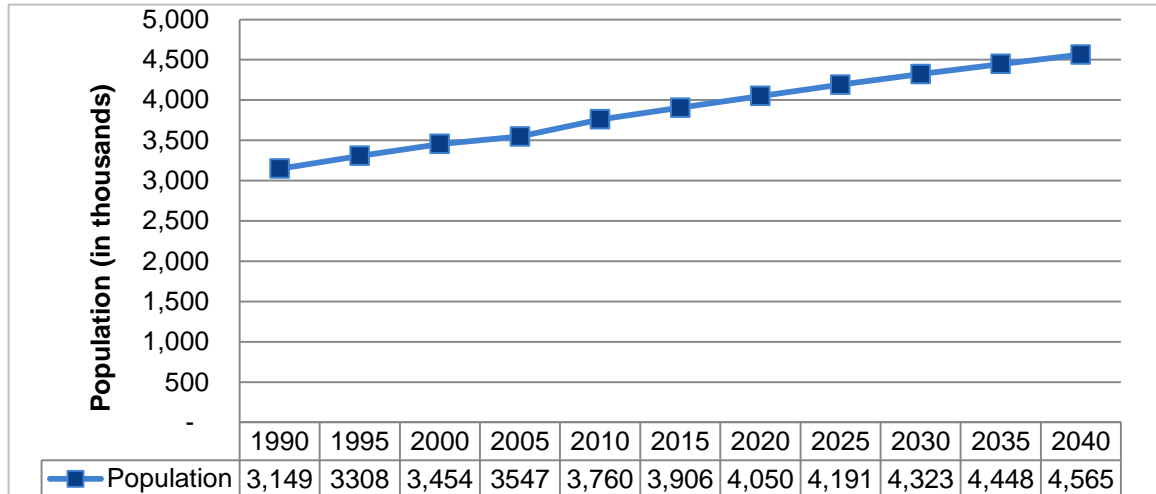
Data from the long-term county economic and demographic projections firm of Woods & Poole have established the state's future population as reaching 4.5 million persons by the 2040 census. This represents an increase of 776,790 (or 20.7 percent) from the 2010 Census, or an average annual numeric increase of 25,893 (which equates to an average annual rate of increase of 0.7 percent). A 2012 study conducted by the Oklahoma Department of Commerce indicated that the state's total population is expected to exceed 5 million by the time the state celebrates its 150<sup>th</sup> year of statehood in 2057.





Figure 3 illustrates historical population from 1990 and projections through 2040.

**Figure 3: Oklahoma Total Population, 1990 to 2040**



Source: U.S. Census Bureau; Woods and Poole Inc., 2014

Against the national experience, changes in rates of population growth for Oklahoma have not followed any predictable, long-term pattern. The state has experienced pulses of growth, most notably during the 1970s and again during the 1990s. Population growth in the state remains strong, yet below national growth rates, as exhibited in **Table 2**.

**Table 2: History of Population Growth, State and Nation, 1980 to 2013**

Census Year	Total Population (000s)		Percent Increase over Previous Period		Numeric Increase over Previous Period
	OK	US	OK	US	OK
1980	3,025	226,546	18.2%	11.4%	466,061
1990	3,145	248,710	4.0%	9.8%	120,295
2000	3,451	281,422	14.2%	13.2%	305,069
2010	3,759	308,746	8.7%	9.7%	300,697
2013	3,851	316,129	-	-	91,305

Source: U.S. Census Bureau

**Table 3** illustrates the historic and projected population for Oklahoma compared with its neighboring states and the nation. For the previous decade, Oklahoma's growth was slightly higher than Kansas and Missouri and much lower than its Colorado and Texas neighbors. It was however, in line with growth in Arkansas and the nation.

Projected growth in Oklahoma for year 2040 of approximately 21.7 percent is in line with Missouri's projected growth of 19.8 percent. It is however about 10 percentage points less than the forecasted nation's growth of 31.5 percent.



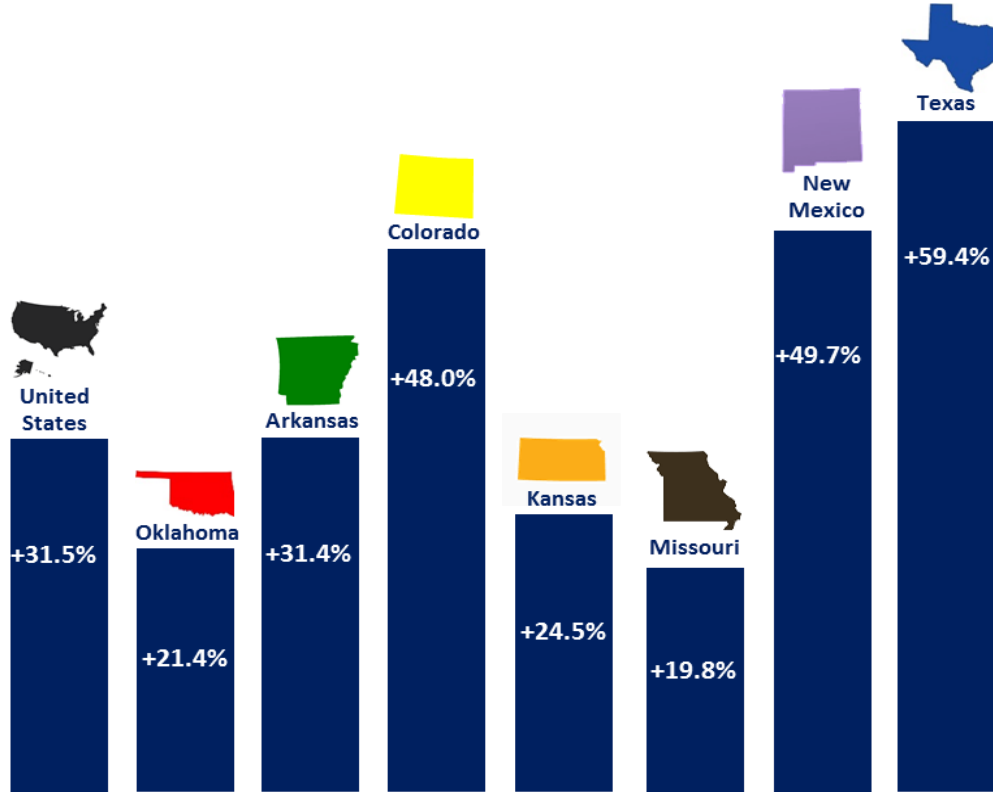
Colorado, New Mexico and Texas are all forecasted to see significant population growth over the next 30-year period, roughly 30 to 40 percentage points more than Oklahoma. **Figure 4** shows projected population increases through 2040 for Oklahoma and neighboring states and the nation.

**Table 3: Historic and Projected Population, Oklahoma, Neighboring States and U.S., 2000 to 2040**

State	2010 Population	% Change 2000-2010	2040 Population	% Change 2010-2040
Oklahoma	3,751,351	8.7%	4,564,833	21.4%
Arkansas	2,915,918	9.1%	3,838,598	31.4%
Colorado	5,029,196	16.9%	7,470,668	48.0%
Kansas	2,853,118	6.1%	3,560,557	24.5%
Missouri	5,988,927	7.0%	7,185,819	19.8%
New Mexico	2,059,179	13.2%	3,093,105	49.7%
Texas	25,145,561	20.6%	40,243,399	59.4%
United States	308,745,538	9.7%	309,330,219	31.5%

Source: U.S. Census; Woods & Poole Inc., 2014

**Figure 4: Projected Population Change for Oklahoma, Neighboring States and US, 2010 to 2040**



Source: Woods and Poole Inc., 2014

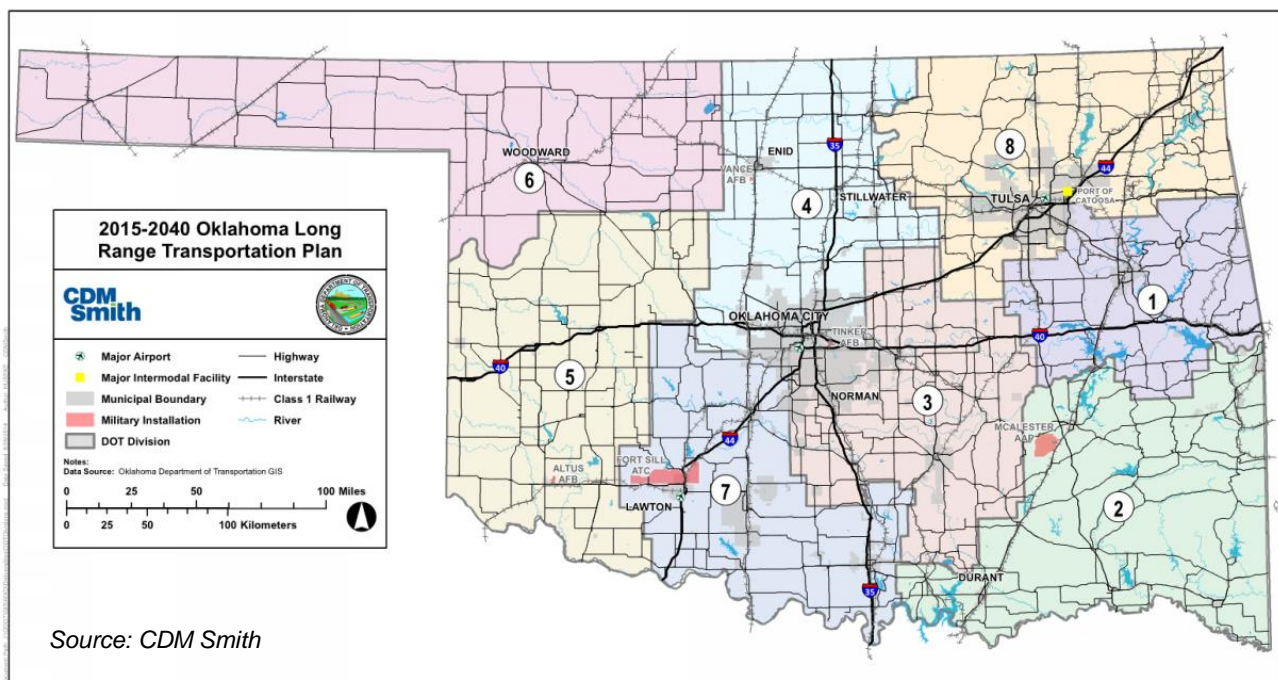


Population trends were also compared for each Oklahoma DOT Division. Figure 5 lists the counties that comprise each division and Figure 6 illustrates their geographic extent.

