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Articles

# An Exploration Into the Economic Impact of Industrial Development Versus Conservation on Western Public Lands

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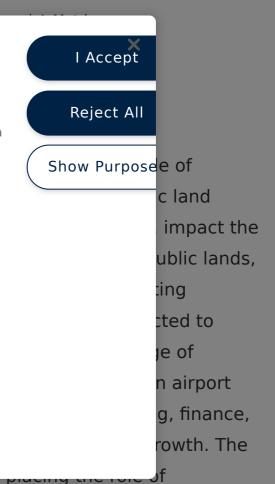
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wilderness, national parks, and other protected lands into a larger context of economic development.

Keywords:		
conservation	economic growth	public lands

## Notes

Note. From U.S. Department of Commerce, Bureau of Economic Analysis (2001), U.S. Department of Commerce, Bureau of the Census (2001).

Note BLM, Bureau of Land Management; FWS, Fish and Wildlife Service, FS, U.S. Forest Service; NPS, National Park Service.

Note From personal income data from the Regional Economic Analysis System (REIS) of the Bureau of Economic Analysis, U.S. Department of Agriculture, Washington, DC.

<sup>a</sup> Significant at .01 level.

<sup>b</sup> Significant at 05 level	_
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Note. Fro	<u>)01</u> ), U.S.
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<sup>a</sup> Signific	
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Note	come in the
a 99% Co	
<sup>b</sup> 95% Co	
<sup>c</sup> 90% Co	

Different percentages were tested and evaluated based on personal experience of the report's author driving throughout the West in the last 20 years. By comparison, the Economic Research Service of the U.S. Department of Agriculture uses a typology it calls "adjacency": "A non-metro county is defined as adjacent if it physically adjoins one or more metro areas, and has at least 2 percent of its employed labor force commuting to central metro counties. Non-metro counties that do not meet these criteria are classed as nonadjacent"

(<u>http://www.ers.usda.gov/Briefing/Rurality/Rurality/RuralUrbCon/</u>). The methods used in this article differ in two ways: the use of existing roads, speed limits, and estimated drive times, and the identification of airports and an airport commuter shed.

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