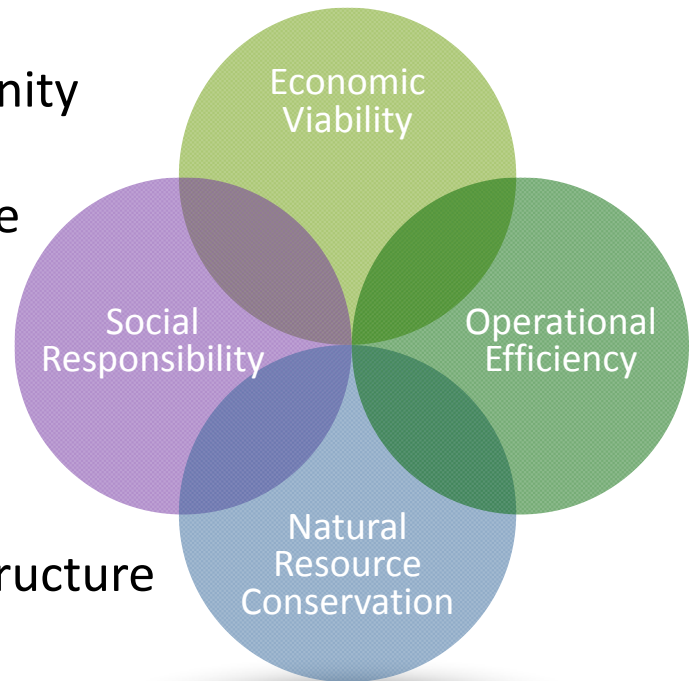


Alternative Evaluation Criteria

- Purpose and Need
- Economic Viability
 - Economic impact to community
 - Development costs
 - Operations and maintenance
 - Revenue generation
- Operational Efficiency
- Airport Design Standards
 - Constructability
 - Ownership/Management Structure
 - Impacts on Flight Training
- Natural Resource Conservation
 - Air Quality/GHG Emissions
 - Energy
 - Sustainable Materials Management
 - Fish, Wildlife & Plants
 - Water Quality/Management
- Social Responsibility
 - Operations
 - Land Use Compatibility
 - Community Benefits/Amenities

Airport Sustainability



- 2—Positive
- 1—Neutral
- 0—Negative

Alternatives Matrix

EONS—Evaluation Criteria

Alternative Strategy		1: No Build	2-A: Town Gown Airport Reference Code A-I	2-B: Town Gown Airport Reference Code A-I Utility	3-A: Balance Beam	3-B: Balance Beam	4-A: Soar	4-B: Soar
Purpose And Need								
Ability to Meet Purpose and Need	Depicted development meets the purpose and need of the scenario.	2	2	2	2	2	0	2
Economic Vitality								
Economic Impact to Community	Considers economic development impact associated with drawing students to the area for Flight Training and employees, faculty and staff at the Airport and in the Flight Training program.	1	2	1	2	2	0	0
Development Cost	Considers order-of-magnitude and life cycle costs, potential to leverage other resources, consideration of immediacy of benefit.	2	1	2	1	1	1	0
Operation & Maintenance Cost	Annual cost to operate and maintain the airport. Also considers the additional costs to operate Flight Training at a new facility.	0	1	2	1	0	0	0
Revenue Generation	Considers the potential revenue generation from an increase in airport users (Flight Training and non-University).	0	2	1	2	2	1	1
Operational Efficiency								
Airport Design Standards	Ability to meet FAA design standards—emphasizes the importance of improving safety.	0	1	2	1	1	0*	0
Constructability	Considers timeframe, availability of technology, support/partners for implementation.	1	2	2	0	0	0**	0
Ownership/Management	Considers the impact on operations of having the Airport operated by or its sponsorship transferred to another entity. Also considers the operational efficiency of any configuration changes.	1	2	2	2	1	0	0
Impact on Flight Training	Considers the operational impacts on Flight Training associated with the alternatives including its relocation to a non-Kent State-owned facility.	0	2	2	2	2	0	0
Natural Resource Conservation								
Air Quality and GHG Emissions	Change in GHG emissions associated with airport activity.	0	2	2	1	1	0	0
Energy	Change in energy consumption or generation.	0	2	2	2	2	2	2
Sustainable Materials Management	Considers the change in materials management at the Airport.	1	2	2	2	2	1	1
Fish, Wildlife & Plants	Considers the project alternative's potential effect on fish, wildlife and plants, particularly changes to habitat.	1	0	1	1	0	0	0
Water Quality/Management	Change in the impervious surface area for both Kent State University Airport and the facility if Flight Training were to be relocated.	0	0	1	0	0	0	0
Social Responsibility								
Operations/Noise	Change in operations and associated change in aircraft noise.	1	1	2	0	0	0	0
Land Use Compatibility	Considers the project alternatives potential effect on land use compatibility (safety and noise) for both Kent State University Airport and the facility if Flight Training were to be relocated.	1	1	2	0	0	0	0
Community Benefits/Amenities	Considers the project alternatives potential effect on current and future community benefits/amenities.	1	2	2	2	2	0	0
Summary Score		12	25	30	21	18	5	6
Ranking		5	2	1	3	4	7	6

*Soar would require significant costs to meet design standards.

**Balance Beam and Soar 4-A would require retaining wall. Soar would require significant investment and coordination with surrounding community including relocations of homes.