

**SEGMENT F-2 ECONOMIC IMPACTS FROM HIGHWAY CONSTRUCTION
INDIRECT BUSINESS TAX IMPACTS BY TOP TEN INDUSTRIES AFFECTED**

Reach	Alt. Alignment A Toll	Alt. Alignment B Toll	Alt. Alignment C Toll	Alt. Alignment D Toll	Alt. Alignment E Toll	Alt. Alignment F Toll
Wholesale Trade						
5	\$625,880	\$625,880	\$625,880	\$625,880	\$625,880	\$625,880
6	\$297,713	\$302,738	\$229,566	\$302,738	\$302,738	\$302,738
7	\$440,136	\$500,141	\$375,106	\$344,048	\$354,803	\$408,576
8	\$646,183	\$676,136	\$646,183	\$654,325	\$654,325	\$646,183
Owner-Occupied Dwellings						
5	\$403,332	\$403,332	\$403,332	\$403,332	\$403,332	\$403,332
6	\$191,853	\$195,092	\$147,938	\$195,092	\$195,092	\$195,092
7	\$283,635	\$322,303	\$241,727	\$221,713	\$228,644	\$263,296
8	\$416,416	\$435,718	\$416,416	\$421,663	\$421,663	\$416,416
Highway, Street, Bridge, and Tunnel Construction						
5	\$393,250	\$393,250	\$393,250	\$393,250	\$393,250	\$393,250
6	\$187,057	\$190,215	\$144,240	\$190,215	\$190,215	\$190,215
7	\$276,544	\$314,246	\$235,685	\$216,170	\$222,928	\$456,714
8	\$406,006	\$424,826	\$406,006	\$411,122	\$411,122	\$406,006
Real Estate						
5	\$225,970	\$225,970	\$225,970	\$225,970	\$225,970	\$225,970
6	\$107,487	\$109,302	\$82,884	\$109,302	\$109,302	\$109,302
7	\$158,909	\$180,573	\$135,430	\$124,217	\$128,100	\$147,514
8	\$233,301	\$244,115	\$233,301	\$236,240	\$236,240	\$233,301
Power Generation and Supply						
5	\$141,790	\$141,790	\$141,790	\$141,790	\$141,790	\$141,790
6	\$67,445	\$68,584	\$52,007	\$68,584	\$68,584	\$68,584
7	\$99,711	\$113,304	\$84,978	\$77,942	\$80,379	\$92,561
8	\$146,390	\$153,175	\$146,390	\$148,234	\$148,234	\$146,390
Motor Vehicle and Parts Dealers						
5	\$138,934	\$138,934	\$138,934	\$138,934	\$138,934	\$138,934
6	\$66,087	\$67,202	\$50,959	\$67,202	\$67,202	\$67,202
7	\$97,702	\$111,022	\$83,266	\$76,372	\$78,760	\$90,696
8	\$143,440	\$150,089	\$143,440	\$145,248	\$145,248	\$143,440
Oil and Gas Extraction						
5	\$104,653	\$104,653	\$104,653	\$104,653	\$104,653	\$104,653
6	\$49,780	\$50,621	\$38,386	\$50,621	\$50,621	\$50,621
7	\$73,595	\$83,629	\$62,721	\$57,528	\$59,327	\$68,318
8	\$108,048	\$113,057	\$108,048	\$109,410	\$109,410	\$108,048
Food and Beverage Stores						
5	\$102,610	\$102,610	\$102,610	\$102,610	\$102,610	\$102,610
6	\$48,809	\$49,632	\$37,636	\$49,632	\$49,632	\$49,632
7	\$72,158	\$81,996	\$61,497	\$56,405	\$58,168	\$66,984
8	\$105,939	\$110,849	\$105,939	\$107,273	\$107,273	\$105,939
General Merchandise Stores						
5	\$90,253	\$90,253	\$90,253	\$90,253	\$90,253	\$90,253
6	\$42,931	\$43,655	\$33,104	\$43,655	\$43,655	\$43,655
7	\$63,469	\$72,121	\$54,091	\$49,612	\$51,163	\$58,917
8	\$93,181	\$97,500	\$93,181	\$94,355	\$94,355	\$93,181
Telecommunications						
5	\$81,788	\$81,788	\$81,788	\$81,788	\$81,788	\$81,788
6	\$38,904	\$39,561	\$29,999	\$39,561	\$39,561	\$39,561
7	\$57,515	\$65,357	\$49,017	\$44,959	\$46,364	\$53,391
8	\$84,441	\$88,355	\$84,441	\$85,505	\$85,505	\$84,441

Note: Impacts to industries represent the total impact, or the summation of all direct, indirect and induced impacts from highway construction.