Figure 5: Oklahoma Counties by ODOT Division

<b>Division 1</b>	• Adair, Cherokee, Haskell, McIntosh, Muskogee, Okmulgee, Sequoyah, Wagoner
<b>Division 2</b>	• Atoka, Bryan, Choctaw, Latimer, Le Flore, McCurtain, Marshall, Pittsburgh, Pushmataha
<b>Division 3</b>	• Cleveland, Coal, Garvin, Hughes, Johnston, Lincoln, McClain, Okfuskee, Pontotoc, Pottawatomie, Seminole
<b>Division 4</b>	• Canadian, Garfield, Grant, Kay, Kingfisher, Logan, Noble, Oklahoma, Payne
<b>Division 5</b>	• Beckham, Blaine, Custer, Dewey, Greer, Harmon, Jackson, Kiowa, Roger Mills, Tillman, Washita
<b>Division 6</b>	• Alfalfa, Beaver, Cimarron, Ellis, Harper, Major, Texas, Woods, Woodward
<b>Division 7</b>	• Caddo, Carter, Comanche, Cotton, Grady, Jefferson, Love, Murray, Stephens
<b>Division 8</b>	• Craig, Creek, Delaware, Mayes, Nowata, Osage, Ottawa, Pawnee, Rogers, Tulsa, Washington

Figure 6: Oklahoma DOT Divisions





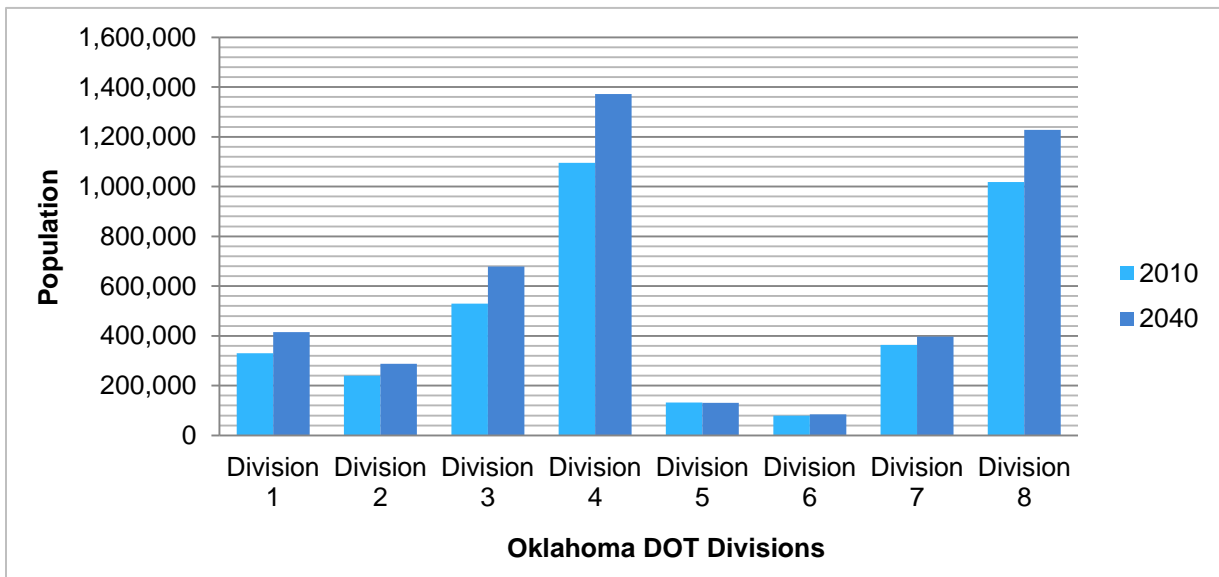
Total population varies widely across the state and by ODOT Division. Over half of the state’s population resides in Divisions 4 and 8. The fastest-growing ODOT Divisions however, include Divisions 1 and 4. Division 6 is expected to exhibit slow growth, while Division 5 is the only ODOT division expected to lose population through the plan horizon year. **Table 4, Figure 7, and Figure 8** provide more detail on changes in population by ODOT Division.

**Table 4: Historic and Projected Population by ODOT Division, 2000 to 2040**

ODOT Division	Total Population					Change, 2010-40
	2000	2010	2012	2015	2040	
Division 1	300,406	329,226	330,318	342,830	415,090	26.1%
Division 2	227,762	239,741	238,966	247,780	287,610	20.0%
Division 3	463,116	527,602	539,943	555,090	641,941	21.7%
Division 4	986,633	1,091,636	1,125,127	1,147,960	1,372,280	25.7%
Division 5	134,901	134,662	134,038	133,340	131,470	(2.4%)
Division 6	77,974	78,715	80,174	80,330	83,960	6.6%
Division 7	314,351	334,310	337,939	343,170	368,440	10.2%
Division 8	945,511	1,015,459	1,029,275	1,055,510	1,227,350	20.9%
State	3,450,654	3,751,351	3,815,780	3,906,010	4,528,141	

Source: U.S. Census; Woods & Poole 2014

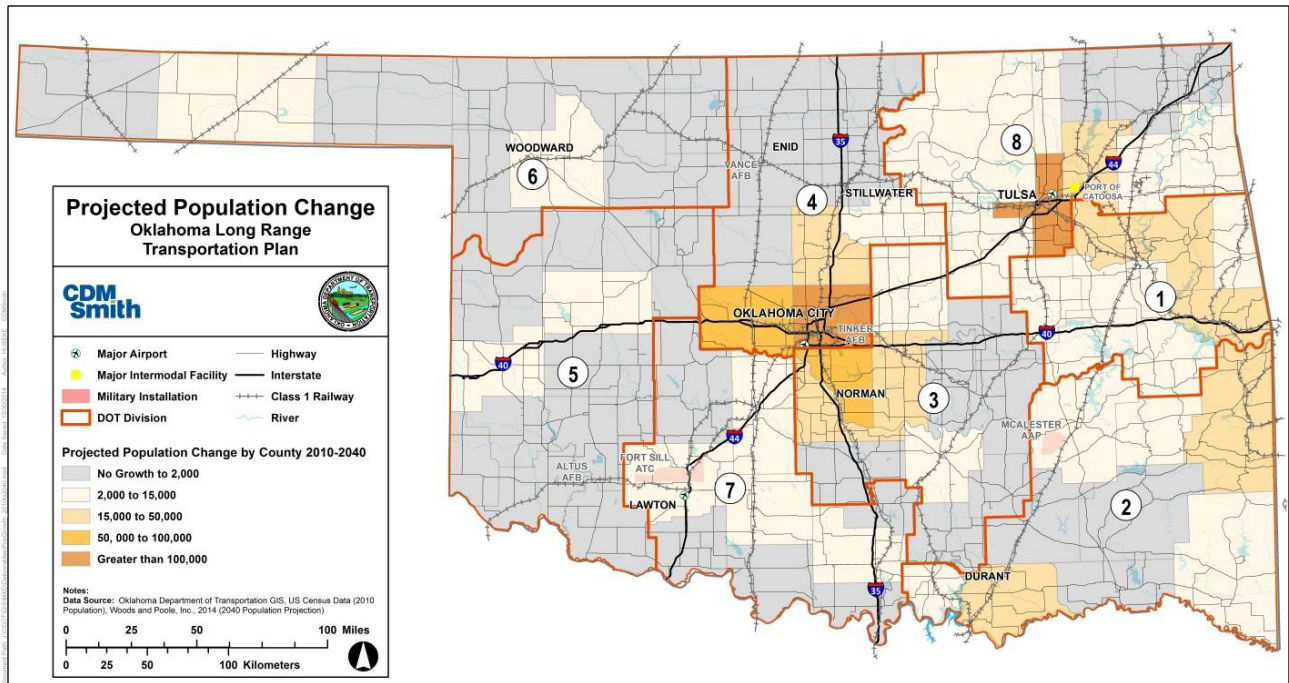
**Figure 7: Population by Oklahoma DOT Division, 2010 and 2040**



Source: Woods and Poole Inc., 2014



Figure 8: Forecasted Population Change by County/ODOT Division, 2010-2040



Source: U.S. Census Bureau and Woods and Poole Inc., 2014

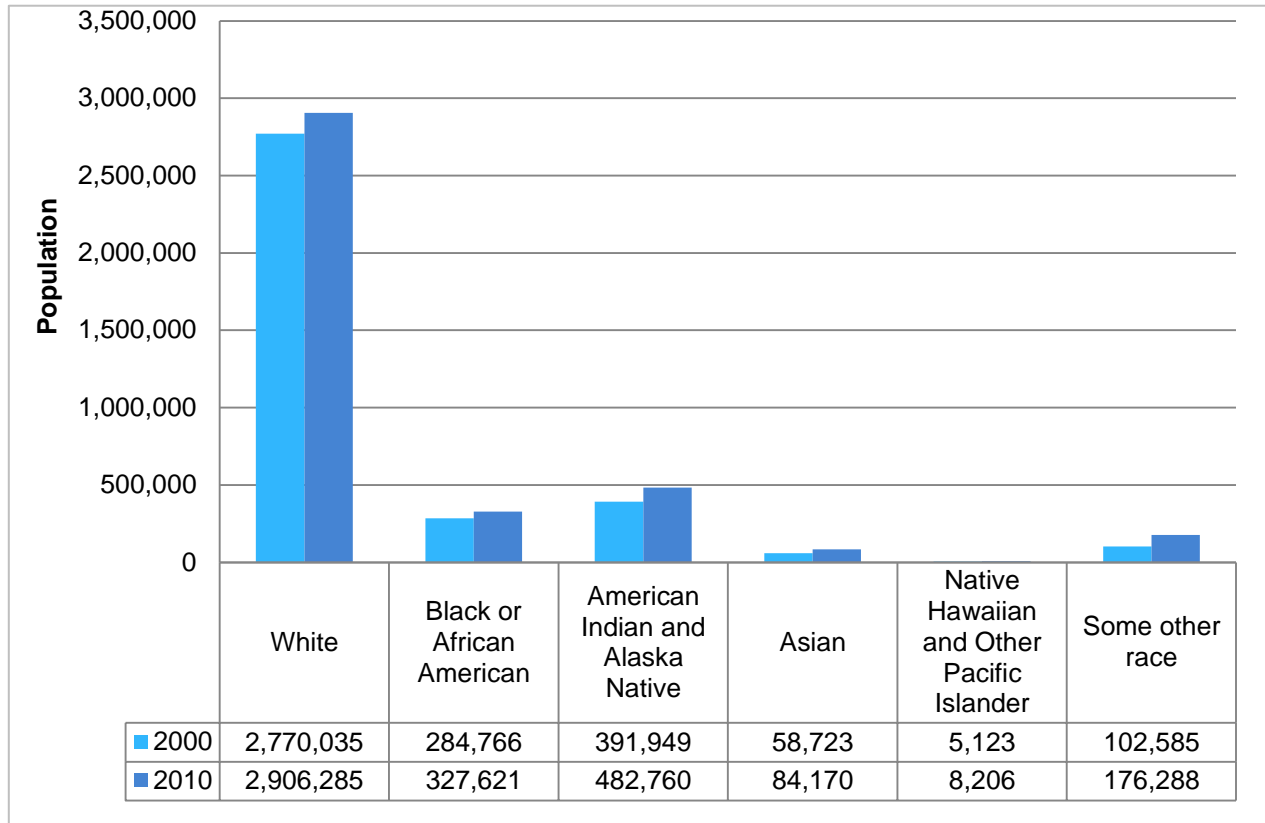
## 2.2 RACE AND ETHNICITY

Environmental Justice is an important part of the state’s planning program in ensuring that the benefits and burdens of proposed transportation projects are equally distributed. While this plan highlights environmental justice populations at a programmatic level, it acknowledges that the transportation needs of all population groups must be considered on a project-by-project basis.

**Figure 9** illustrates the change in race and ethnicity in Oklahoma from 2000 to 2010. Oklahoma remains largely a homogeneous state, with 72.2 percent of its total population registered as White. It has been diversifying in recent years, as minority populations are growing as a share of total population. For example, since the turn of the century, Oklahoma’s total Hispanic population has soared, increasing by 85 percent to 332,007 persons. The growth increased Hispanics’ share of the state population from 5.2 percent in 2000 to 8.9 percent in 2010. American Indian is the state’s third-largest demographic group, at 8.6 percent, followed closely by Blacks or African-Americans, at 7.4 percent.



**Figure 9: Oklahoma Race and Ethnicity, 2000 and 2010**



Source: U.S. Census, 2000 and 2010

## 2.3 AGE DISTRIBUTION

Even as Oklahoma continues to grow and add to its total population, the *composition* of its population is also changing. This has significant implications for the delivery of transportation services. According to estimates from Woods & Poole, the state’s senior population (those aged 65+) is expected to increase by 266,000 persons – or just over 52 percent – from 2010 to 2040. This demographic change will affect the state’s transportation system, like any other socioeconomic system, as seniors rarely perform the basic home-to-work travel patterns and often have mobility restrictions that make travel more complicated. Some of the more common factors seniors encounter include increased reaction time, loss of visual and hearing abilities, and decreased cognitive function as among the most frequent issues affecting seniors’ mobility.

