### Regional Analysis and the FRS

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### Why Regional Analysis?

- One could make the **opposite case** for monetary policy writ large; That is, we have one economy (and one monetary policy tool).
- But...in understanding underlying economic fundamentals of the U.S. economy, especially in timely fashion (current analysis)
  - Adjustment mechanisms to be understood (housing market), perhaps in local laboratories
  - Important phenoms to be discovered as they emerge (spatial-related innovation/growth, emerging bubbles?)
  - Important region-specific industries to be understood at ground level (e.g. automotive and local government)

# Are U.S. regional distinctions important for monetary policy and financial supervision?

• U.S. regions are highly integrated,

• Regional well-being has converged,

 So that worries about "one-size fits all" policy should have abated.

# U.S. Regional Economic "Shocks" emanate from common sources

- Studies show that U.S. regions swing together from common sources such as oil price shocks, rather than from idiosyncratic sources.
- Unlike the EU perhaps, monetary policy responses will tend to be correct as "one size fits all"
- However, some regions are more sensitive to others (Carlino and DeFina, 1996).
- And there remain some regions that are sensitive to custom influences such as agriculture and mineral prices.

	Percentage of forecast error due to				
Region	Oil prices	U.S. income	Fed funds rate	Regiona income	
New England	2	67	0	31	
Mideast	3	75	1	21	
Great Lakes	1	80	1	18	
Plains	2	51	0	47	
Southeast	5	80	0	15	
Southwest	1	66	0	33	
Rocky Mountains	1	56	1	42	
Far West	2	79	0	19	

Source: Calculations from author's statistical model, using the following quarterly data series: IMF—world crude oil prices; BEA—personal income by state; and Federal Reserve Board of Governors—federal funds rate.

Source: M. Kouparitsas, Chicago FedLetter, no. 146, October 1999.

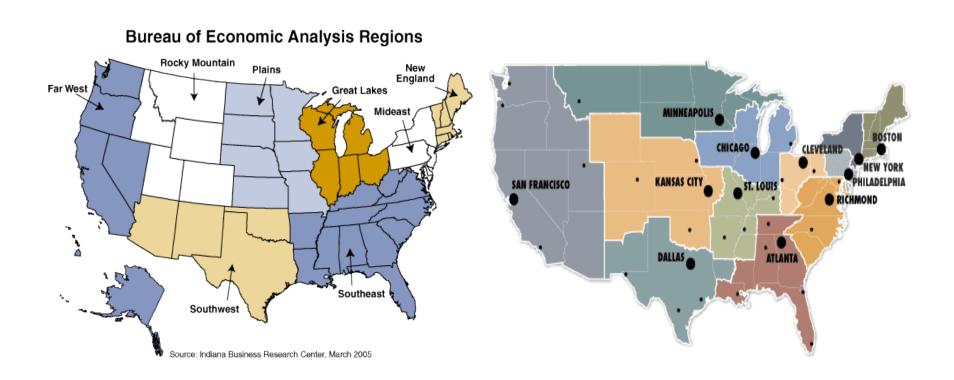
# U.S. intra-regional trade much tighter than global linkages

1. Destinations of largest exports				
From Illinois, 199	5			
Canada	\$6 billion			
Japan	\$2 billion			
Mexico	\$2 billion			
UK	\$1 billion			
Germany	\$1 billion			
From Illinois, 1993	3			
Ohio	\$20 billion			
Wisconsin	\$18 billion			
Indiana	\$18 billion			
Michigan	\$18 billion			
Note: Values have be nearest billion. Source: Regional Eco Laboratory.	een rounded to onomics Applications			

