

**Appendices to**

Victor Gauto, "Urban Competitiveness and the Twin Cities Metropolitan Area,"  
*CURA Reporter* 42,2 (Summer 2012): 3–8.

[www.cura.umn.edu/sites/cura.advantagelabs.com/files/publications/Reporter-42-2-Gauto\\_0.pdf](http://www.cura.umn.edu/sites/cura.advantagelabs.com/files/publications/Reporter-42-2-Gauto_0.pdf)

## Appendix 1. Population Rankings (and Values) for All Peer Metropolitan Areas

Metropolitan Area	Population	Population Growth 2000–2010	Population Density	Minority Shares of Population
Boston–Cambridge–Quincy, MA–NH	1 (4,552,402)	8 (3.7%)	2 (1,298)	6 (22.10%)
San Francisco–Oakland–Fremont, CA	2 (4,335,391)	6 (5.1%)	1 (1,753)	1 (53.35%)
Seattle–Tacoma–Bellevue, WA	3 (3,439,809)	3 (13.0%)	4 (584)	4 (26.49%)
Minneapolis–St. Paul–Bloomington, MN–WI	4 (3,279,833)	4 (10.5%)	5 (541)	8 (18.40%)
San Diego–Carlsbad–San Marcos, CA	5 (3,095,313)	5 (10.0%)	3 (737)	2 (47.80%)
St. Louis, MO–IL	6 (2,812,896)	7 (4.2%)	7 (325)	5 (22.97%)
Denver–Aurora, CO	7 (2,543,482)	1 (17.9%)	8 (304)	3 (31.50%)
Portland–Vancouver–Beaverton, OR–WA	8 (2,226,009)	2 (15.5%)	6 (333)	7 (19.67%)

## Appendix 2. Rankings (and Values) for Economic Measures for All Peer Metropolitan Areas

	Real GDP per Job, 2010	GDP per Job growth, 2001– 2010	Job Growth, 2001–2010	Real GDP per Capita, 2009	Unem- ployment, 2010	Creative Workers, 2009	Median Household Income, 2009	Largest Export Industries, 2008
Boston–Cambridge– Quincy, MA–NH	3 (\$121,057)	4 (1.59%)	6 (-0.23%)	3 (\$59,375)	2 (7.74%)	2 (21.2%)	2 (\$69,733)	2 (28.8)
Denver–Aurora, CO	4 (\$115,313)	6 (1.31%)	2 (0.55%)	4 (\$55,957)	3 (8.98%)	4 (18.4%)	6 (\$59,032)	8 (10.1)
Minneapolis–St. Paul– Bloomington, MN–WI	7 (\$105,565)	5 (1.50%)	5 (-0.07%)	5 (\$52,974)	1 (7.23%)	3 (21.2%)	4 (\$63,295)	5 (19.0)
Portland–Vancouver– Beaverton, OR–WA	5 (\$114,416)	1 (4.09%)	3 (0.45%)	7 (\$50,863)	8 (10.59%)	8 (15.6%)	7 (\$55,705)	4 (22.0)
San Diego–Carlsbad– San Marcos, CA	6 (\$111,469)	3 (1.92%)	4 (0.35%)	6 (\$51,035)	7 (10.54%)	6 (17.1%)	5 (\$60,281)	6 (15.5)
San Francisco– Oakland–Fremont, CA	1 (\$147,236)	2 (2.22%)	8 (-0.95%)	1 (\$72,259)	6 (10.35%)	1 (21.4%)	1 (\$73,938)	1 (30.9)
Seattle–Tacoma– Bellevue, WA	2 (\$122,498)	7 (1.18%)	1 (0.98%)	2 (\$61,282)	4 (9.33%)	5 (17.2%)	3 (\$64,382)	3 (24.2)
St. Louis, MO-IL	8 (\$89,425)	8 (1.15%)	7 (-0.62%)	8 (\$39,631)	5 (10.00%)	7 (16.9%)	8 (\$51,982)	7 (14.6)

Note: GDP stands for gross domestic product

### Appendix 3. Rankings (and Values) for Human-Capital Measures for All Peer Metropolitan Areas

Metropolitan Area	Pct. Earning HS Diploma 2009	Pct. Earning Associate's Degree 2009	Pct. Earning Bachelor's Degree 2009	American Fitness Index 2011	Healthcare Access/Coverage 2010	Amount Physical Activity 2010	Pct. in Good or Better Health 2010
Boston–Cambridge–Quincy, MA–NH	3 (90.6%)	7 (7.4%)	2 (42.2%)	2 (69.1)	1 (95.1%)	7 (78.5%)	3 (89.5%)
Denver–Aurora, CO	5 (88.8%)	6 (7.6%)	4 (37.6%)	4 (67.6)	4 (86.9%)	2 (83.8%)	2 (90.2%)
Minneapolis–St. Paul–Bloomington, MN–WI	1 (92.5%)	1 (9.3%)	3 (37.6%)	1 (77.2)	2 (91.0%)	4 (82.9%)	1 (90.7%)
Portland–Vancouver–Beaverton, OR–WA	4 (90.1%)	5 (7.7%)	7 (33.9%)	3 (67.7)	6 (86.1%)	1 (84.2%)	5 (86.4%)
San Diego–Carlsbad–San Marcos, CA	8 (85.4%)	3 (7.9%)	6 (34.6%)	7 (63.3)	8 (82.3%)	6 (81.0%)	7 (85.6%)
San Francisco–Oakland–Fremont, CA	7 (86.9%)	8 (6.8%)	1 (43.5%)	5 (66.8)	3 (90.7%)	5 (82.6%)	8 (85.4%)
Seattle–Tacoma–Bellevue, WA	2 (91.3%)	2 (8.6%)	5 (37.4%)	6 (66.5)	7 (85.9%)	3 (83.4%)	4 (88.6%)
St. Louis, MO–IL	6 (88.7%)	4 (7.9%)	8 (29.4%)	8 (49.3)	5 (86.4%)	8 (74.5%)	6 (86.4%)