The state’s share of senior population is expected to grow slightly from 13.5 percent today, to approximately 17 percent in 2040. In 2010, the first of the baby boomer generation began turning 65. While age 65 is an accepted marker for more physiological changes affecting vision, hearing, reaction times, and other functions

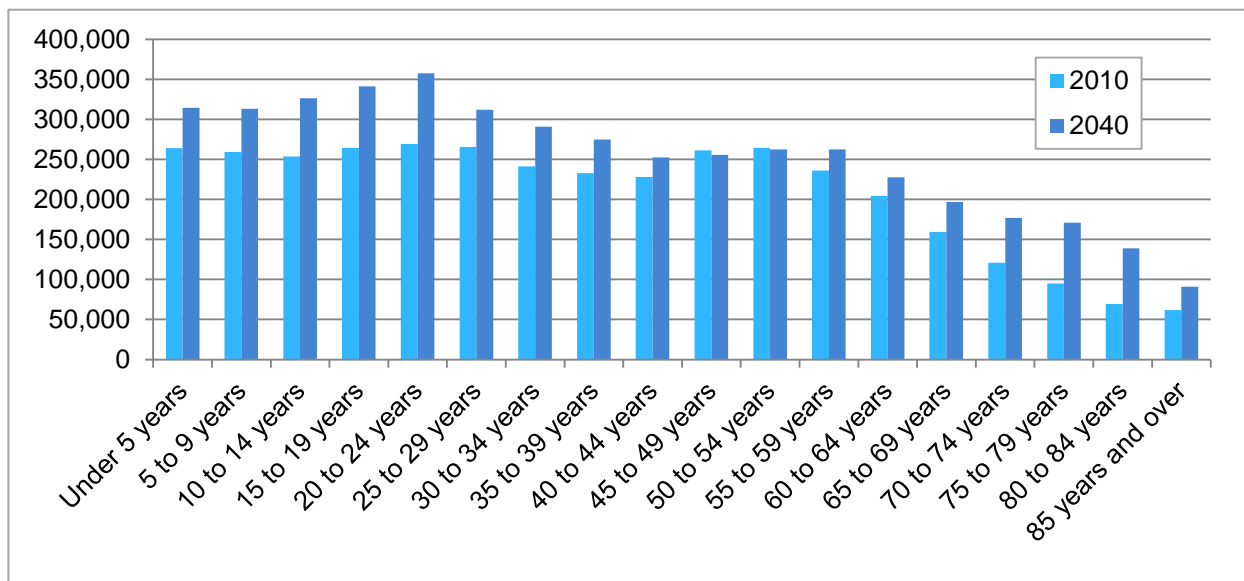


critical to driving ability, for some people the decline of important functions can begin at an even earlier age as noted in a number of recent studies. With more than one in six Oklahomans forecasted to be over the age of 65 by 2040, the state will need to begin preparing now for providing a transportation system that is more responsive to the needs of this growing demographic group. (The Oklahoma Department of Commerce projects that the ratio will be nearly one in five by 2075.) Such changes will require a transportation system that is more user-friendly, intuitive, and safe. Transportation improvements that benefit the state’s seniors will benefit all users of the system.

Additionally, the share of the state’s “dependent population” (i.e., those age 18 or less, and those over age 65) is 38.2 percent. This is expected to increase to 42.2 percent of the state’s total population by 2040. These demographic groups, for example, are more dependent on forms of transportation, such as bicycling, walking and transit.

Figure 10 features a population pyramid, graphically demonstrating how the state’s demographics are forecasted to change through 2040. The total population of all age groups is expected to increase through 2040, with the notable exception of those between the working ages of 45 and 54.

Figure 10: Oklahoma Statewide Age Distribution, 2010 and 2040

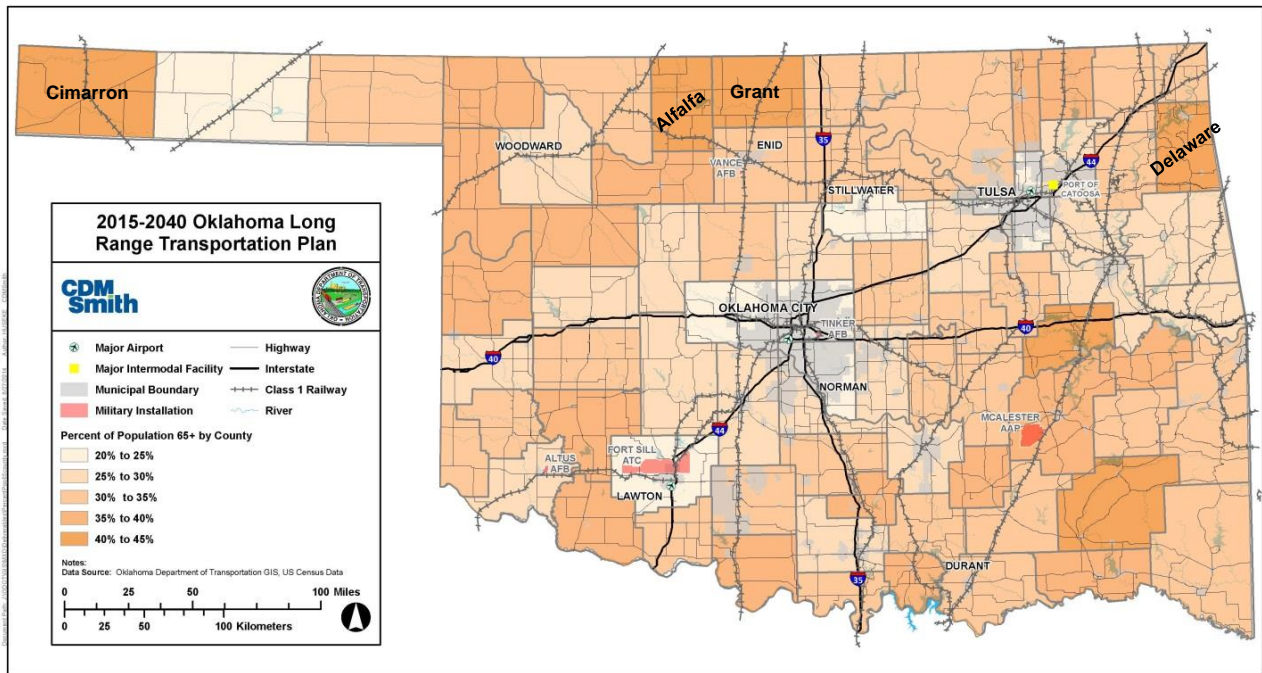


Source: Woods and Poole, 2014

Figure 11 shows the state’s counties by share of population greater than age 65 in 2010. The map shows that Alfalfa, Cimarron, Delaware, and Grant counties have the highest percentage of citizens aged 65 and older. The median age in 2010 was 36.2 and is projected to fluctuate slightly through 2040 (Table 5).



**Figure 11: Percent Population Age 65 and Older by County, 2010**



Source: U.S. Census Bureau

**Table 5: Oklahoma Median Age, 1970-2040**

Year	Median Age
1970	29.2
1980	30.1
1990	33.1
2000	35.6
2010	36.2
2020	36.5
2030	36.7
2040	35.5

Source: Woods & Poole, 2014

## 2.4 BIRTH RATES, MORTALITY, AND MIGRATION

Oklahoma’s teen birth rate among 15-19 year olds ranked second-highest in the nation, according to the most recent 2012 birth data report from the National Center for Health Statistics. Additionally, the report also showed that Oklahoma had the highest birth rate for older teens ages 18-19 years, the group that represents the majority of teen births.





**Table 6** documents the birth rates for Oklahoma from 2009 to 2013. Both the birth rate and mortality rate has decreased slightly over the past five years.

**Table 6: Oklahoma Birth Rates, 2009-2013**

Year	Live Births	Population	Birth Rate
2009	54,529	3,717,572	14.7
2010	53,205	3,760,184	14.1
2011	52,252	3,791,508	13.8
2012	52,740	3,814,820	13.8
2013	53,351	3,850,568	13.9

Source: Oklahoma State Department of Health

Note: Birth rates are live births per 1,000 persons.

Oklahoma's mortality rates are declining, and should continue to decline, with efforts on smoking reduction and diabetes awareness to change the state's overall health characteristics. Other emerging health concerns, such as obesity, could reverse these gains in the future. **Table 7** documents the mortality rate for Oklahoma for the 5-year period ending 2012.

**Table 7: Oklahoma Mortality Rates, 2008-12**

Year	Deaths	Population	Mortality Rate
2008	36,995	3,668,976	10.08
2009	35,602	3,717,572	9.57
2010	36,541	3,760,184	9.72
2011	37,212	3,791,508	9.82
2012	36,827	3,814,820	9.65

Source: Oklahoma State Department of Health

Note: Death rates are deaths per 1,000 persons.



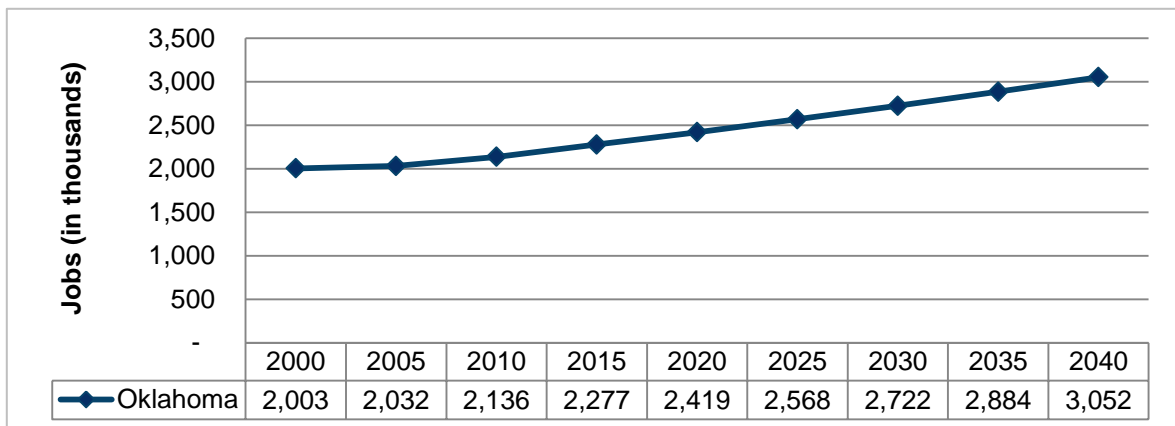
### 3 SOCIOECONOMICS

The socioeconomic section documents the historic and projected employment trends for Oklahoma as a whole as well as by ODOT Division. Statewide employment has been trending upward at a steady rate. While the number of unemployed persons has increased by 41 percent over a 12-year period, the jobless rate remains 10<sup>th</sup> lowest in the nation. This section also documents additional socioeconomic factors such as education, income and commuting trends.

#### 3.1 HISTORIC AND PROJECTED STATEWIDE EMPLOYMENT

Overall employment in Oklahoma in 2010 was approximately 2.1 million. From 2000, the state saw a total increase in jobs of 6.6 percent, or approximately 0.6 percent growth annually. By 2040, employment is projected to be over 3 million. **Figure 12** illustrates the historic and projected employment from 2000 to 2040.

Figure 12: Historic and Projected Employment in Oklahoma, 2000 to 2040



Source: Woods and Poole, 2014

Total employment varies widely across the state and by ODOT Division. Over half of the state’s employment is located in Divisions 4 and 8. The fastest-growing employment by ODOT Divisions however, includes Divisions 2 and 4. **Table 8 and Figure 13** provide more detail on changes in employment by ODOT division.

