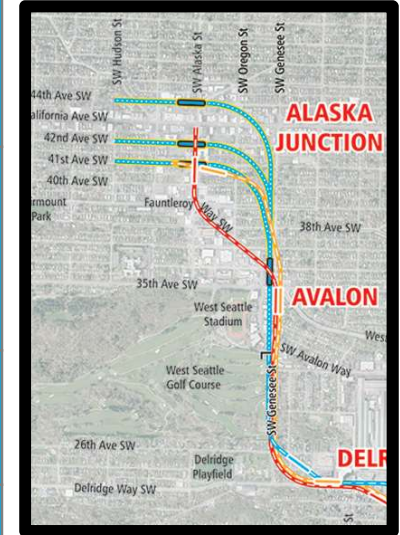


Key Differentiators	Elevated Alaska/41st	Elevated 41 st South of Alaska	Tunnel 41 st /Alaska	Tunnel 42 nd /Alaska	Tunnel 44 th /Alaska
Station location (Alaska Junction)	Farther away from bus routes on California Ave	Farther away from bus routes on California Ave	Farther away from bus routes on California Ave	Closer to bus routes on California Ave than 41 st	Closer to bus routes on California Ave than 41 st and 42 nd
Property effects * (Residential units potentially displaced)	Avalon/Junction 60 to 90 Delridge Less than 40	Avalon/Junction 90 to 120 Delridge Less than 40	Avalon/Junction Less than 30 Delridge Less than 40	Avalon/Junction Less than 30 Delridge Less than 40	Avalon/Junction 30 to 60 Delridge Less than 40
Property effects * (Sq. ft. of businesses potentially displaced)	Avalon/Junction 25,000 to 35,000 Delridge See Duwamish Crossing	Avalon/Junction 15,000 to 25,000 Delridge See Duwamish Crossing	Avalon/Junction 5,000 to 15,000 Delridge See Duwamish Crossing	Avalon/Junction 5,000 to 15,000 Delridge See Duwamish Crossing	Avalon/Junction 5,000 to 15,000 Delridge See Duwamish Crossing
Guideway height in Delridge	Higher	Higher	Lower	Lower	Lower
Comparative Estimate (2018\$)**		-	+ \$700M	+ \$700M	+ \$700M



* Potential displacement numbers are for alternative comparison only and is based on limited engineering. The assessment does not include potential permanent or temporary easements or area for construction staging, traction power substations (TPSS) or underground station entrances (except station entrances in downtown).

** Compared to ST3 Representative Project

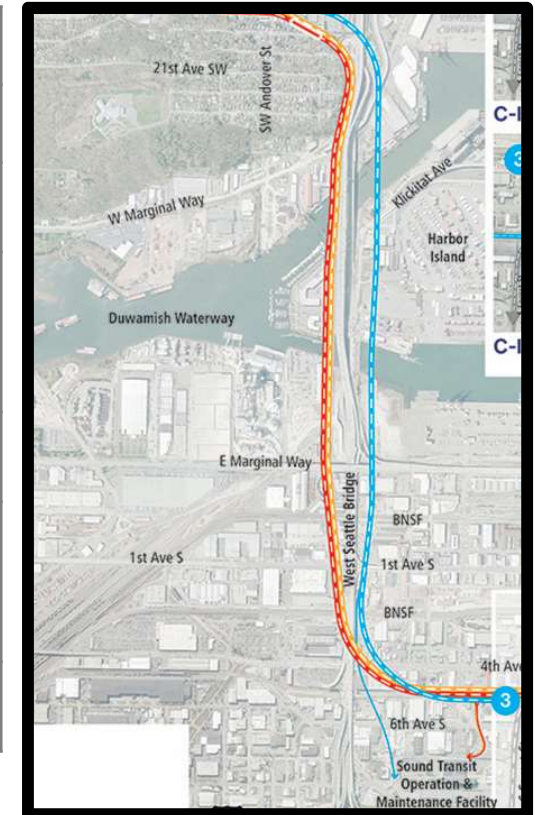
West Seattle Comparison Summary

Draft

Key Differentiators	South	North
Engineering constraints	Pigeon Point steep slope	Avoids Pigeon Point steep slope
Potential fish and wildlife effects	Affects West Duwamish Greenbelt	Avoids West Duwamish Greenbelt
Property effects* (Sq. ft. of businesses potentially displaced)	Harbor Island/South SODO 500,000 to 550,000 Delridge 25,000 to 35,000	Harbor Island/South SODO 400,000 to 450,000 Delridge 75,000 to 85,000
Potential freight movement	Lessens freight, port terminal effects	Affects freight, port terminal especially during construction
Potential business and commerce effects	Could displace businesses that support trade	Could displace businesses that support trade; May displace some water-dependent business
Comparative Estimate (2018\$)**	-	+ \$300M

* Potential displacement numbers are for alternative comparison only and is based on limited engineering. The assessment does not include potential permanent or temporary easements or area for construction staging, traction power substations (TPSS) or underground station entrances (except station entrances in downtown).

**Compared to ST3 Representative Project



Duwamish Crossing Comparison Summary

Draft