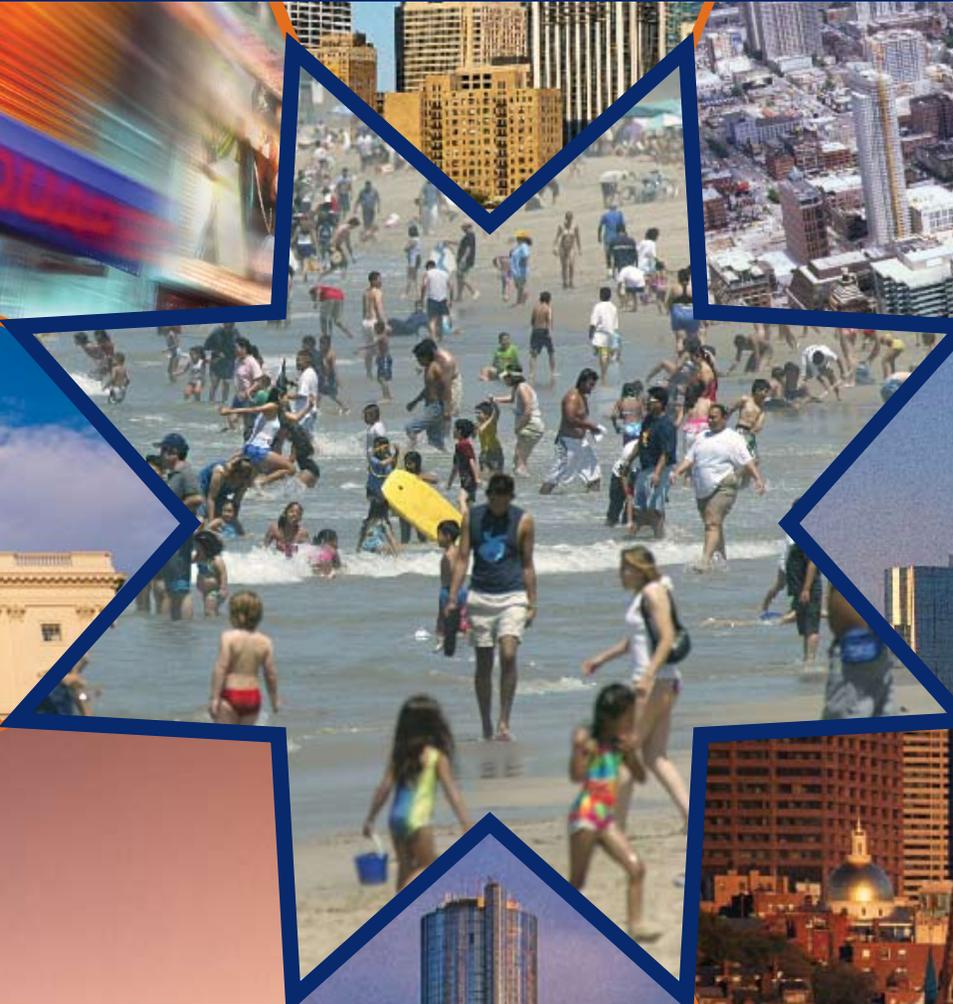




**“Among the 17 largest metropolitan regions in the nation,
the SCAG region continued to rank last in per capita income.”**



METROPOLITAN REGIONS



In order to fully assess the progress of Southern California, it is useful to compare the performance of the SCAG region with other large metropolitan regions in the nation.

Currently, there are nine metropolitan regions in the nation with more than 5 million residents (Figure 73). They are also designated by the U.S. Census Bureau as Consolidated Metropolitan Statistical Areas (CMSAs). Four are located in the Northeast (New York, Washington,

DC, Philadelphia and Boston), two in the Midwest (Chicago and Detroit), one in the South (Dallas) and two in the West (SCAG region and San Francisco Bay Area). In 2004, only two had population exceeding 10 million, the New York region (21.6 million) and the SCAG region (17.7 million). The other regions had population between 5 and 10 million. Total population in the nine largest metropolitan regions exceeded 87 million in 2003, about 30 percent of the nation's population.

Socio-Economic Indicators

Population Growth

Between 2000 and 2004, among the nine largest metropolitan regions, the SCAG region achieved the largest population increase of approximately 1.2 million people. Southern California also experienced the 2nd highest growth rate (7.1 percent) following Dallas (10.4 percent).