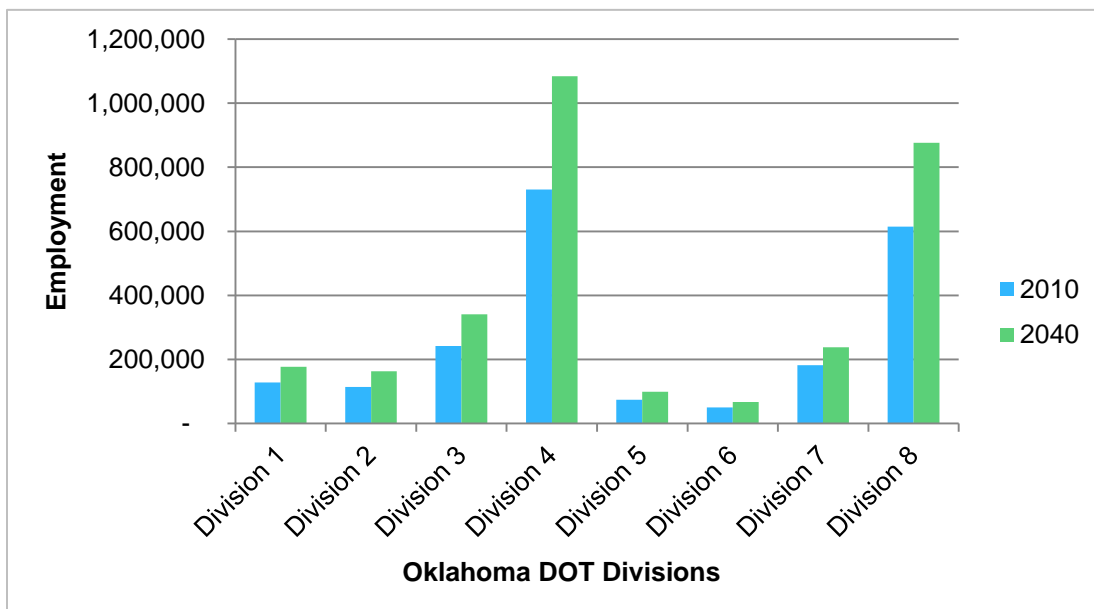


**Table 8: Historic and Projected Employment by ODOT Division, 2000 to 2040**

ODOT Division	2000	2010	2015	2040	Change, 2010-40
Division 1	122,230	127,990	134,060	177,040	38.3%
Division 2	106,580	114,080	119,920	163,270	43.1%
Division 3	206,740	242,450	258,140	341,400	40.8%
Division 4	694,830	730,730	789,390	1,083,480	48.3%
Division 5	72,220	73,970	79,140	98,860	33.6%
Division 6	49,150	50,070	53,820	67,310	34.4%
Division 7	160,100	181,870	189,770	238,530	31.2%
Division 8	590,980	614,830	651,740	875,880	42.5%
State	2002.817	2136.336	2277.102	3051.705	42.8%

Source: U.S. Census; Woods & Poole 2014

**Figure 13: Change in Employment by Oklahoma DOT Division, 2010 and 2040**



Source: Woods and Poole, Inc. 2014

**Table 9** summarizes the employment status in Oklahoma from 2000 to 2012. Over the twelve year period, the percent employed increased by nine percentage points. The number of unemployed persons significantly increased by 41 percent over the same period. Persons employed in the Armed Forces saw a decrease of just over ten percent.



**Table 9: Oklahoma Employment Status, 2000 to 2012**

Employment Status	2000	2012	% Change 2000-2012
Population 16 Years and Over	2,666,724	2,924,464	9.67%
In labor force	1,656,087	1,834,109	10.75%
Civilian labor force	1,632,128	1,812,594	11.06%
Employed	1,545,296	1,689,965	9.36%
Unemployed	86,832	122,629	41.23%
Armed Forces	23,959	21,515	-10.20%
Not in labor force	1,010,637	1,090,355	7.89%

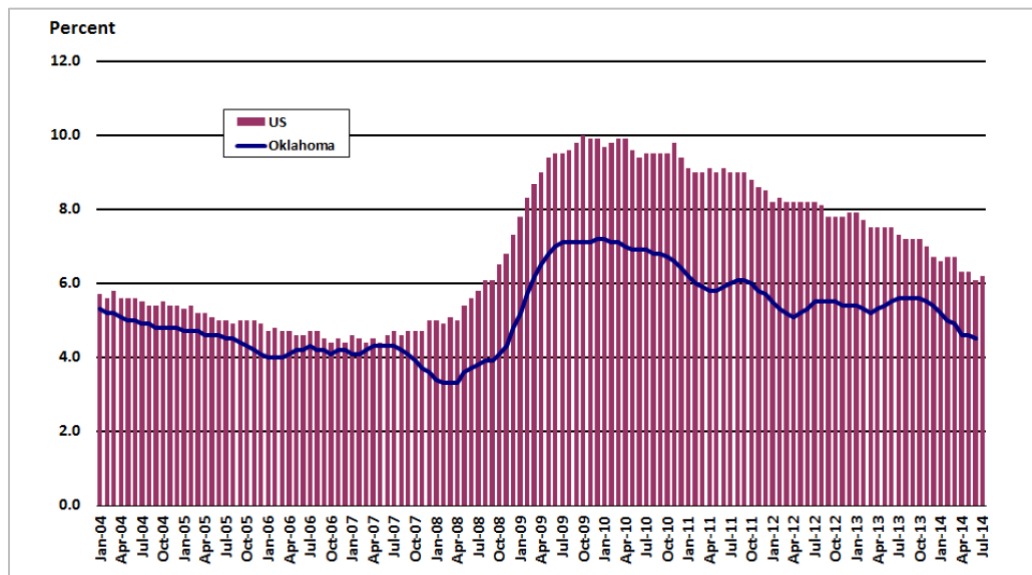
Sources: 2000 U.S. Census, 2007-2012 ACS

### 3.1.1 Unemployment Rate

The unemployment rate measures the percentage of people who are without work and is calculated by dividing the estimated number of unemployed people by the civilian labor force. The result expresses unemployment as a percentage of the labor force.

According to the Oklahoma Economic Indicators report released July 2014, Oklahoma’s jobless rate declined in June to the lowest level since the onset of the state’s last recession. The statewide seasonally adjusted unemployment rate for Oklahoma decreased to 4.5 percent in June. Oklahoma’s jobless rate again tied with Minnesota and Montana for the 10th-lowest jobless rate among all states. **Figure 14** illustrates the U.S. unemployment rate compared to that of Oklahoma’s from January 2004 to June 2014.

**Figure 14: U.S. and Oklahoma Unemployment Rate (Seasonally Adjusted)**



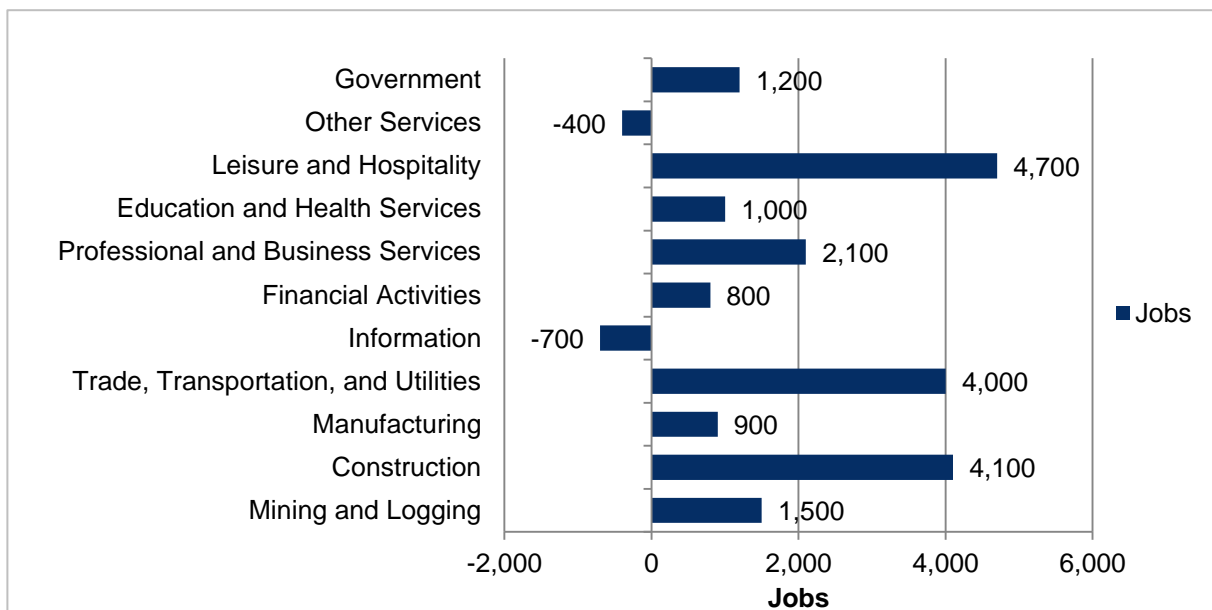
Source: U.S. Dept. of Labor, Bureau of Labor Statistics; Oklahoma Economic Indicators, Oklahoma Employment Security Commission and Economic Research and Analysis Division



### 3.2 EMPLOYMENT BY INDUSTRY

Employment growth by industry identifies the types of jobs being created in the state. Conversely, industries with a declining employment trend indicate those which are becoming less important in the state’s economy. There may also be industries which behave more cyclically, growing during expansion and decreasing in times of economic slowdown or contraction. Current employment in Oklahoma saw an increase in leisure and hospitality jobs as well as trade, transportation, and utilities jobs from 2012 to 2013 (**Figure 15**). On the other hand, information and other services jobs saw a decline over the same one year period.

**Figure 15: Oklahoma Employment Change by Industry, 2012-2013**



Source: Current Employment Statistics (CES); U.S. Dept. of Labor, Bureau of Labor Statistics; Oklahoma Economic Indicators report

#### 3.2.1 Employment Projections, 2012 to 2022

Industry employment projections are produced by the Oklahoma Employment Security Commission every other year. Long-term industry employment projections help transportation decision-makers understand what types of industry that are depending on the transportation system may impact or not impact future transportation demand. **Table 10** and **Figure 16** illustrate forecasted industry employment projections from 2012 to 2022.

According to the Oklahoma Economics Indicator report, employment in Oklahoma is expected to grow by 10 percent by 2022 and add 175,070 jobs to the state's economy. All but one of Oklahoma's major industry sectors are anticipated to grow in the coming years.

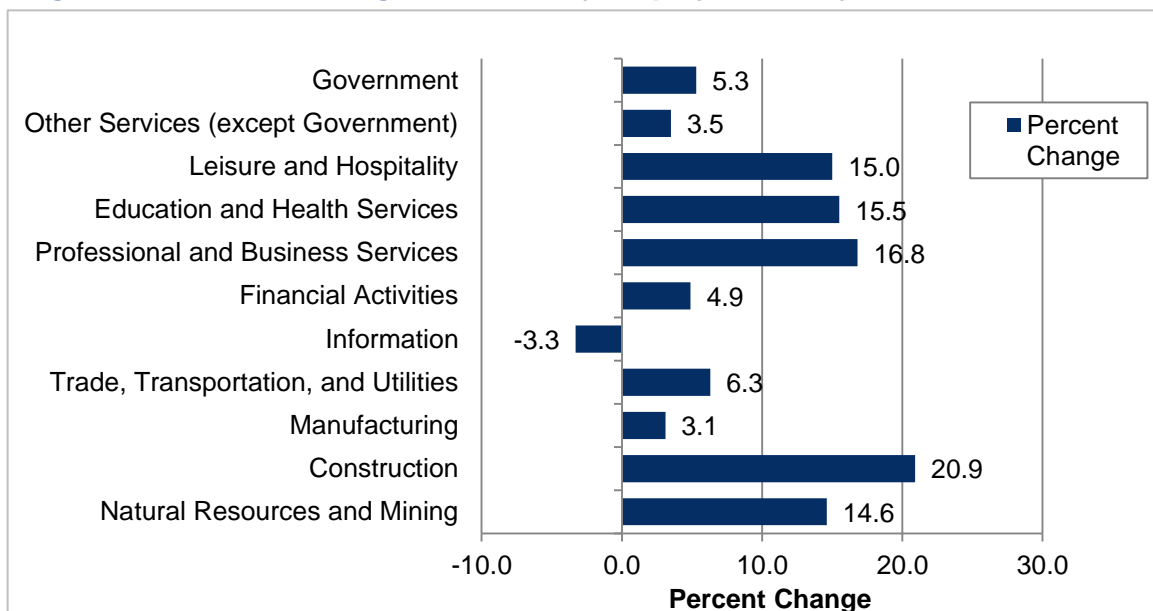


**Table 10: Oklahoma Long-Term Industry Employment Projections, 2012 to 2022**

Sector	2012	2022	Numerical Change	Percent Change
TOTAL EMPLOYMENT <sup>1</sup>	1,749,370	1,924,430	175,070	10.0%
Natural Resources and Mining	75,440	86,450	11,010	14.6%
Construction	70,300	8,500	14,700	20.9%
Manufacturing	135,160	139,310	4,150	3.1%
Trade, Transportation & Utilities	290,730	309,160	18,430	6.3%
Information	22,640	21,890	-750	-3.3%
Financial Activities	80,320	84,250	3,930	4.9%
Professional & Business Services	177,540	207,350	29,810	16.8%
Education & Health Services	388,780	449,030	60,250	15.5%
Leisure & Hospitality	147,130	169,210	22,080	15.0%
Other Services (Except Gov't)	60,060	62,140	2,080	3.5%
Government	184,330	194,020	9,690	5.3%

