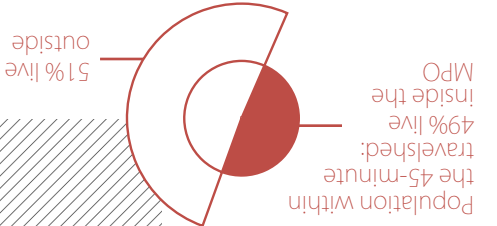
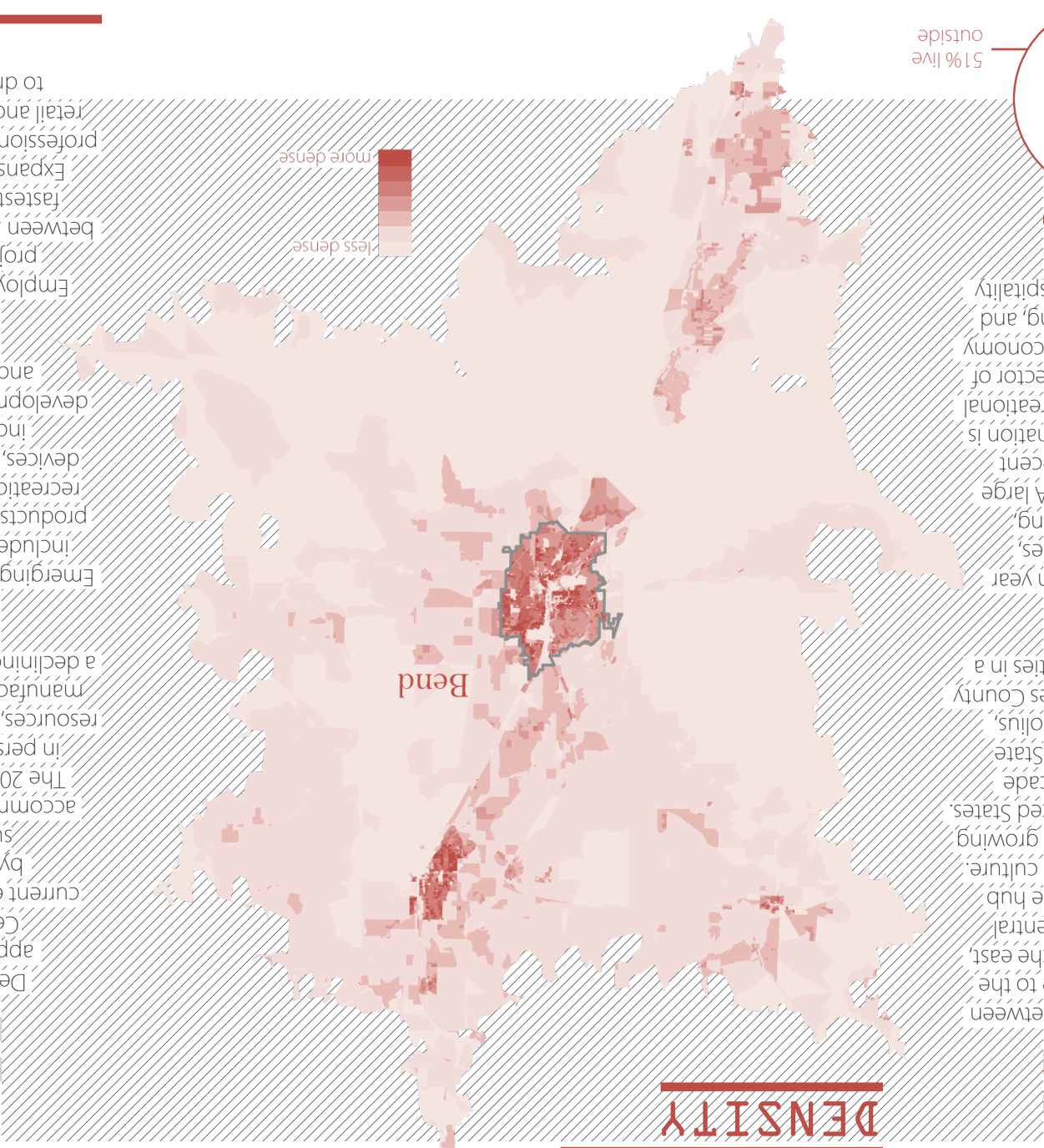