Figure 73

Population by Metropolitan Region (Thousands)

Rank	Metropolitan Region Name	Population		Population Increase	
		2000	2004	2000 - 2004 Number	% Change
1	New York-Northern New Jersey-Long Island, NY-NJ-CT-PA CMSA	21,199.9	21,597.8	397.9	1.9%
2	SCAG Region *	16,516.8	17,888.8	1,172.0	7.1%
3	Chicago-Gary-Indianapolis, IL-IN-WI CMSA	9,157.5	9,452.7	295.2	3.2%
4	Washington-Baltimore, DC-MD-VA-WV CMSA	7,608.0	8,067.3	459.3	6.0%
5	San Francisco-Oakland-San Jose, CA CMSA	7,039.4	7,803.5	64.1	0.9%
6	Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD CMSA	6,138.5	6,321.2	182.7	2.1%
7	Boston-Worcester-Lawrence, MA-NH-NY-CT CMSA	5,819.1	6,150.9	331.8	5.7%
8	Dallas-Fort Worth, TX CMSA	5,221.8	5,764.9	543.1	10.4%
9	Detroit-Ann Arbor-Flint, MI CMSA	5,456.5	5,530.6	74.1	1.4%
TOTAL		84,206.6	87,677.5	3,470.9	4.1%

* The SCAG region includes (in part), Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. With the exception of Inyo and Mono counties, the other five counties belong to the Los Angeles-Riverside-Orange Consolidated Metropolitan Statistical Area (CMSA).

**For specific counties included in each CMSA above, please see the Statistical Abstract of the United States, 2002.

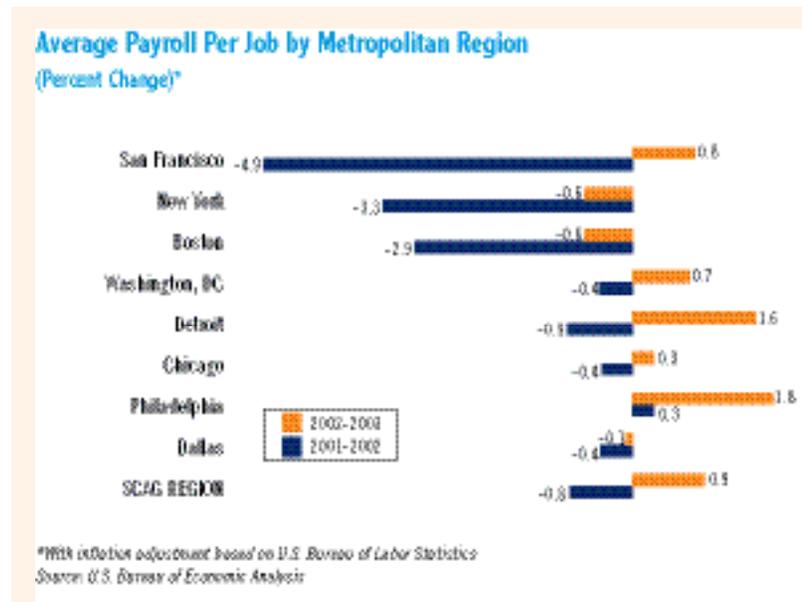
Source: Data in 2000 is based on the 2000 Census, and data in 2004 is based on the Census July 1, 2004 estimates.



Average Payroll per Job

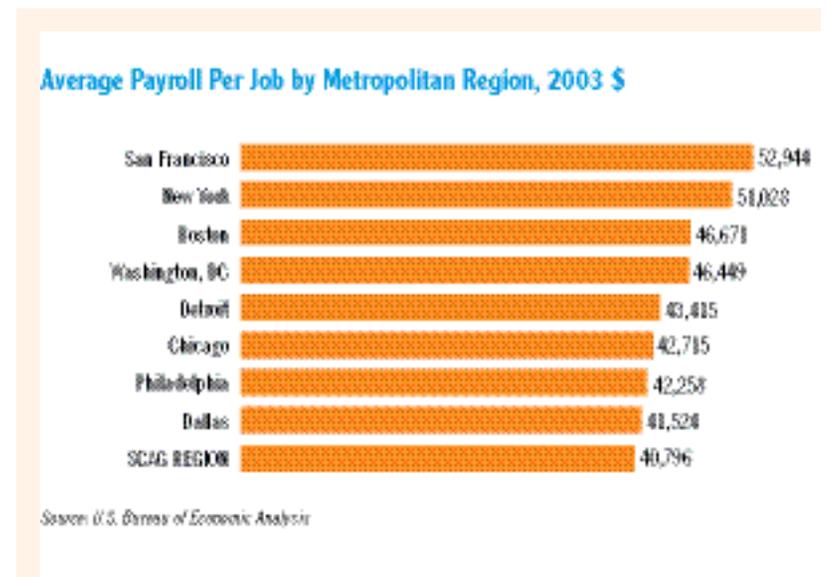
In 2003, the average payroll per job in the region increased slightly by 0.9 percent from 2002 after adjusting for inflation, after declining for the previous two consecutive years. Among the nine largest metropolitan regions in the nation, the SCAG region ranked 3rd in the percentage change of average payroll per job from 2002 to 2003. In 2003, the San Francisco Bay Area achieved the most significant rebound of 0.8 percent increase, following a sharp decline of 4.9 percent in its average payroll per job during the previous period.