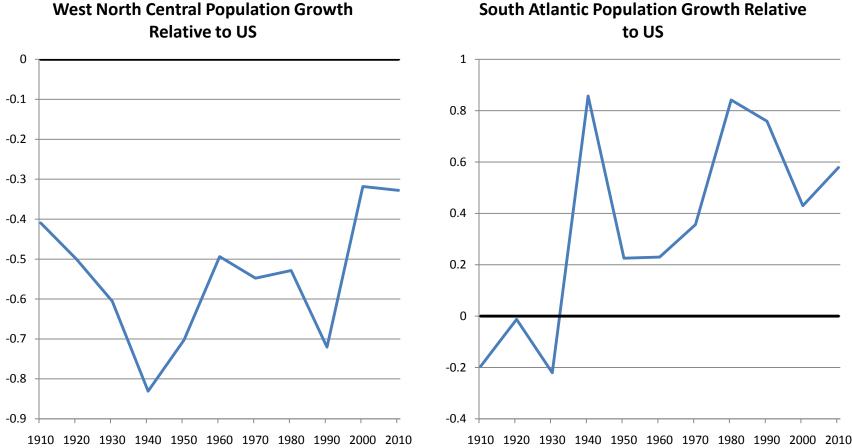
Source: G. Hewings and P. Israilevich,
Chicago FedLetter, no. 129, May 1998.

	Total value of commodity outflows	% outflows to othe Midwest states
	(\$1993 bil.)	
Illinois	228	32.1
Indiana	128	40.7
Michigan	130	37.1
Ohio	196	29.2
Wisconsin	93	34.9
Total	775	34.0
	Total value of commodity inflows	% inflows from othe Midwest states
	(\$1993 bil.)	
Illinois	185	31.7
Indiana	99	46.8
Michigan	151	44.9
Ohio	171	35.1
Wisconsin	73	41.5
Total	679	38.7