Source: Employment Projections Program, Oklahoma Employment Security Commission, Research and Analysis Division. <sup>1</sup> Includes self-employed and unpaid family workers

**Figure 16: Oklahoma Long-Term Industry Employment Projections, 2012 to 2022**



Source: Current Employment Statistics (CES); U.S. Dept. of Labor, Bureau of Labor Statistics; Oklahoma Economic Indicators report



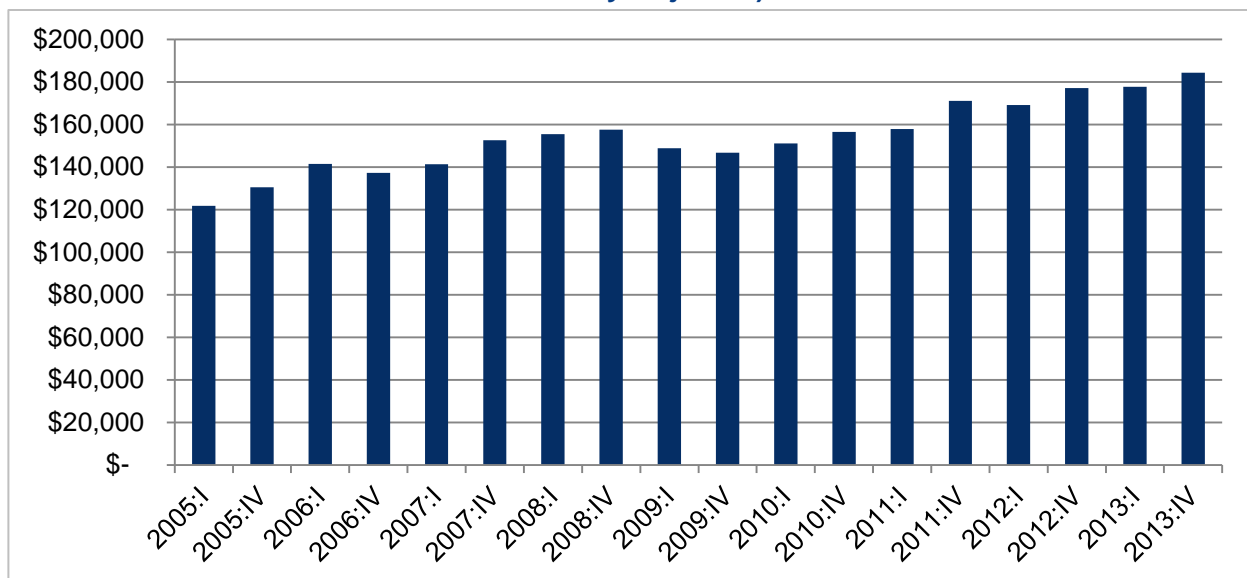
The construction industry is forecasted to have the largest increase in employment, almost 21 percent. Employment growth in the natural resources and mining sector follows closely adding 11,010 jobs from 2012 to 2022. Typically the construction and natural resources/mining sectors utilize large trucks and heavy equipment that need to use the transportation system. Manufacturing employment is expected to grow more slowly, at a rate of 3.1 percent, adding 4,150 jobs. The information sector is forecasted to lose jobs at a rate of 3.3 percent by 2022.

### 3.3 ECONOMIC FACTORS

Gross Domestic Product (GDP) is the output of goods and services produced by labor and property located in the United States and is the broadest measure of economic activity. The Bureau of Economic Analysis (BEA), U.S. Department of Commerce releases GDP data on a quarterly basis. According to BEA, GDP increased in 49 states in 2013. Nondurable-goods manufacturing; real estate and rental and leasing; and agriculture, forestry, fishing, and hunting were the leading contributors to real U.S. economic growth. U.S. real GDP growth slowed to 1.8 percent in 2013 after increasing 2.5 percent in 2012.

In 2013, Oklahoma's GDP was \$164.3 billion in constant 2009 dollars, up from \$157.7 billion in 2012 (**Figure 17**). The state's real GDP increased by \$6.56 billion, or 4.2 percent in 2013, with the mining sector accounting for most of the growth. Oklahoma's 4.2 percent growth rate was the 4th highest among the states and the District of Columbia.

**Figure 17: Oklahoma Real Gross Domestic Product (1<sup>st</sup> and 4<sup>th</sup> Quarters, 2005 to 2013, Seasonally Adjusted)**

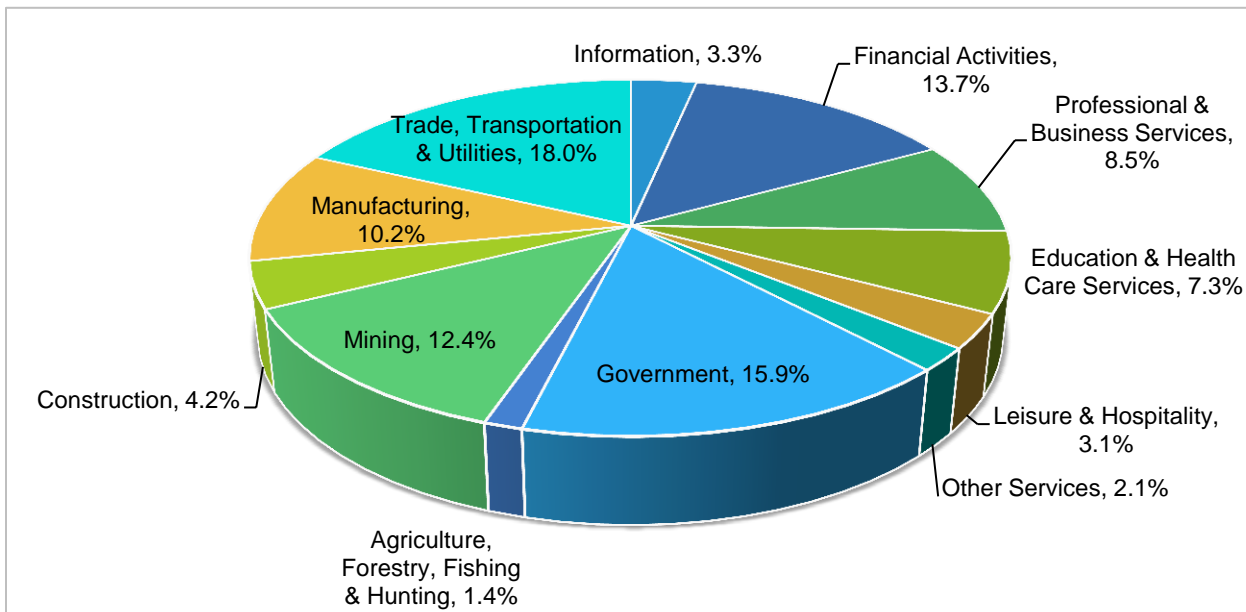


Source: U.S. Department of Commerce, Bureau of Economic Analysis



Sixteen Oklahoma industry sectors contributed to GDP growth in 2013, with the trade, transportation and utilities sector as the largest contributor (**Figure 18**). The government sector and mining sector, which includes the oil and gas industry, were the next largest contributors to Oklahoma’s GDP in 2013.

**Figure 18: Industry Share of Oklahoma’s Economy in 2013 (by percentage of Gross Domestic Product)**



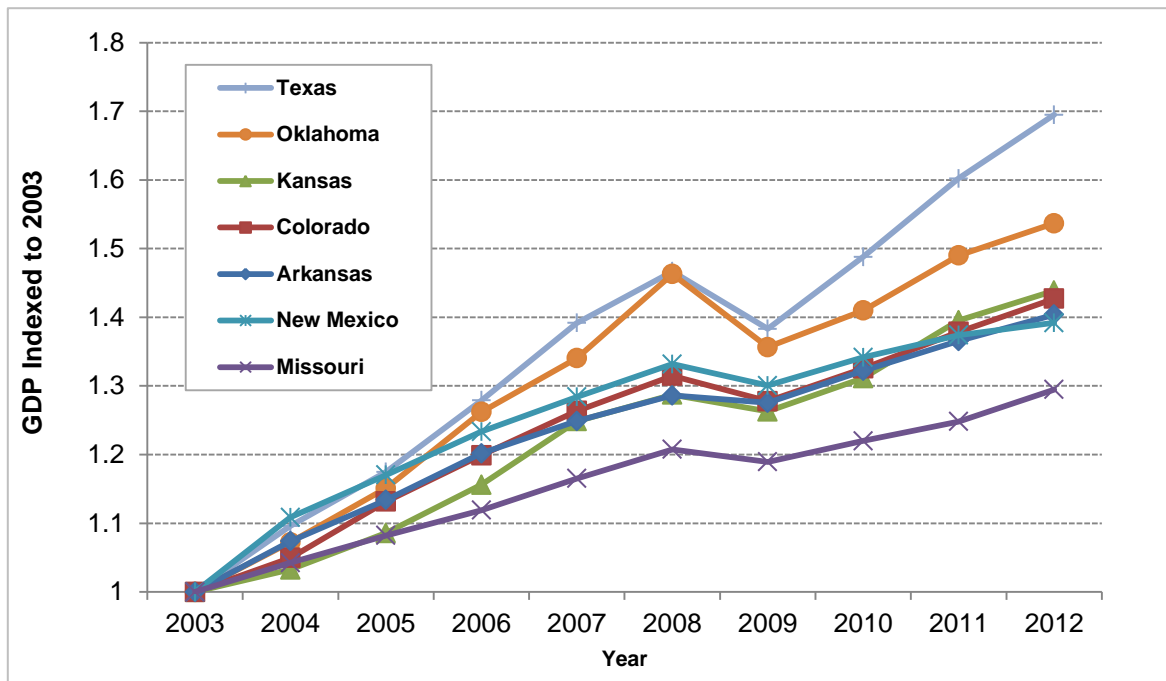
Source: U.S. Department of Commerce, Bureau of Economic Analysis, Oklahoma Economic Indicators Report





**Figure 19** compares the change in Oklahoma’s GDP with that of neighboring states, with values indexed to 2003. For the decade ending 2012, growth of GDP in Oklahoma has outpaced that of all neighboring states, with the notable exception of Texas.

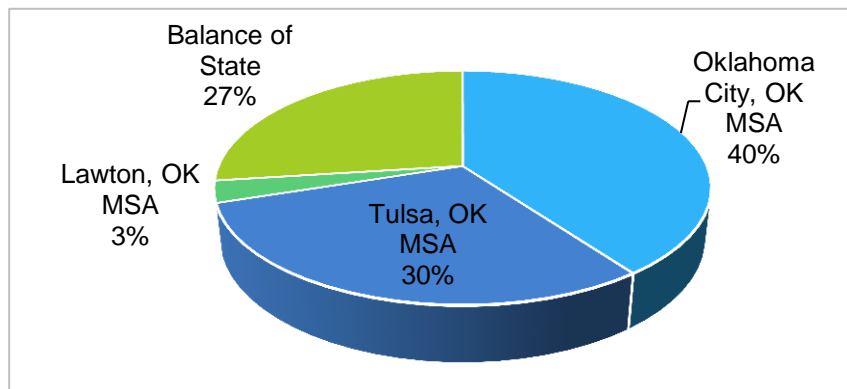
**Figure 19: Change in Gross Domestic Product in Oklahoma and Neighboring States, 2003-2012**



Source: Bureau of Economic Analysis

**Figure 20** illustrates the percent contribution of 2012 state real gross domestic product by metropolitan area in Oklahoma. The Oklahoma City metropolitan statistical area (MSA) has the highest contribution of 40 percent followed by Tulsa MSA at 30 percent.