Figure 74



In 2003, the SCAG region ranked last in average payroll per job at about \$40,796 among the nine largest metropolitan regions (Figure 74). The San Francisco Bay Area continued to have the highest average payroll per job at \$52,944 followed by New York. It is interesting to note that the nine regions fall into three tiers as to their average payroll per job. The first tier includes the San Francisco Bay Area and New York regions with average payrolls per job above \$50,000. The second tier includes Boston and Washington, DC regions with average payrolls per job just above \$46,000. The third tier includes Chicago, Detroit, Dallas, Philadelphia and the SCAG region with average payrolls per job around \$42,000.

Figure 75



Income

In 2003 (the most current official data available), real per capita personal income in the SCAG region decreased slightly by 0.4 percent from 2002 after adjusting for inflation. The Boston region suffered a sharp decline of 2.3 percent in its per capita personal income. Changes in per capita income generally followed the pattern of changes in average payroll per job.

Data on per capita personal income in 2004 are still not available and are scheduled to be released in May 2006 by the U.S. Bureau of Economic Analysis. However, estimates made by university researchers indicate that the SCAG region's per capita income is estimated to increase by approximately 2 percent from its 2003 level.¹

Figure 76

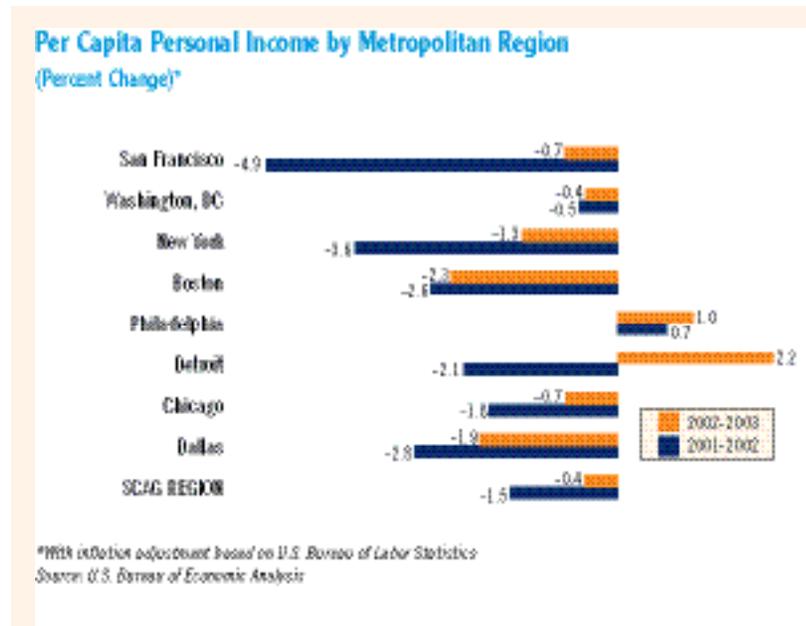
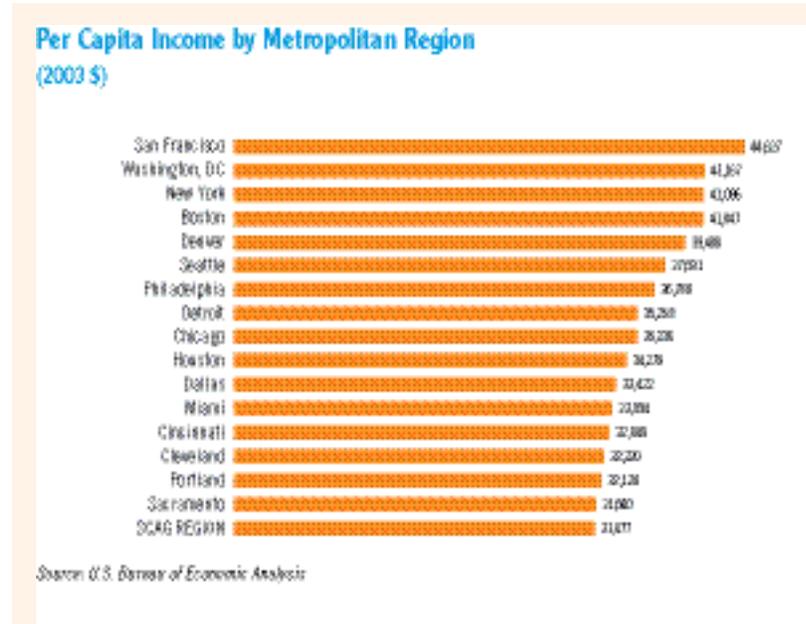