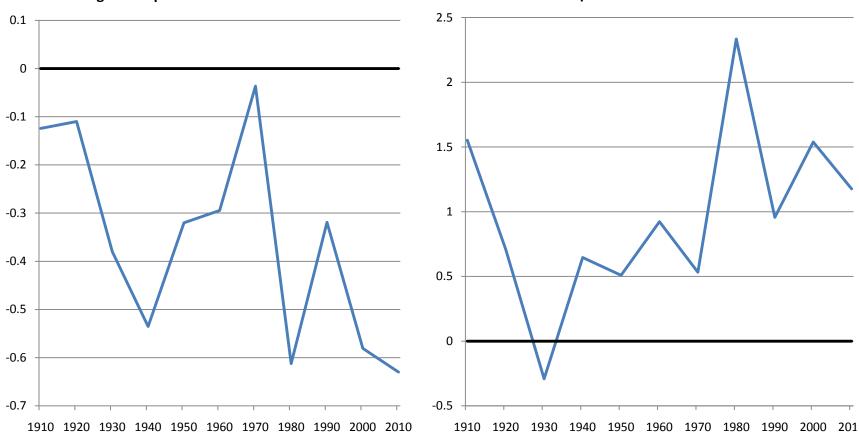
### **BEA Regions vs. Fed Districts**



#### There <u>are</u> persistent growth differences across regions, but not persistent differences in income



**South Atlantic Population Growth Relative** 

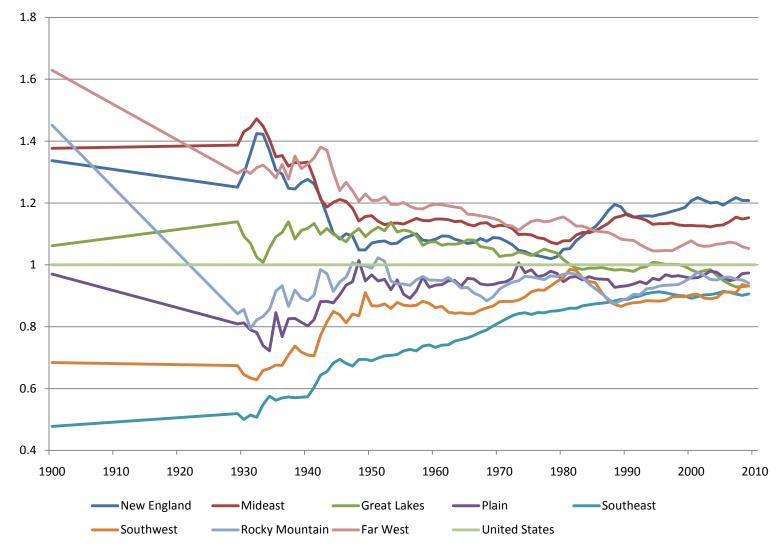


#### New England Population Growth Relative to US

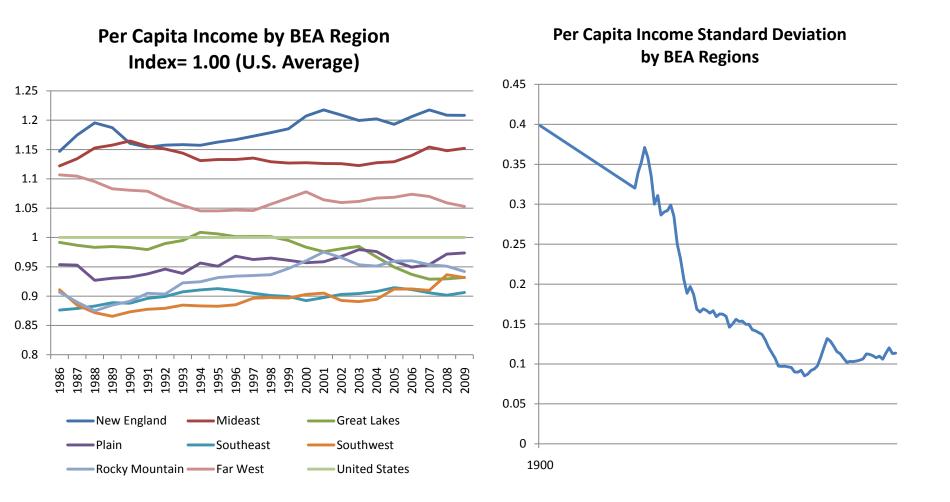
Mountain Population Growth Relative to US

# Most importantly, per capita incomes don't differ much, with little change

Per Capita Personal Income by BEA Region Index = 1.00 (U.S. Average)



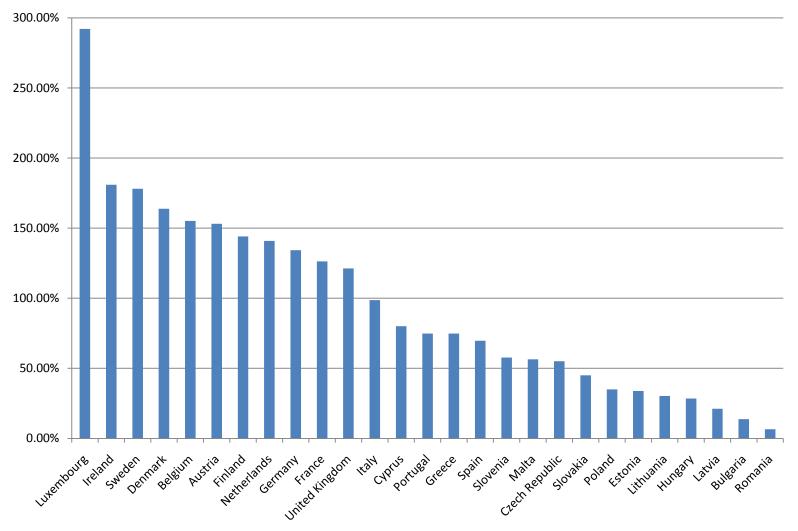
#### **Differences have flattened away**



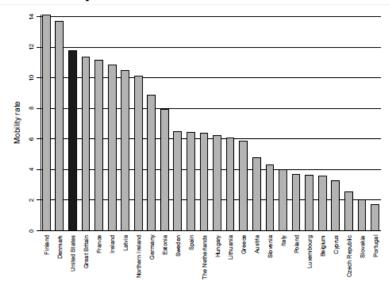
### In contrast, European nations exhibit wide differences in incomes

Real GDP per capita (2010)

**Indexed to European Union Total** 



#### In the U.S., adjustments to cyclical and secular growth differences are less difficult due to inter-regional regional factor flows



Fraction of the Population in 2005 that Moved Residence in the Previous Year

Source: For European data, Eurobarometer 64.1, distributed as ICPSR #4641. For US data, March 2005 CPS. Eurobarometer data is derived from a survey administered in September and October of 2005, and the responses refer to mobility since the start of the year. To convert into an estimate of 12 month mobility, European rates in the table have been multiplied by 4/3. Rates are for individuals 16 years and older.