**Figure 20: Metropolitan Area Contribution to State Real Gross Domestic Product, 2012**



Source: U.S. Department of Commerce, Bureau of Economic Analysis, Oklahoma Economic Indicators Report



### 3.4 COMMUTING PATTERNS

The average travel time to work for Oklahoma workers is 21 minutes, over three-quarters of who drive alone to work, according to recent Census data. Those who drive alone to work average 20 minutes for their commute, those who carpool average 24.5 minutes per commute, and those who use public transportation average 36.4 minutes. **Table 11** shows that over 14 percent of all workers use an alternative mode of transportation to work: carpooling, public transit, walking, biking, telecommuting or another means. Those with a disability are more likely to use an alternative mode of travel than to drive alone, as compared to the overall population.

**Table 11: Oklahoma Worker Commute by Mode and Travel Time, 2012**

Commuting To Work	Total Population	With a Disability
<b>Workers 16 years and over</b>	1,682,277	122,517
Car, truck, or van - drove alone	82.3%	75.7%
Car, truck, or van - carpooled	10.4%	13.1%
Public transportation (excluding taxicab)	0.4%	0.8%
Walked	2.0%	3.0%
Other means	1.5%	2.7%
Worked at home	3.3%	4.7%
<b>Mean travel time to work (minutes)</b>	21.1	
Car, truck, or van - drove alone*	20.0	
Car, truck, or van – carpooled*	24.5	
Public transportation (excluding taxicab)*	36.4	

Source: US Census Bureau, 2012 American Community Survey, Table S0201, S1811, \*2009 American Community Survey, Table S0802

Travel to work characteristics naturally vary by county and by ODOT Divisions. A useful view of travel time involves the percentage of workers commuting less than 20 minutes and the percentage commuting more than 60 minutes. These capture the nominal, as well as the more arduous (or “extreme”) commutes.

Currently, approximately 54 percent of the state’s workers arrive at their place of work in less than 20 minutes. However, the number of what has been termed as “extreme commutes” now constitute over 4.4 percent of Oklahoma workers’ journey to work trips. Divisions 1 and 5 (eastern and southwest Oklahoma) have the highest share of journey to work trips that are over an hour in length, while Division 2 in far southeast Oklahoma has the state’s highest share of workers leaving the state for employment, as shown in **Table 12**.



**Table 12: Oklahoma Division Travel to Work Characteristics, 2008-2012**

ODOT Division	Percent Commuting Less than 20 Minutes	Percent Commuting 60+ Minutes	Percent Employed Out of State
Division 1	47.8%	7.0%	7.1%
Division 2	56.7%	6.2%	11.3%
Division 3	49.7%	5.7%	1.0%
Division 4	53.9%	3.1%	1.1%
Division 5	67.7%	7.2%	2.4%
Division 6	69.6%	5.0%	7.7%
Division 7	60.9%	4.3%	1.9%
Division 8	51.4%	3.7%	2.4%
State	53.7%	4.4%	2.7%

Source: 2008-2012 American Community Survey

A majority of Oklahoma’s resident workers (nearly three-quarters) are employed within their county of residence (**Table 13**). Conversely, over a quarter travel to destinations outside of their home county for employment, underscoring the importance of transportation to sustaining the state’s economy. A few of the state’s counties (Canadian, McClain, Logan, Osage, Pawnee, Rogers, and Wagner) export over half their resident workforce to destinations outside of the home county for employment.

**Table 13: Oklahoma Place of Work, State and County Level, 2012 Estimates**

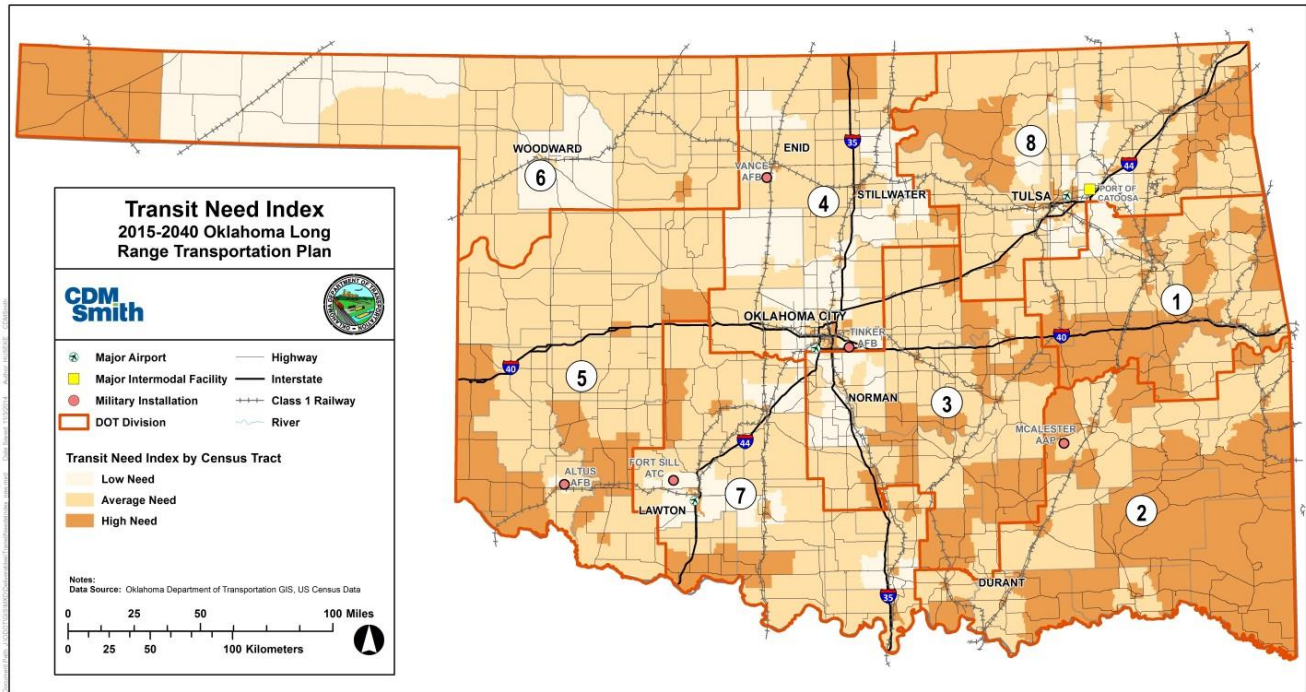
	Estimate	Percent of Total Workers
<b>Workers 16 years and over</b>	1,682,277	--
<b>Worked in state of residence</b>	1,636,712	97.3%
Worked in county of residence	1,252,613	74.5%
Worked outside county of residence	384,099	22.8%
<b>Worked outside state of residence</b>	45,565	2.7%

Source: U.S. Census Bureau, 2012 American Community Survey, Table B08130



Figure 21 illustrates the census tract locations in Oklahoma that are likely to have a transit need. The transit need index is based on the percentage of households without access to a vehicle; percentage of mobility limited population; percentage of older population; and percentage of persons living below poverty.<sup>1</sup>

Figure 21: Oklahoma Transit Needs Index, 2010



Source: U.S. Census; CDM Smith Inc. analysis

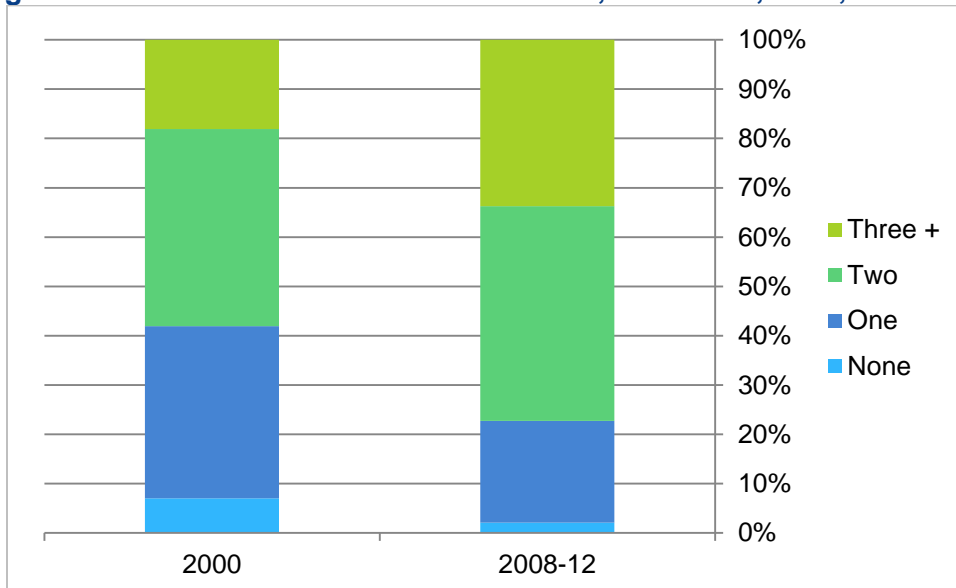
### 3.5 VEHICLE OWNERSHIP

According to the U.S. Census, 2012 American Community Survey, approximately 77 percent of state households have access to two or more vehicles available (Figure 22). Compared to 2000, multiple vehicle ownership per household increased by 19 percentage points by 2012. The percentage of households with no vehicle available decreased over the same time period from 7 percent in 2000 to 2.1 percent in 2012.

<sup>1</sup> The transit need index is designed to assess the relative need for public transportation services across the state of Oklahoma. It entails an analysis of households and populations that may have limited mobility options. Data is from the U.S. Census Bureau.



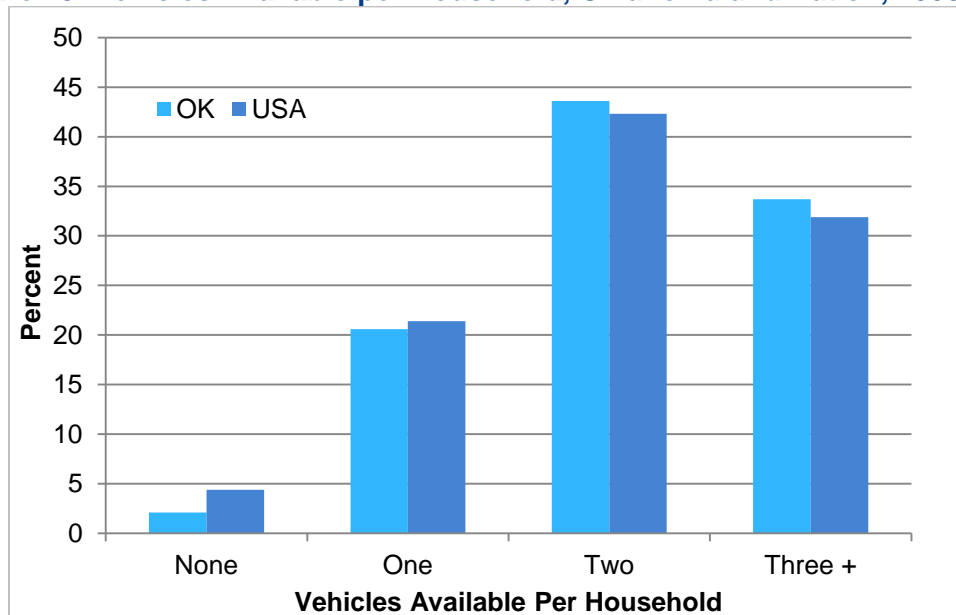
**Figure 22: Vehicles Available Per Household, Oklahoma, 2000; 2008-2012**



Source: 2000 US Census Bureau, 2008-2012 American Community Survey

**Figure 23** compares the vehicles available per household in 2012 for Oklahoma and the U.S. Vehicle ownership per household in Oklahoma is in line with national rates.