Figure 77

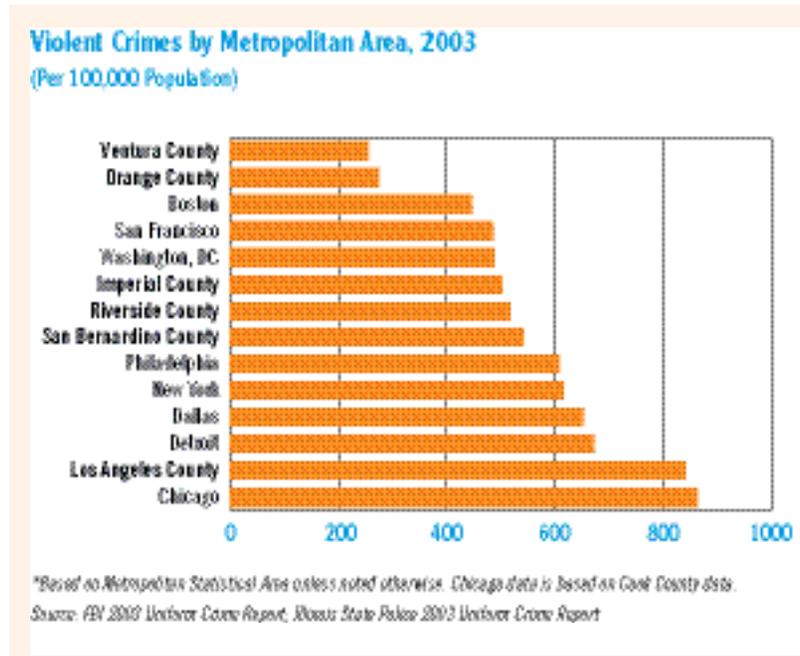


Among the 17 largest metropolitan regions in the nation, the SCAG region ranked last in terms of per capita income in 2003 and is expected to remain there in 2004 (after dropping from the 4th highest in 1970 to 7th highest in 1990, to 16th place in 2000).

Crime

Violent crime rates in Los Angeles County, though reduced by a half since 1990, were the second highest in large metropolitan areas in the nation following Chicago. Orange and Ventura Counties had substantially lower violent crime rates than most large metropolitan areas.

Figure 78



Transportation

Highway Congestion

In 2003, people traveling on the roadways in Los Angeles /Orange counties experienced a total of 93 hours of delay per person, the highest among the metropolitan areas in the nation. Nevertheless, between 1993 and 2003, the congestion level stayed almost unchanged in Los Angeles/Orange counties while increasing significantly in other large metropolitan areas. In the Inland Empire, travelers experienced a total of 55 hours of delay per person in 2003, the ninth highest among the metropolitan areas in the nation.