Also, economic impacts are rounded to the nearest \$1000.

Source: Implan Pro Version 2.0 (Input-Output Model for Harris County, Texas), 2005

**SEGMENT F-2 ECONOMIC IMPACTS FROM HIGHWAY CONSTRUCTION
EMPLOYMENT IMPACTS BY TOP TEN INDUSTRIES AFFECTED**

Reach	Alt. Alignment A Toll	Alt. Alignment B Toll	Alt. Alignment C Toll	Alt. Alignment D Toll	Alt. Alignment E Toll	Alt. Alignment F Toll
Highway, Street, Bridge, and Tunnel Construction						
5	653	653	653	653	653	653
6	311.0	316.0	240.0	316.0	316.0	316.0
7	459.0	522.0	391.0	359.0	370.0	426.0
8	674.0	706.0	674.0	683.0	683.0	674.0
Food Services and Drinking Places						
5	32.0	32.0	32.0	32.0	32.0	32.0
6	15.0	15.0	12.0	15.0	15.0	15.0
7	22.0	25.0	19.0	17.0	18.0	21.0
8	33.0	34.0	33.0	33.0	33.0	33.0
Architectural and Engineering Services						
5	23.0	23.0	23.0	23.0	23.0	23.0
6	11.0	11.0	9.0	11.0	11.0	11.0
7	16.0	18.0	14.0	13.0	13.0	15.0
8	24.0	25.0	24.0	24.0	24.0	24.0
Wholesale Trade						
5	19.0	19.0	19.0	19.0	19.0	19.0
6	9.0	10.0	7.0	10.0	10.0	10.0
7	14.0	16.0	12.0	11.0	11.0	13.0
8	20.0	21.0	20.0	20.0	20.0	20.0
Truck Transportation						
5	16.0	16.0	16.0	16.0	16.0	16.0
6	7.0	8.0	6.0	8.0	8.0	8.0
7	11.0	12.0	9.0	9.0	9.0	10.0
8	16.0	17.0	16.0	16.0	16.0	16.0
Food and Beverage Stores						
5	13.0	13.0	13.0	13.0	13.0	13.0
6	6.0	6.0	5.0	6.0	6.0	6.0
7	9.0	10.0	8.0	7.0	7.0	8.0
8	13.0	14.0	13.0	13.0	13.0	13.0
General Merchandise Stores						
5	12.0	12.0	12.0	12.0	12.0	12.0
6	6.0	6.0	4.0	6.0	6.0	6.0
7	8.0	9.0	7.0	7.0	7.0	8.0
8	12.0	13.0	12.0	12.0	12.0	12.0
Real Estate						
5	10.0	10.0	10.0	10.0	10.0	10.0
6	5.0	5.0	4.0	5.0	5.0	5.0
7	7.0	8.0	6.0	6.0	6.0	7.0
8	11.0	11.0	11.0	11.0	11.0	11.0
Offices of Physicians, Dentists, and Other Health/Hospitals						
5	10.0	10.0	10.0	10.0	10.0	10.0
6	5.0	5.0	4.0	5.0	5.0	5.0
7	7.0	8.0	6.0	5.0	6.0	6.0
8	10.0	11.0	10.0	10.0	10.0	10.0
Hospitals						
5	10.0	10.0	10.0	10.0	10.0	10.0
6	5.0	5.0	4.0	5.0	5.0	5.0
7	7.0	8.0	6.0	6.0	6.0	7.0
8	10.0	11.0	10.0	10.0	10.0	10.0

Note: Impacts to industries represent the total impact, or the summation of all direct, indirect and induced impacts from highway construction.