**Figure 23: Vehicles Available per Household, Oklahoma and Nation, 2008-2012**



Source: 2008-2012 American Community Survey

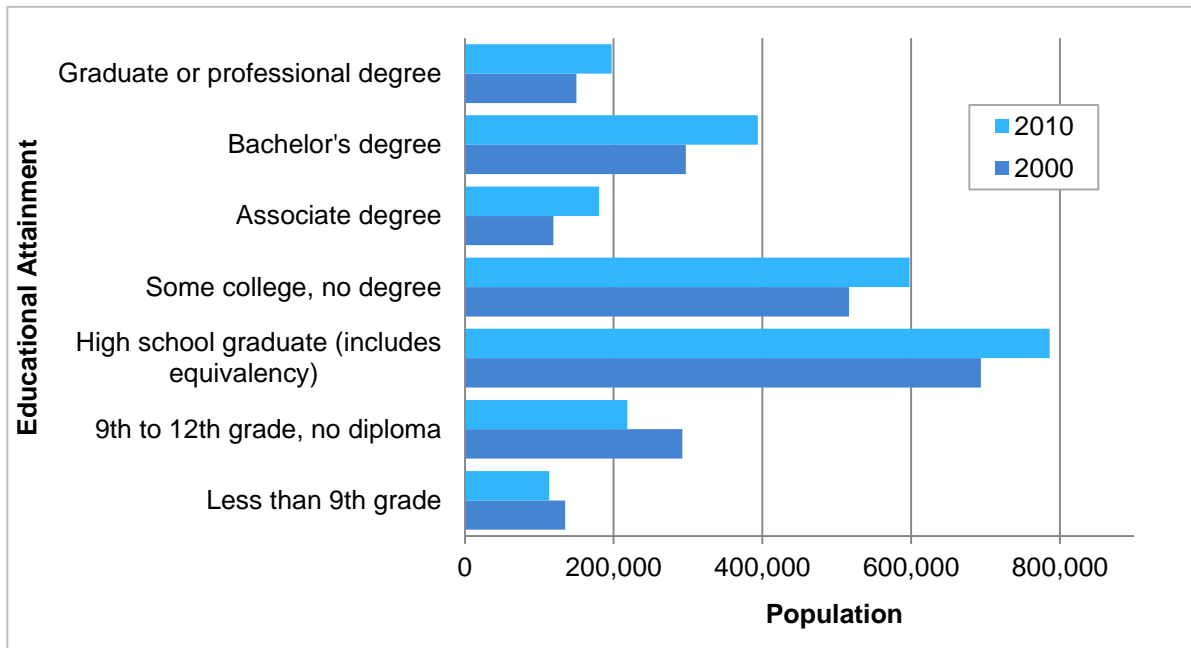


### 3.6 EDUCATION

Educational attainment within the state is increasing, as evidenced by data from the U.S. Census. In 2010, the percentage of Oklahomans between the ages of 25 and 64 – working age adults – who held at least a two- or four-year college degree was 31.7 percent. An additional 25 percent of the state’s population had gone to college but did not earn a credential. Increasing the state’s educational attainment continues to be a need, particularly in the state’s rural counties, where access to higher education is more challenging.

**Figure 24** depicts change in rates of educational attainment rates for working age Oklahomans in both 2000 and 2010, while **Figure 25** provides more detailed information on state residents’ levels of education in 2010.

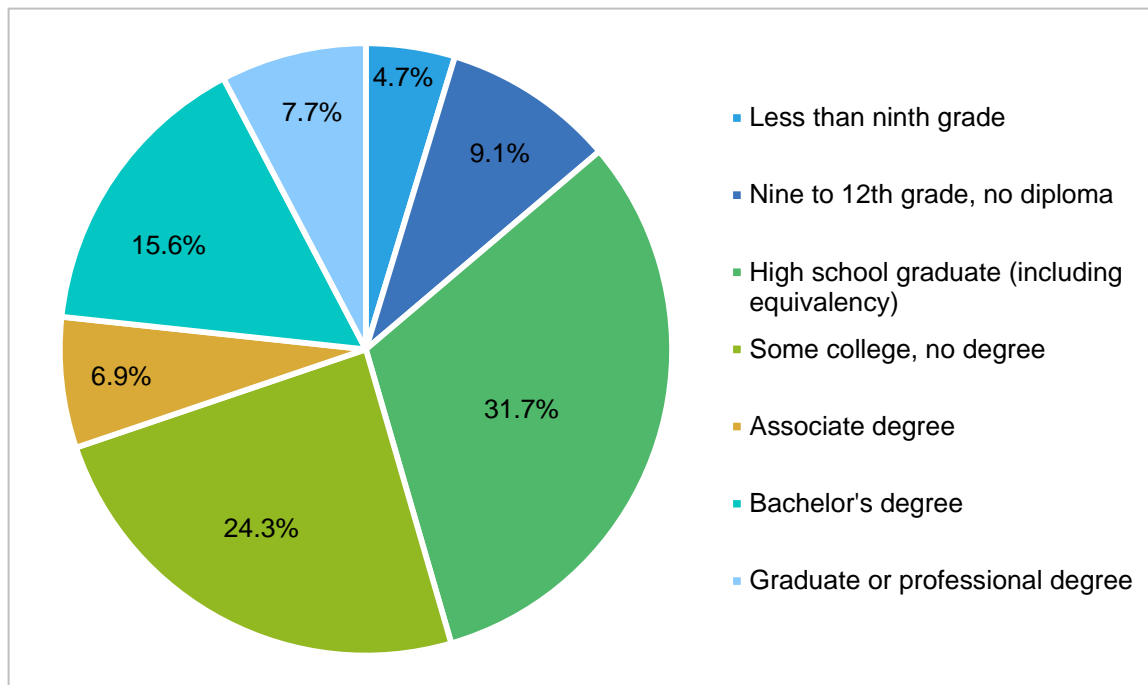
**Figure 24: Educational Attainment for Ages 25 to 64, 2000 and 2010**



Source: 2000 US Census, 2012 American Community Survey



**Figure 25: Level of Education for Oklahoma Residents, ages 25-64, 2010**



Source: U.S. Census Bureau, 2008-12 American Community Survey

Not shown in the previous charts is the stability of educational attainment over time among Oklahoma’s population. The percentage of the state’s working age population (25 to 64) that has graduated from high school (or has some additional higher education) is currently 86.2 percent. This share is relatively consistent among the state’s working age groups. For those over the age of 65, the share is 79 percent.

### 3.7 INCOME AND POVERTY STATUS

In 2012, Oklahoma’s median household income was \$44,892, about 18 percent less than the U.S. median income of \$53,046. Married households earned more: \$54,988 (Table 14).

**Table 14: Oklahoma Median Earnings, 2012 Estimates**

Median Income	Earnings
Median Household Income	\$44,312
Median Family Income	\$54,988
Married-couple family	\$66,096
Male householder, no spouse present	\$39,600
Female householder, no spouse present	\$26,661

Source: U.S. Census Bureau, 2012 American Community Survey Table S0201



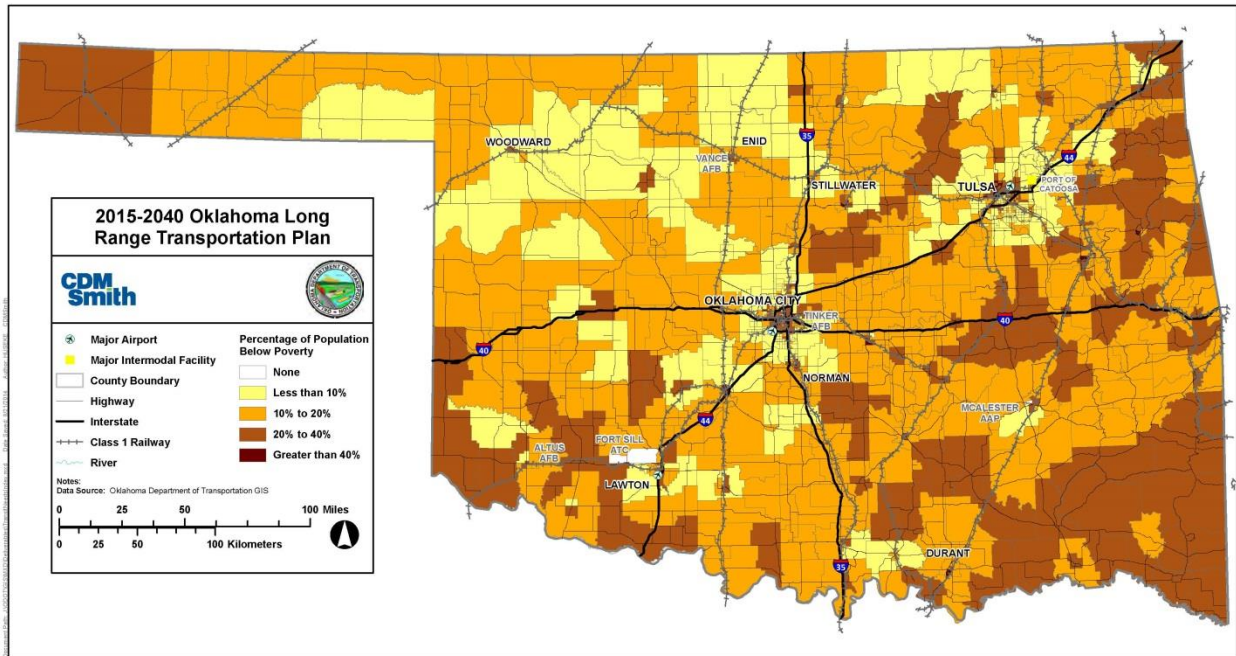
Approximately 13 percent of all families and nearly 35 percent of all families with a single female householder are living in poverty. Nearly 17 percent of all people within the state are living below the poverty line, and nearly 24 percent of all children are living in poverty, as shown in Table 15. Figure 26 illustrates the percentage of population below poverty by census tract.

Table 15: Oklahoma Poverty Rates for Families, 2012 Estimates

Poverty Rate	Percent
All families	13.1%
Married-couple family	6.7%
Female householder, no husband present, family	35.4%
All people	17.2%
Under 18 years	24.1%
18 to 64 years	16.1%
65 years and over	9.9%

Source: U.S. Census Bureau, 2012 American Community Survey Table S0201

Figure 26: Percentage of Population below Poverty by Census Tract, 2010



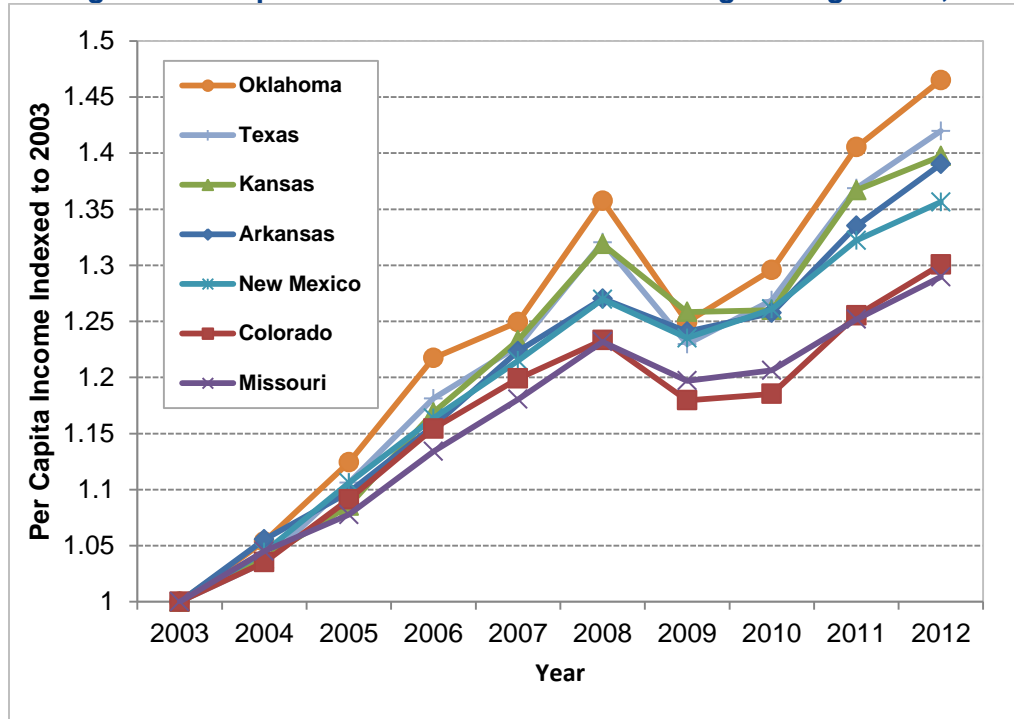
Source: U.S. Census





Per capita personal income in Oklahoma increased by nearly 50 percent since 2003, from \$27,724 to \$40,620 in 2012. This growth in income consistently outpaced that of all other neighboring states, as shown in **Figure 27**. National studies by TRB and others have demonstrated that there is a strong relationship between rising income and workers who choose to drive alone as part of their journey to work.