Employment in Central Oregon was projected to grow by 25 percent between 2006 and 2016, making it the fastest-growing region in the state. Expansion of leisure and hospitality, professional and business services, and retail and trade industries is expected to drive nearly half of the region's projected growth.

Emerging industries in Central Oregon include manufacturing of high-tech products such as aerospace materials, recreational equipment, and medical devices, as well as information-based industries, such as research and development, software development, and a variety of professional and financial services.

Deschutes County accounts for approximately 83 percent of the Central Oregon workforce. The current economic base is dominated by recreation-related industries such as leisure and hospitality, accommodations, and food services. The 2008 downturn saw a decrease in persons employed in the natural resources, construction, and traditional manufacturing industries, suggesting a declining role for these sectors in the future.

employment & economy



The Bend region attracts with year round recreation opportunities, including skiing, golfing, fishing, hiking, biking, and kayaking. A large percentage of the region's recent growth as a retirement destination is due to its reputation as a recreational center. Accordingly, a large sector of Central Oregon and Bend's economy is built on serving, maintaining, and growing the tourism and hospitality industry.

Deschutes County, located between the Cascade Mountain range to the west and the high desert to the east, contains 78 percent of the Central Oregon population, and is the hub of the region's economy and culture. The region is the sixth fastest growing metropolitan area in the United States. With its proximity to the Cascade Mountain range, Smith Rock State Park, and the Deschutes, Metolius, and Crooked rivers, Deschutes County offers residents urban amenities in a natural setting.

unique geography

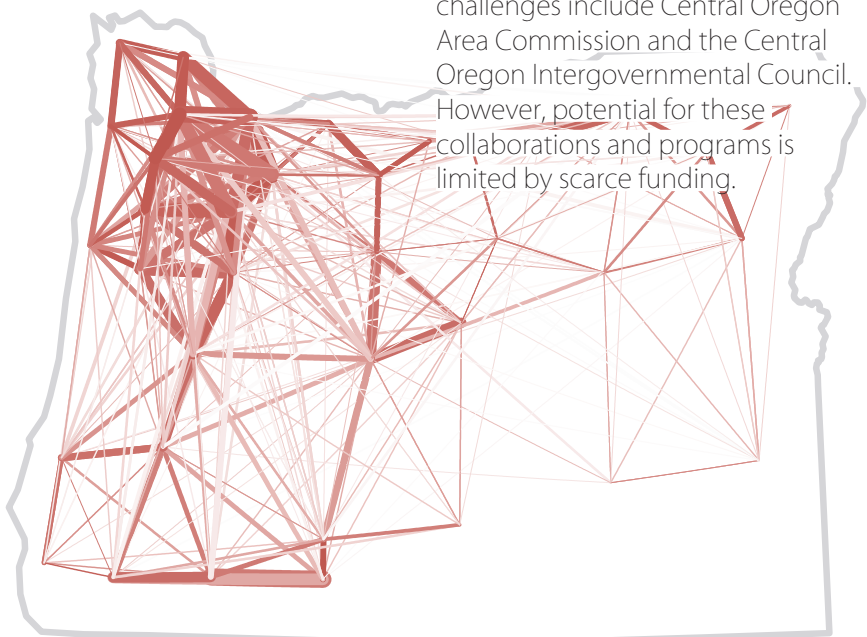
POPULATION DENSITY

issues & challenges

Transportation needs
Population and employment growth and an expected urban growth boundary expansion will intensify transportation challenges to this regional center. Another hurdle to coordinating regional transportation are the variances in the sizes of the Bend MPO boundary, urban growth boundary, and the area's travelshed.