Figure 79

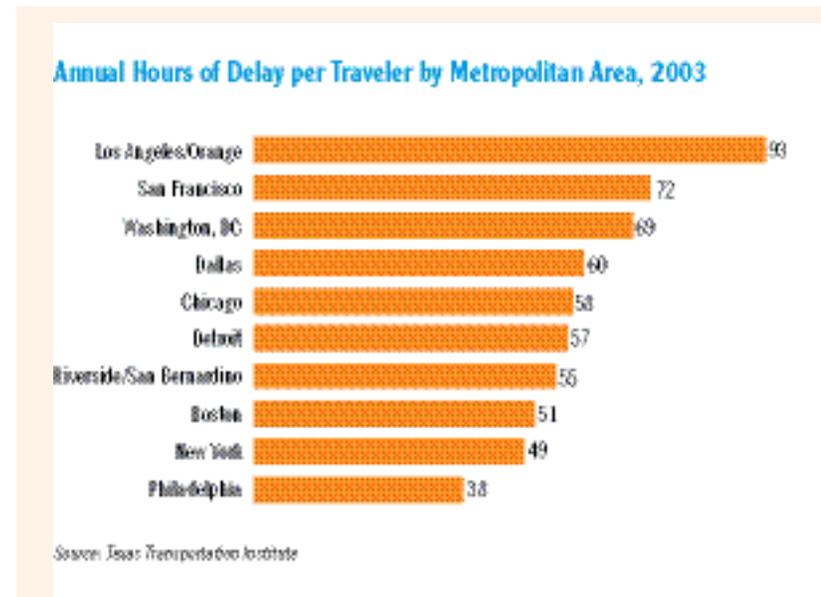
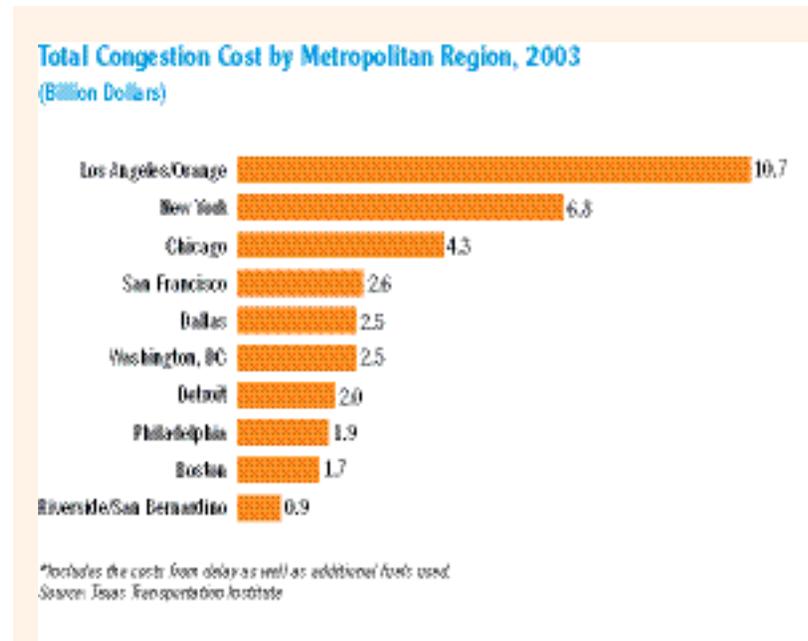


Figure 80



In 2003, total cost incurred due to congestion in the SCAG region was more than \$12 billion, significantly higher than any other metropolitan area in the nation.

Airports

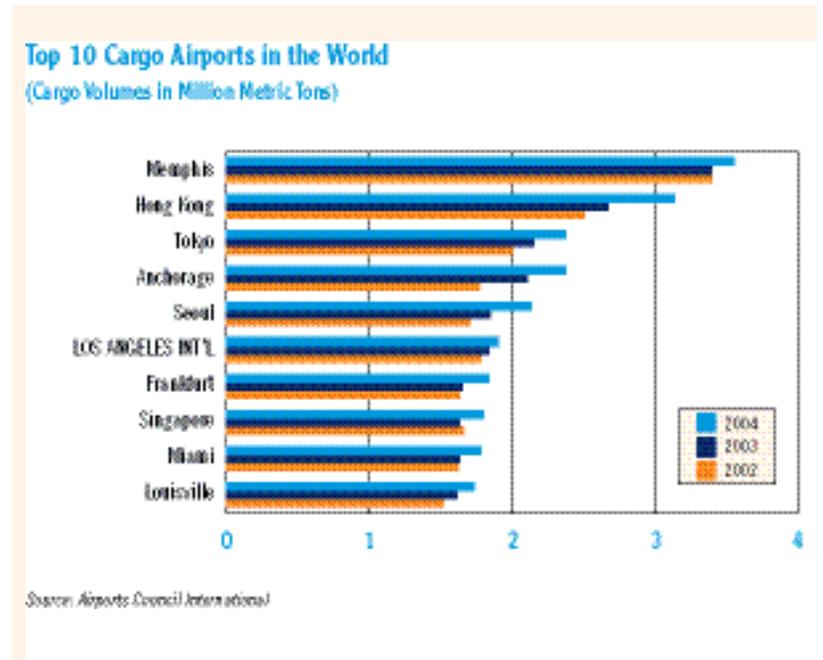
In 2004, among the ten largest airports in the world, LAX ranked 5th in passenger traffic behind Atlanta, Chicago, London and Tokyo. Between 2003 and 2004, the 5 largest U.S. airports all achieved significant increases in passenger traffic.



Figure 81



Figure 82



LAX was the 6th largest international cargo airport in 2004. In 2000, LAX ranked 3rd and has since been overtaken by Tokyo, Anchorage and Seoul in total cargo volume.