**Figure 27: Change in Per Capita Income in Oklahoma and Neighboring States, 2003-2012**



Source: Bureau of Economic Analysis



# Oklahoma Long Range TRANSPORTATION PLAN

## 4 LAND USE TRENDS

Transportation and land use are closely linked. Everything that happens to land use has transportation implications, and every transportation action affects land use. State departments of transportation often influence land development by providing infrastructure to improve accessibility and mobility, as well as through transportation-related regulations.

In Oklahoma, there are no statewide mandates that require land use planning. However in 1923, the Oklahoma Legislature enacted Section 401-425 of Title 11 of the Oklahoma Statutes that established the scope, procedures, and limitations for planning for the cities and towns in the state. This legislation authorized the establishment of a city planning commission and a zoning commission, as well as granted authority to hire staff and conduct planning within the municipalities. Section 865.51 of Title 19 of the Oklahoma Statutes gave similar authority to county planning commissions and boards of adjustment. While Oklahoma DOT does not have control over land use, the projects it administers must be coordinated with local land use considerations as they move forward.



# Oklahoma Long Range TRANSPORTATION PLAN

## 5 TRANSPORTATION IMPLICATIONS

**The state's total population is increasing, affecting future demand for travel statewide.** Total population is expected to increase by just over 20 percent from now through 2040. All Oklahoma Divisions except Division 5 are expected to register increases in total population.

**In terms of race and ethnicity, the state largely remains homogeneous, but has been diversifying in recent years.** Total Hispanic population has soared since the turn of the century, increasing by 85 percent to over 330,000 persons. Changes in the composition of the state's population suggest that ODOT will need to adopt a multi-prong strategy in communicating with its constituents. New immigrants in particular must address cultural differences, as well as differences in traffic laws, all of which places them at potentially higher risk.

**The total number of senior users of the state's transportation system is expected to increase by over 50 percent through 2040.** Seniors' share of the state's total population will grow from 13.5 percent today, to approximately 17 percent by 2040. The state will need to respond to this demographic group in how it provides transportation services and designs its projects.

**Total employment (for both full-time and part-time jobs) is expected to increase by over 40 percent statewide through 2040.** Participation in the labor force continues to increase, even as those in the Armed Forces have declined by 10 percent since 2010. The number of those unemployed, however, has grown from 87,000 to 123,000 between 2010 and 2012.

**Oklahoma workers overwhelmingly rely on the private automobile for their journey to work trips.** More than four in five currently drive alone, while an additional 10 percent carpool. Also, a large number of Oklahoma workers travel outside their county of residence for employment. The number of Oklahoma households that now have access to a vehicle has grown from 93 percent in 2000 to 97.9 percent in 2012. These three facts alone underscore the importance that transportation, and particularly, the state's network of highways and bridges, has in facilitating the movement of workers to jobs and powering the state's economy. Additionally, as more senior workers (read: baby boomers) decide to remain in the workforce, more attention will need to be given to other modes, such as carpooling and public transportation, as these worker groups tend to shift away from single occupant vehicle (SOV) travel over time.

**The authority to manage land use remains with the state's counties.** ODOT needs to continue to play an advisory role in land use activities, even as it makes decisions regarding the state's transportation infrastructure.



Transportation policy should be in harmony with local land use decisions in order to ensure the safety and capacity of transportation projects that are being designed and constructed.

**The state's total employment by industry is also evolving, with increases in construction, natural resources and mining, and other industries that are particularly dependent on transportation.** These high-level employment trends from the state's employment projections program indicate that the industries that are growing in importance to the state's economy are generally more reliant on transportation and the movement of people and goods.



# Oklahoma Long Range TRANSPORTATION PLAN

## 6 APPENDIX – POPULATION AND EMPLOYMENT, BY COUNTY, 2010, 2015, AND 2040

Oklahoma Population and Employment by County, 2010, 2015, and 2040

COUNTY	POPULATION				EMPLOYMENT			
	2010	2015	2040	Percent Change 2015-2040	2010	2015	2040	Percent Change 2015-2040
Adair	22,720	23,140	24,940	7.8%	8,850	9,170	11,310	23.3%
Alfalfa	5,630	5,570	4,810	-13.6%	3,000	3,210	4,030	25.5%
Atoka	14,143	14,540	16,080	10.6%	6,870	7,330	10,600	44.6%
Beaver	5,648	5,650	5,560	-1.6%	4,040	4,320	5,430	25.7%
Beckham	22,043	22,840	25,620	12.2%	14,090	16,190	21,930	35.5%
Blaine	9,905	9,680	8,710	-10.0%	5,970	6,200	7,740	24.8%
Bryan	42,656	45,190	58,240	28.9%	21,560	22,690	33,400	47.2%
Caddo	29,675	29,510	28,180	-4.5%	12,160	12,180	13,660	12.2%
Canadian	116,332	129,560	206,500	59.4%	44,080	48,800	79,570	63.1%
Carter	47,618	49,100	53,700	9.4%	33,470	36,160	48,290	33.5%
Cherokee	47,146	49,950	63,310	26.7%	23,810	24,980	36,030	44.2%
Choctaw	15,228	15,440	15,930	3.2%	7,460	7,710	10,250	32.9%
Cimarron	2,456	2,480	2,330	-6.0%	2,060	2,140	2,700	26.2%
Cleveland	256,918	273,760	352,360	28.7%	115,310	124,060	168,710	36.0%
Coal	5,903	6,000	6,240	4.0%	2,570	2,710	3,250	19.9%
Comanche	125,455	127,390	132,350	3.9%	69,010	69,490	81,530	17.3%
Cotton	6,179	6,150	5,720	-7.0%	2,980	3,010	4,350	44.5%
Craig	15,066	15,150	15,120	-0.2%	9,220	9,270	11,060	19.3%
Creek	70,133	72,440	83,450	15.2%	29,390	31,860	42,380	33.0%
Custer	27,491	28,220	30,140	6.8%	17,200	19,220	26,230	36.5%
Delaware	41,524	43,260	51,370	18.7%	15,500	16,340	20,610	26.1%
Dewey	4,817	4,900	4,940	0.8%	3,210	3,530	4,430	25.5%
Ellis	4,155	4,060	3,940	-3.0%	2,680	2,830	3,240	14.5%
Garfield	60,733	61,050	61,050	0.0%	38,000	40,010	49,200	23.0%
Garvin	27,526	27,540	2,702	-90.2%	15,710	16,510	19,850	20.2%
Grady	52,481	55,060	66,990	21.7%	21,630	22,830	28,850	26.4%
Grant	4,537	4,580	4,390	-4.1%	2,950	3,100	4,140	33.5%
Greer	6,203	6,030	5,280	-12.4%	2,460	2,490	2,700	8.4%
Harmon	2,917	2,900	2,670	-7.9%	1,610	1,640	1,920	17.1%
Harper	3,690	3,690	3,520	-4.6%	2,130	2,230	2,780	24.7%
Haskell	12,752	13,180	15,300	16.1%	6,520	6,780	9,630	42.0%
Hughes	14,010	13,910	1,379	-90.1%	5,770	5,940	7,100	19.5%
Jackson	26,471	26,230	23,960	-8.7%	14,860	14,850	16,200	9.1%
Jefferson	6,453	6,460	5,940	-8.0%	2,450	2,560	3,360	31.3%
Johnston	10,999	11,430	12,950	13.3%	4,630	4,750	6,370	34.1%
Kay	46,436	46,480	46,880	0.9%	26,690	27,440	31,770	15.8%



COUNTY	POPULATION				EMPLOYMENT			
	2010	2015	2040	Percent Change 2015-2040	2010	2015	2040	Percent Change 2015-2040
Kingfisher	15,054	15,460	16,470	6.5%	9,620	10,420	13,700	31.5%
Kiowa	9,430	9,250	7,940	-14.2%	4,260	4,400	5,280	20.0%
Latimer	11,142	11,470	13,210	15.2%	6,260	6,420	9,090	41.6%
Le Flore	50,467	52,870	67,130	27.0%	20,160	20,990	29,190	39.1%
Lincoln	34,317	35,090	39,950	13.9%	14,390	14,970	17,750	18.6%
Logan	42,037	45,670	68,800	50.6%	21,570	23,950	37,230	55.4%
Love	9,433	9,680	11,250	16.2%	5,960	6,290	7,970	26.7%
Major	7,505	7,720	7,790	0.9%	5,160	5,530	7,040	27.3%
Marshall	15,844	16,490	18,750	13.7%	6,560	6,970	8,200	17.6%
Mayes	41,297	41,990	44,520	6.0%	15,970	16,680	20,030	20.1%
McClain	34,724	37,730	55,600	47.4%	12,500	13,530	20,520	51.7%
McCurtain	33,184	33,820	36,820	8.9%	15,950	17,090	23,610	38.2%
McIntosh	20,284	21,330	27,620	29.5%	7,720	8,030	10,550	31.4%
Murray	13,512	13,890	15,450	11.2%	8,140	8,860	13,120	48.1%
Muskogee	71,098	72,250	78,060	8.0%	38,500	40,270	50,590	25.6%
Noble	11,556	11,700	12,090	3.3%	6,500	6,870	7,780	13.2%
Nowata	10,513	10,710	10,890	1.7%	4,050	4,200	4,950	17.9%
Okfuskee	12,224	12,530	13,290	6.1%	4,610	4,750	5,660	19.2%
Oklahoma	721,074	754,000	869,550	15.3%	534,580	580,270	798,990	37.7%
Okmulgee	40,104	40,400	42,090	4.2%	15,330	15,720	18,020	14.6%
Osage	47,440	49,280	60,720	23.2%	18,580	19,820	26,320	32.8%
Ottawa	31,865	32,340	33,440	3.4%	16,450	16,670	19,970	19.8%
Pawnee	16,607	17,230	20,100	16.7%	6,270	6,570	7,750	18.0%
Payne	77,418	79,460	86,550	8.9%	46,740	48,530	61,100	25.9%
Pittsburg	45,805	46,330	49,390	6.6%	23,970	25,040	30,660	22.4%
Pontotoc	37,586	38,860	44,440	14.4%	23,970	25,040	30,660	22.4%
Pottawatomie	69,640	73,020	89,190	22.1%	31,690	34,150	48,390	41.7%
Pushmataha	11,586	11,630	12,060	3.7%	5,290	5,680	8,270	45.6%
Roger Mills	3,638	3,730	3,790	1.6%	2,230	2,410	3,140	30.3%
Rogers	87,022	91,170	112,510	23.4%	40,810	44,040	61,260	39.1%
Seminole	25,450	25,220	23,840	-5.5%	11,300	11,730	13,140	12.0%
Sequoyah	42,396	44,820	61,940	38.2%	14,580	15,580	23,110	48.3%
Stephens	45,090	45,930	48,860	6.4%	26,070	28,390	37,400	31.7%
Texas	20,813	21,840	24,470	12.0%	11,790	12,390	14,460	16.7%
Tillman	7,981	7,870	6,490	-17.5%	3,420	3,450	3,790	9.9%
Tulsa	605,127	629,560	738,600	17.3%	430,900	457,370	625,130	36.7%
Wagoner	73,393	77,760	101,830	31.0%	12,680	13,530	17,800	31.6%
Washington	51,087	52,380	56,630	8.1%	27,690	28,920	36,420	25.9%
Washita	11,594	11,690	11,930	2.1%	4,660	4,760	5,500	15.5%
Woods	8,891	8,800	8,600	-2.3%	5,920	6,310	7,810	23.8%
Woodward	19,986	20,520	22,940	11.8%	13,290	14,860	19,820	33.4%



COUNTY	POPULATION				EMPLOYMENT			
	2010	2015	2040	Percent Change 2015-2040	2010	2015	2040	Percent Change 2015-2040
STATEWIDE	3,759,263	3,906,010	4,528,141	15.9%	2,135,990	2,277,995	3,047,810	33.8%

Source: U.S. Census; Woods & Poole