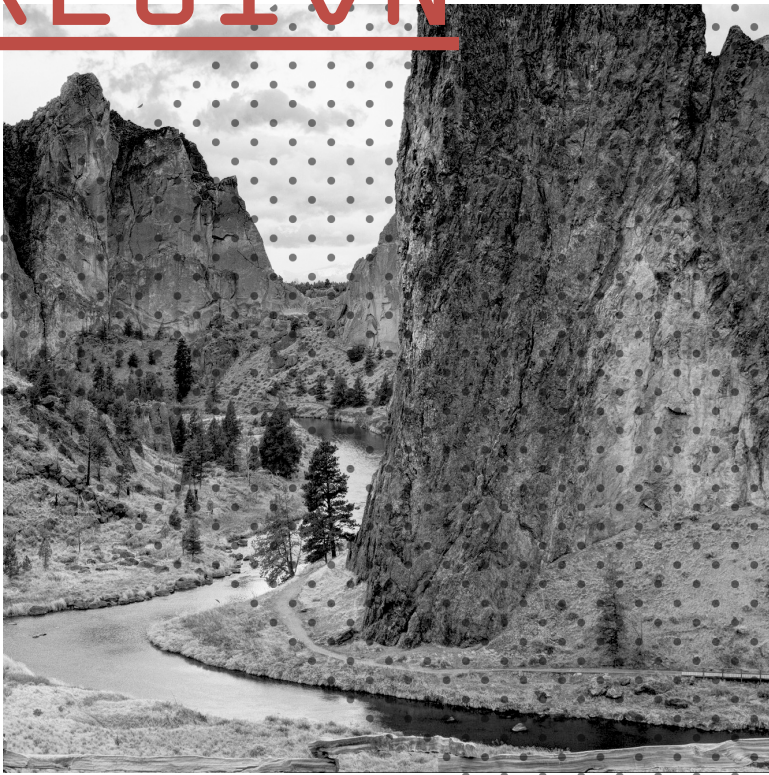
Funding gaps
As pressure on the City of Bend General Fund increases, its ability to provide revenue for transit and road preservation will diminish. Already, funding exists for only half of the local system capacity projects, safety projects, and bicycle, pedestrian, and transit projects.

Looking ahead
Partnerships at the local and regional levels to address transportation challenges include Central Oregon Area Commission and the Central Oregon Intergovernmental Council. However, potential for these collaborations and programs is limited by scarce funding.