Source: Implan Pro Version 2.0 (Input-Output Model for Harris County, Texas), 2005

**SEGMENT F-2 ECONOMIC IMPACTS FROM HIGHWAY CONSTRUCTION
VALUE-ADDED IMPACTS BY TOP TEN INDUSTRIES AFFECTED**

Reach	Alt. Alignment A Toll	Alt. Alignment B Toll	Alt. Alignment C Toll	Alt. Alignment D Toll	Alt. Alignment E Toll	Alt. Alignment F Toll
Highway, Street, Bridge, and Tunnel Construction						
5	\$33,150,752	\$33,150,752	\$33,150,752	\$33,150,752	\$33,150,752	\$33,150,752
6	\$15,768,833	\$426,997	\$12,159,357	\$426,997	\$426,997	\$426,997
7	\$23,312,532	\$26,490,788	\$19,868,090	\$18,223,064	\$18,792,702	\$21,640,886
8	\$34,226,140	\$35,812,604	\$34,226,140	\$34,657,360	\$34,657,360	\$34,226,140
Wholesale Trade						
5	\$2,676,055	\$2,676,055	\$2,676,055	\$2,676,055	\$2,676,055	\$2,676,055
6	\$1,272,920	\$1,294,408	\$981,550	\$1,294,408	\$1,294,408	\$1,294,408
7	\$1,881,876	\$2,138,437	\$1,603,828	\$1,471,035	\$1,517,018	\$1,746,935
8	\$2,762,865	\$2,890,930	\$2,762,865	\$2,797,674	\$2,797,674	\$2,762,865
Owner-Occupied Dwellings						
5	\$2,434,055	\$2,434,055	\$2,434,055	\$2,434,055	\$2,434,055	\$2,434,055
6	\$1,157,808	\$1,177,352	\$892,786	\$1,177,352	\$1,177,352	\$1,177,352
7	\$1,711,695	\$1,945,055	\$1,458,791	\$1,338,007	\$1,379,832	\$1,588,956
8	\$2,513,014	\$2,629,498	\$2,513,014	\$2,544,676	\$2,544,676	\$2,513,014
Architectural and Engineering Services						
5	\$2,003,609	\$2,003,609	\$2,003,609	\$2,003,609	\$2,003,609	\$2,003,609
6	\$953,058	\$969,146	\$734,903	\$969,146	\$969,146	\$969,146
7	\$1,408,994	\$1,601,085	\$1,200,814	\$1,101,390	\$1,345,818	\$1,307,961
8	\$2,068,605	\$2,164,490	\$2,068,605	\$2,094,667	\$2,094,667	\$2,068,605
Real Estate						
5	\$1,425,608	\$1,425,608	\$1,425,608	\$1,425,608	\$1,425,608	\$1,425,608
6	\$678,120	\$689,567	\$522,899	\$689,567	\$689,567	\$689,567
7	\$1,002,528	\$1,139,205	\$854,404	\$703,661	\$808,158	\$930,641
8	\$1,471,854	\$1,540,078	\$1,471,854	\$1,490,398	\$1,490,398	\$1,471,854
Truck Transportation						
5	\$929,875	\$929,875	\$929,875	\$929,875	\$929,875	\$929,875
6	\$442,314	\$449,780	\$341,069	\$449,780	\$449,780	\$449,780
7	\$653,914	\$743,063	\$557,298	\$511,155	\$527,133	\$607,024
8	\$960,039	\$1,004,539	\$960,039	\$972,135	\$972,135	\$960,039
Offices of Physicians, Dentists, Other Health						
5	\$929,477	\$929,477	\$929,477	\$929,477	\$929,477	\$929,477
6	\$442,125	\$449,588	\$340,923	\$449,588	\$449,588	\$449,588
7	\$653,634	\$742,745	\$557,059	\$510,936	\$526,907	\$606,764
8	\$959,628	\$1,004,109	\$959,628	\$971,719	\$971,719	\$959,628
Power Generation and Supply						
5	\$882,772	\$882,772	\$882,772	\$882,772	\$882,772	\$882,772
6	\$419,909	\$426,997	\$323,792	\$426,997	\$426,997	\$426,997
7	\$620,790	\$705,424	\$529,068	\$485,262	\$500,431	\$576,276
8	\$911,409	\$953,655	\$911,409	\$922,892	\$922,892	\$911,409