#### Source: Molloy, Smith and Wozniak, FRBoard, 2011.

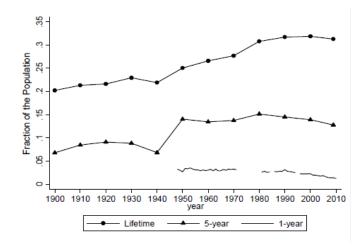


Figure 1 Inter-State Migration Rates Since 1900

Note. Lifetime and 5-year migration rates are from the denennial Census 1900-2000 and from the ACS for 2009. Five-year migration rates are estimated from microdata on the fraction of households with a 4- or 5-year old residing outside of their birth state (Rosenbloom and Sundstrom 2004). Annual migration rates are calculated from Current Population Survey microdata.



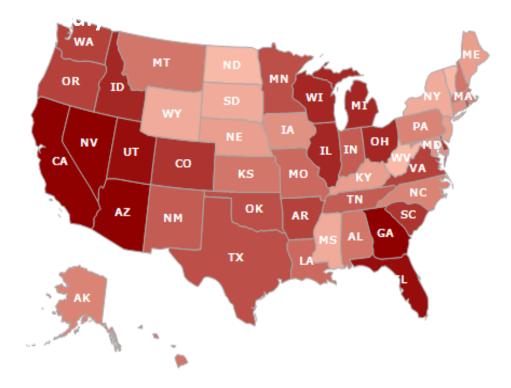
### Why Regional Analysis?

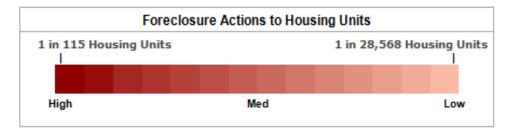
- One could make the opposite case; certainly for monetary policy writ large
- But...in understanding underlying economic fundamentals of the U.S. economy
  - Adjustment mechanisms to be understood (housing market)
  - Important phenomena to be discovered as they emerge (spatial-related innovation/growth, emerging bubbles?)
  - Important region-specific industries to be understood at ground level (automotive and local government)

# Many Midwest communities didn't experience home price run-ups, but felt the aftermath anyway

	2011- Sec	ond Quarter	
Rank	State	Negative Equity Share	L/V Ratio
-	L Nevada	60.4%	112.7%
-	2 Arizona	48.7%	93.1%
3	3 Florida	45.1%	87.8%
4	4 Michigan	35.6%	84.0%
Ĩ	5 California	30.2%	70.0%
(	Georgia	30.2%	80.9%
-	7 Maryland	23.6%	70.3%
8	3 Virginia	23.3%	71.7%
9	JIdaho	23.0%	71.7%
1	LIIIinois	21.7%	72.4%
24	4 Wisconsin	14.6%	69.1%
33	LIndiana	10.9%	69.4%
37	7 Iowa	9.0%	67.3%
	U.S.	22.5%	69.8%
Source	: Corelogic		