## Appendix 4. Rankings (and Values) for Governance and Physical-Environment Measures for All Peer Metropolitan Areas

Metropolitan Area	No. of Gov'ts per 100,000	MPDI Index 2002	Per Capita Carbon Footprint 2005	VMT per Capita 2005	Rural Acres Consumed per New Housing 1980–2000	Pct. Workers Commuting by Driving Alone 2009	Pct. Workers Commuting by Bus 2009	Hours of Delay from Congestion 2007	Annual Cost of Traffic Congestion 2007
Boston–Cambridge–Quincy, MA–NH	5 (11.12)	2 (1,341)	5 (2.02)	1 (7,609)	3 (0.41)	2 (68.5%)	2 (12.2%)	4 (43)	6 (\$945)
Denver–Aurora, CO	2 (19.19)	7 (819)	6 (2.39)	7 (9,847)	5 (0.52)	5 (75.6%)	6 (4.6%)	6 (45)	4 (\$913)
Minneapolis–St. Paul–Bloomington, MN–WI	3 (16.80)	3 (1,256)	7 (2.44)	6 (9,585)	7 (1.22)	7 (78.1%)	5 (4.7%)	3 (39)	3 (\$812)
Portland–Vancouver–Beaverton, OR–WA	4 (13.61)	6 (891)	1 (1.45)	2 (7,642)	6 (0.78)	4 (71.6%)	4 (6.1%)	2 (37)	2 (\$765)
San Diego–Carlsbad–San Marcos, CA	8 (5.82)	8 (722)	4 (1.63)	5 (9,463)	4 (0.42)	6 (75.8%)	7 (3.1%)	7 (52)	7 (\$1,081)
San Francisco–Oakland–Fremont, CA	7 (9.50)	4 (1,071)	3 (1.59)	4 (8,780)	1 (0.05)	1 (61.9%)	1 (14.6%)	8 (55)	8 (\$1,144)
Seattle–Tacoma–Bellevue, WA	6 (9.77)	5 (949)	2 (1.56)	3 (8,553)	2 (0.24)	3 (69.5%)	3 (8.7%)	5 (43)	5 (\$938)
St. Louis, MO–IL	1 (34.13)	1 (1,493)	8 (3.22)	8 (11,511)	8 (2.83)	8 (82.2%)	8 (2.5%)	1 (26)	1 (\$562)

Note: MPDI stands for Metropolitan Power Diffusion Index; VMT stands for vehicle miles traveled.

## Appendix 5. Rankings (and Values) for Social-Environment Measures for All Peer Metropolitan Areas

	Wage Inequality Ratio 2009	Pct. Change in Size of Middle Class 1970–2005	Poverty Rate 2009	White- Minority Gap in Poverty 2009	White- Minority Gap in Median HH Income 2009	White- Minority Gap in HS Diplomas 2009	White- Minority Gap in Bachelor's Degrees 2009	Families with Children below 150% of Poverty	Share of workers in AER*
Boston– Cambridge– Quincy, MA–NH	5 (4.7)	5 (-11.5%)	1 (9.3%)	6 (12.5%)	6 (\$20,961)	6 (17.2%)	4 (13.2%)	2 (15.4%)	7 (1.7%)
Denver-Aurora, CO	6 (5.3)	3 (-10.2%)	5 (12.0%)	7 (13.8%)	5 (\$20,489)	5 (17.1%)	7 (17.3%)	6 (20.5%)	5 (1.9%)
Minneapolis–St. Paul–Bloomington, MN–WI	1 (4.3)	4 (-10.8%)	3 (9.9%)	8 (19.3%)	7 (\$24,541)	8 (23.3%)	5 (14.0%)	1 (14.7%)	6 (1.8%)
Portland– Vancouver– Beaverton, OR–WA	4 (4.6)	6 (-11.5%)	6 (12.0%)	2 (8.3%)	2 (\$12,404)	4 (16.4%)	2 (7.8%)	5 (20.2%)	8 (1.5%)
San Diego– Carlsbad–San Marcos, CA	7 (5.4)	2 (-9.8%)	7 (12.6%)	1 (6.5%)	3 (\$12,741)	2 (14.4%)	6 (14.6%)	7 (21.8%)	1 (2.8%)
San Francisco– Oakland–Fremont, CA	8 (5.5)	7 (-13.2%)	2 (9.8%)	3 (8.7%)	8 (\$25,871)	7 (17.3%)	8 (25.0%)	4 (17.0%)	4 (2.0%)
Seattle-Tacoma– Bellevue, WA	3 (4.6)	8 (-13.4%)	4 (10.3%)	4 (10.2%)	4 (\$16,478)	3 (15.8%)	3 (9.8%)	3 (15.9%)	2 (2.6%)
St. Louis, MO–IL	2 (4.5)	1 (-9.8%)	8 (12.6%)	5 (11.0%)	1 (\$11,174)	1 (6.8%)	1 (-4.7%)	8 (22.0%)	3 (2.1%)

Note: AER stands for Arts, Entertainment, and Recreation