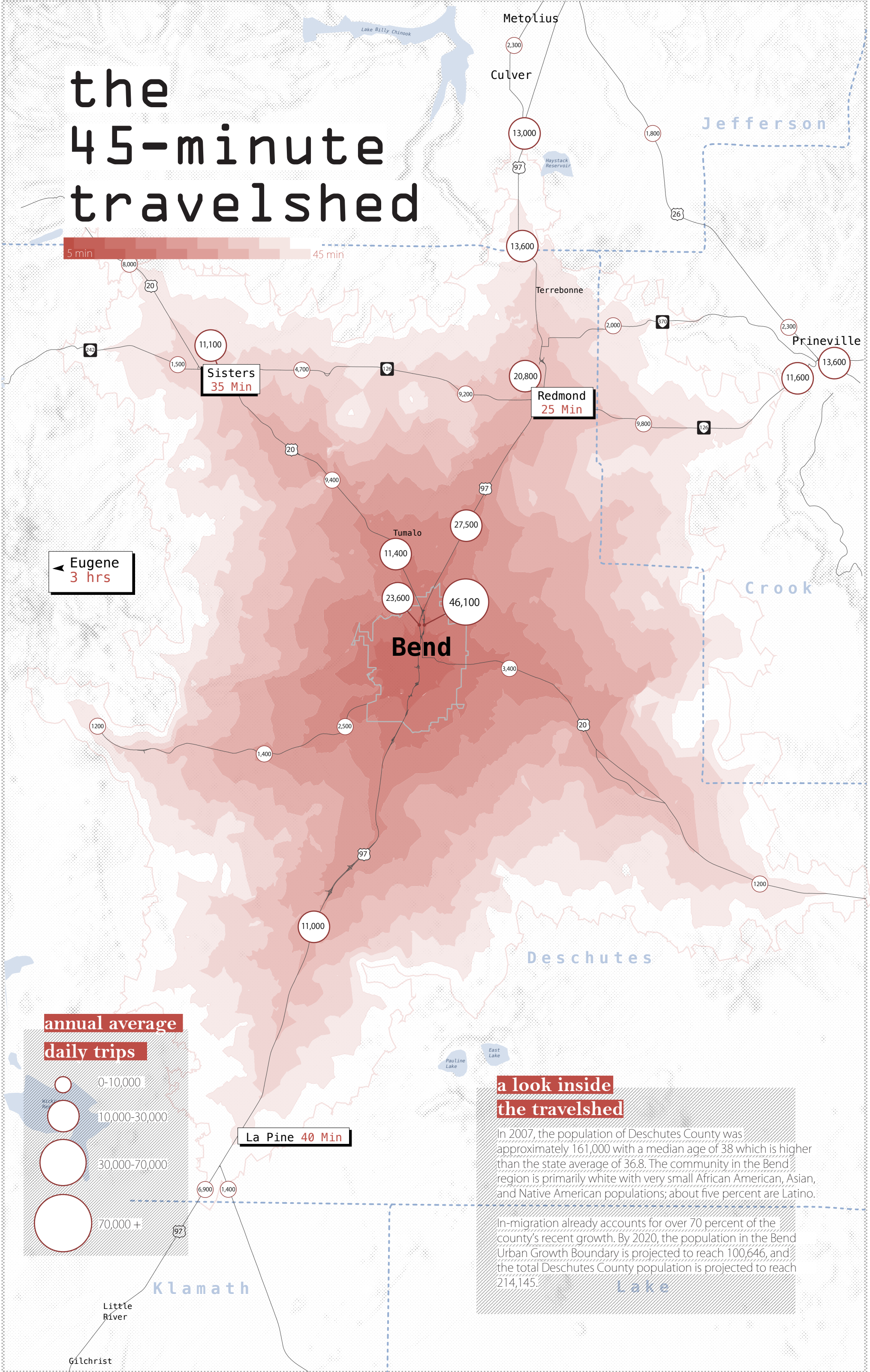
The Oregon MPO Consortium, formed in 2005 by the state's six MPOs, is a collaborative group that seeks to share knowledge and experiences on urban transportation and advance urban issues at the state and federal level.

GREATER BEND REGION

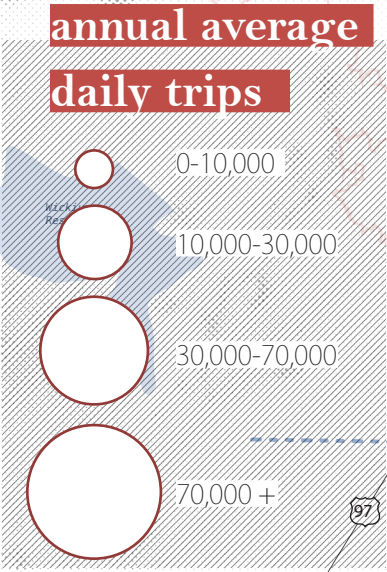


Oregon Metropolitan Planning Organization Consortium

the 45-minute travelshed



← Eugene
3 hrs



**a look inside
the travelshed**

In 2007, the population of Deschutes County was approximately 161,000 with a median age of 38 which is higher than the state average of 36.8. The community in the Bend region is primarily white with very small African American, Asian, and Native American populations; about five percent are Latino.

In-migration already accounts for over 70 percent of the county's recent growth. By 2020, the population in the Bend Urban Growth Boundary is projected to reach 100,646, and the total Deschutes County population is projected to reach 214,145.