#### According to RealtyTrac, 1 in every 611 housing units in the country received a foreclosure filing in July 2011

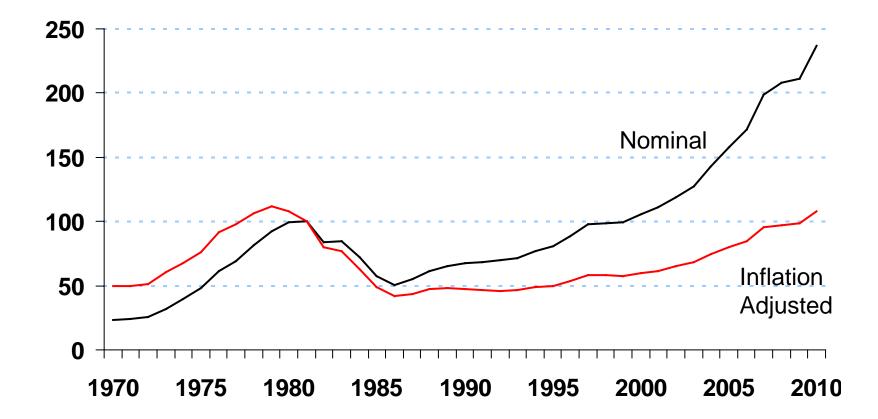




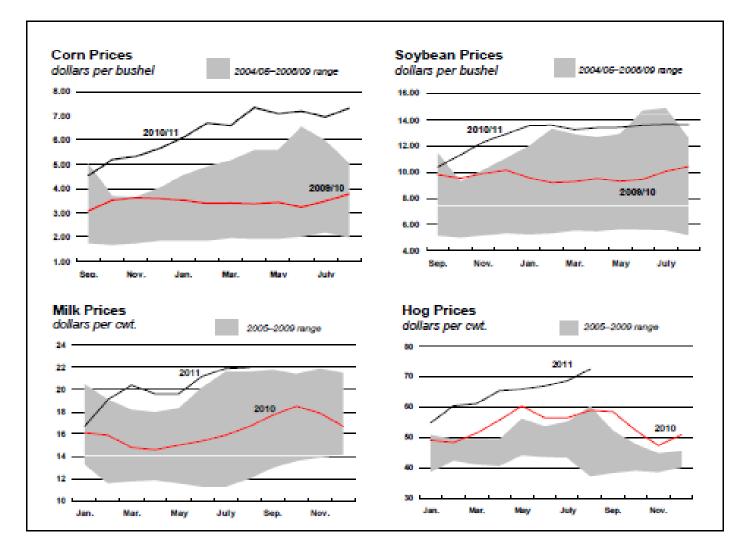
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## Index of Seventh District farmland values (1981=100)



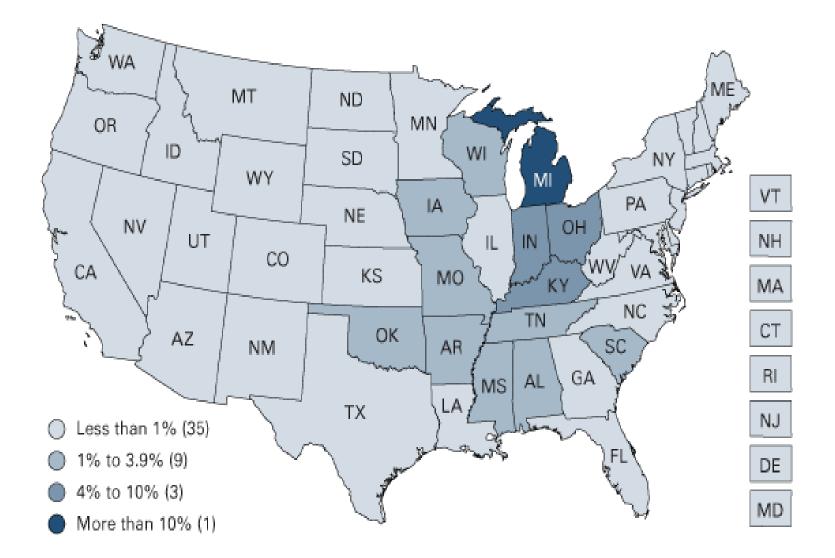
## The farm economy recovery – the basis of rising asset prices?



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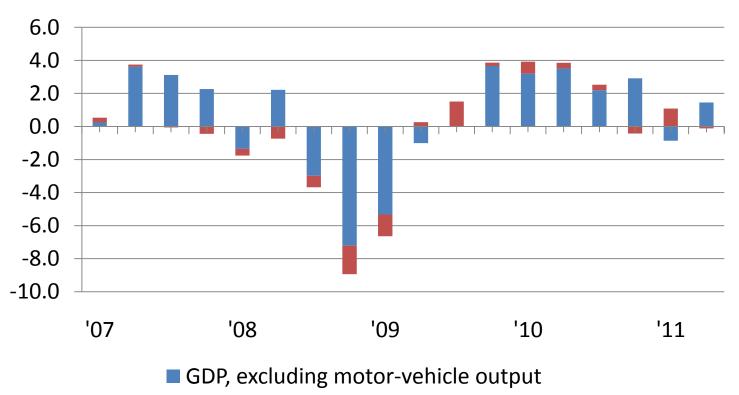
## Key industries regionally concentrated (automotive as share of total)