SEGMENT F-2 ECONOMIC IMPACTS FROM HIGHWAY CONSTRUCTION (Cont.)
VALUE-ADDED IMPACTS BY TOP TEN INDUSTRIES AFFECTED

Reach	Alt. Alignment A Toll	Alt. Alignment B Toll	Alt. Alignment C Toll	Alt. Alignment D Toll	Alt. Alignment E Toll	Alt. Alignment F Toll
Monetary Authorities and Depository Credit						
5	\$809,154	\$809,154	\$809,154	\$809,154	\$809,154	\$809,154
6	\$384,891	\$391,388	\$296,790	\$391,388	\$391,388	\$391,388
7	\$569,020	\$646,596	\$484,947	\$444,795	\$458,698	\$528,218
8	\$835,403	\$874,126	\$835,403	\$845,928	\$845,928	\$835,403
Food Services and Drinking Places						
5	\$666,940	\$666,940	\$666,940	\$666,940	\$666,940	\$666,940
6	\$317,244	\$322,599	\$244,627	\$322,599	\$322,599	\$322,599
7	\$469,011	\$532,953	\$399,714	\$366,619	\$378,079	\$435,380
8	\$688,576	\$720,493	\$688,576	\$697,251	\$697,251	\$688,576

Note: Impacts to industries represent the total impact, or the summation of all direct, indirect, and induced impacts from highway construction.

Also, economic impacts are rounded to the nearest \$1000.

Source: Implan Pro Version 2.0 (Input-Output Model for Harris County, Texas), 2005