#### **Contribution from Motor-vehicle Output**

#### Percent Change Q/Q, Annualized

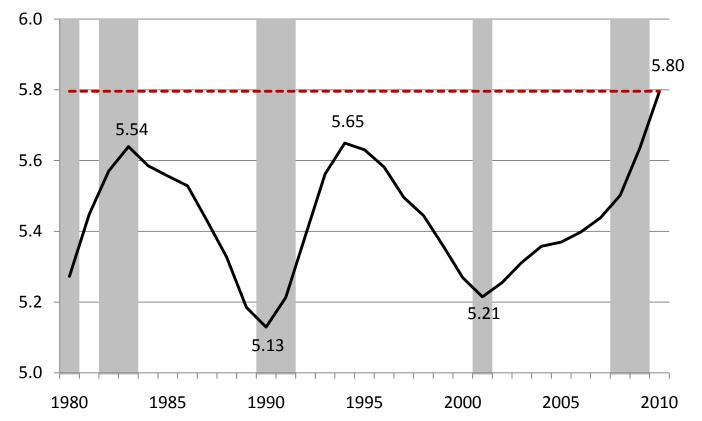
Percent



Contribution from motor-vehicle output

#### Vehicle fleet is now older than it has been since the 1940's

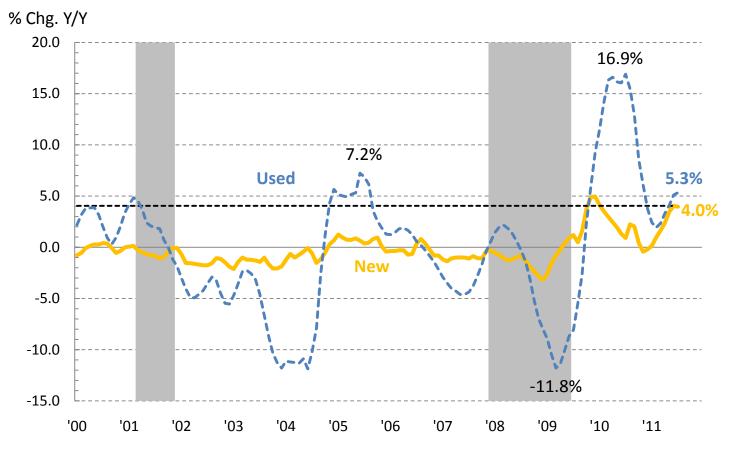
Sales Weighted Age Distribution



Federal Reserve Bank of Chicago

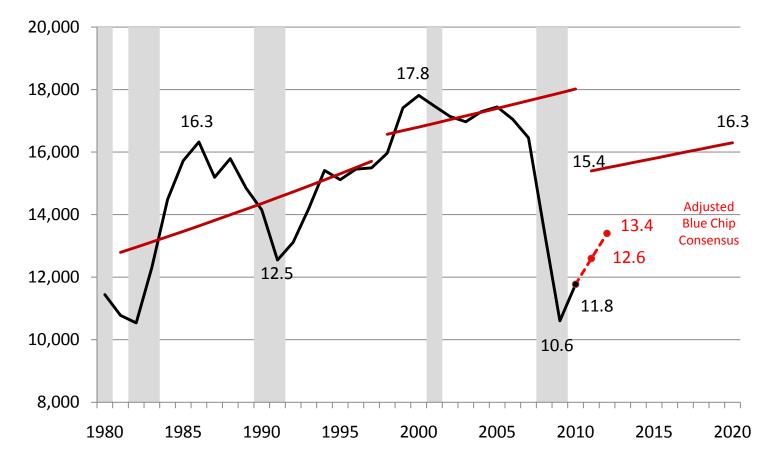
#### New cars are cheaper: Since January 2009, used vehicle prices have increased at over twice the rate of new vehicles