SEGMENT F-2 ECONOMIC IMPACTS FROM HIGHWAY CONSTRUCTION
TOTAL OUTPUT IMPACTS BY TOP TEN INDUSTRIES AFFECTED

Reach	Alt. Alignment A Toll	Alt. Alignment B Toll	Alt. Alignment C Toll	Alt. Alignment D Toll	Alt. Alignment E Toll	Alt. Alignment F Toll
Highway, Street, Bridge, and Tunnel Construction						
5	\$65,349,268	\$65,349,268	\$65,349,268	\$65,349,268	\$65,349,268	\$65,349,268
6	\$31,084,718	\$31,609,442	\$23,969,444	\$31,609,442	\$31,609,442	\$31,609,442
7	\$45,955,428	\$52,220,644	\$39,165,484	\$35,922,684	\$37,045,596	\$42,660,152
8	\$67,469,160	\$70,596,520	\$67,469,160	\$68,319,216	\$68,319,216	\$67,469,160
Wholesale Trade						
5	\$3,696,229	\$3,696,229	\$3,696,229	\$3,696,229	\$3,696,229	\$3,696,229
6	\$1,758,187	\$1,787,866	\$1,355,739	\$1,787,866	\$1,787,866	\$1,787,866
7	\$2,599,291	\$2,953,659	\$2,215,244	\$2,031,828	\$2,095,341	\$2,412,907
8	\$3,816,133	\$3,993,020	\$3,816,133	\$3,864,213	\$3,864,213	\$3,816,133
Owner-Occupied Dwellings						
5	\$3,038,006	\$3,038,006	\$3,038,006	\$3,038,006	\$3,038,006	\$3,038,006
6	\$1,445,090	\$1,469,484	\$1,114,310	\$1,469,484	\$1,469,484	\$1,469,484
7	\$2,136,411	\$2,427,673	\$1,820,755	\$1,670,001	\$1,722,204	\$1,983,218
8	\$3,136,557	\$3,281,945	\$3,136,557	\$3,176,075	\$3,176,075	\$3,136,557
Architectural and Engineering Services						
5	\$2,707,596	\$2,707,596	\$2,707,596	\$2,707,596	\$2,707,596	\$2,707,596
6	\$1,287,924	\$1,309,664	\$993,119	\$1,309,664	\$1,309,664	\$1,309,664
7	\$1,904,057	\$2,163,642	\$1,622,732	\$1,488,374	\$1,534,899	\$1,767,525
8	\$2,795,429	\$2,925,004	\$2,795,429	\$2,830,649	\$2,830,649	\$2,795,429
Petroleum Refineries						
5	\$2,499,636	\$2,499,636	\$2,499,636	\$2,499,636	\$2,499,636	\$2,499,636
6	\$1,189,003	\$1,209,074	\$916,841	\$1,209,074	\$1,209,074	\$1,209,074
7	\$1,757,814	\$1,997,461	\$1,498,096	\$1,374,057	\$1,417,009	\$1,631,768
8	\$2,580,723	\$2,700,346	\$2,580,723	\$2,613,238	\$2,613,238	\$2,580,723
Real Estate						
5	\$2,020,531	\$2,020,531	\$2,020,531	\$2,020,531	\$2,020,531	\$2,020,531
6	\$961,107	\$977,331	\$741,110	\$977,331	\$977,331	\$977,331
7	\$1,420,894	\$1,614,608	\$1,210,956	\$1,110,692	\$1,145,411	\$1,319,008
8	\$2,086,076	\$2,182,771	\$2,086,076	\$2,112,359	\$2,112,359	\$2,086,076
Truck Transportation						
5	\$1,921,021	\$1,921,021	\$1,921,021	\$1,921,021	\$1,921,021	\$1,921,021
6	\$913,773	\$929,198	\$704,611	\$929,198	\$929,198	\$929,198
7	\$1,350,916	\$1,535,089	\$1,151,317	\$1,055,991	\$1,089,000	\$1,254,047
8	\$1,983,338	\$2,075,270	\$1,983,338	\$2,008,326	\$2,008,326	\$1,983,338
Machinery and Equipment Rental and Sales						
5	\$1,891,227	\$1,891,227	\$1,891,227	\$1,891,227	\$1,891,227	\$1,891,227
6	\$899,601	\$914,787	\$693,683	\$914,787	\$914,787	\$914,787
7	\$1,329,964	\$1,511,281	\$1,133,461	\$1,039,613	\$1,072,110	\$1,234,597
8	\$1,952,577	\$2,043,084	\$1,952,577	\$1,977,178	\$1,977,178	\$1,952,577

SEGMENT F-2 ECONOMIC IMPACTS FROM HIGHWAY CONSTRUCTION (Cont.)
TOTAL OUTPUT IMPACTS BY TOP TEN INDUSTRIES AFFECTED

Reach	Alt. Alignment A Toll	Alt. Alignment B Toll	Alt. Alignment C Toll	Alt. Alignment D Toll	Alt. Alignment E Toll	Alt. Alignment F Toll
Insurance Carriers						
5	\$1,448,640	\$1,448,640	\$1,448,640	\$1,448,640	\$1,448,640	\$1,448,640
6	\$689,075	\$700,707	\$531,346	\$700,707	\$700,707	\$700,707
7	\$1,018,724	\$1,157,609	\$868,207	\$796,322	\$821,214	\$945,676
8	\$1,495,633	\$1,564,959	\$1,495,633	\$1,514,477	\$1,514,477	\$1,495,633
Food Services and Drinking Places						
5	\$1,423,726	\$1,423,726	\$1,423,726	\$1,423,726	\$1,423,726	\$1,423,726
6	\$677,225	\$688,656	\$522,208	\$688,656	\$688,656	\$688,656
7	\$1,001,204	\$1,137,701	\$853,275	\$782,626	\$807,091	\$929,412
8	\$1,469,911	\$1,538,045	\$1,469,911	\$1,488,431	\$1,488,431	\$1,469,911

Note: Impacts to industries represent the total impact, or the summation of all direct, indirect, and induced impacts from highway construction. Also, economic impacts are rounded to the nearest \$1,000.

Source: Implan Pro Version 2.0 (Input-Output Model for Harris County, Texas), 2005