CPI New and Used Cars and Trucks – 2000 = 100

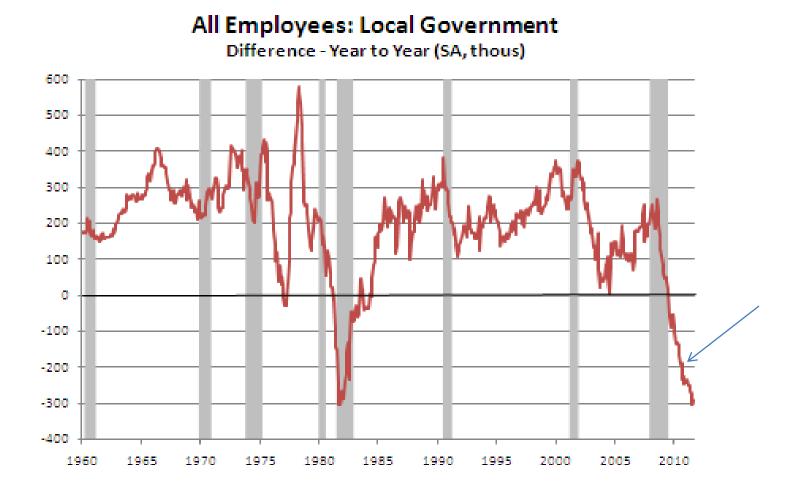


## Even under conservative assumptions, a large recovery may be foretold

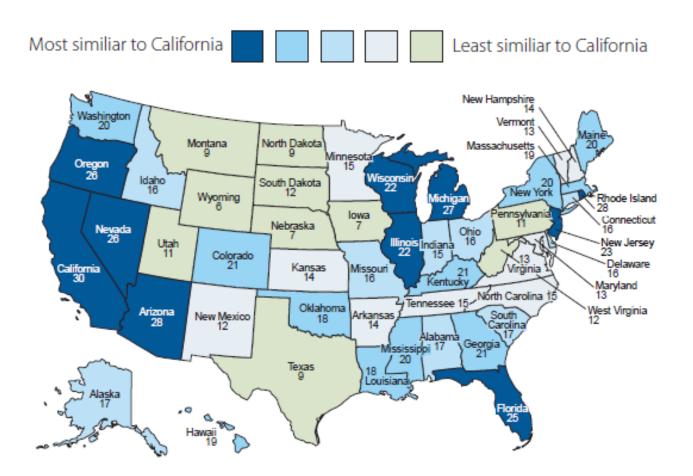
#### Thousands of Units



## Local government behaving differently than ever before during the cycle

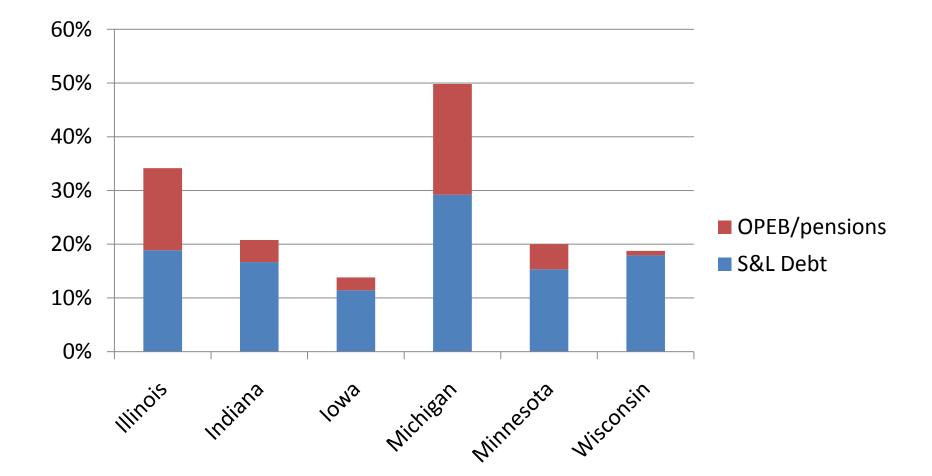


#### **Differences are great across regions**



SOURCE: Pew Center on the States 2010, based on analysis of data from the Nelson A. Rockefeller Institute of Government, the Center on Budget and Policy Priorities, the U.S. Department of Labor's Bureau of Labor Statistics, the Mortgage Bankers Association, the Public Policy Institute of California and the Pew Center on the States' Government Performance Project; best available data as of July 31, 2009

# Pension and OPEB liabilities as a Percent of GSP (2007)



### Summary: Is on-the-ground helpful?

- One monetary policy has served us well as a nation, but regional sensitivity may help in communication. Regional may be an "of the people" function, helpful for both current analysis and public understanding of "who we are."
- Industry concentration differs; Can on-the-ground help current analysis?
  - Automotive
  - State-local government
- Regional variation can be laboratories of understanding?
  - Housing bubble
  - Space matters at less-than-national scale to growth and productivity