Challenge

Traffic congestion, dependence on oil, and vehicle emissions contribute to a growing regional air quality problem. How does Fort Campbell support its rapid deployment mission and ensure cost-effective, reliable, safe, secure, and pollution-free transportation systems in partnership with the local communities and states?

Fort Campbell 25-Year Goals for Transportation Group

Given this challenge, attendees of the Fort Campbell Installation Sustainability Workshop, which convened on 9-11 September 03, developed the following long-range goal:

Final Goal #1: Lead a partnership to establish a comprehensive regional transportation system that enhances Fort Campbell as a strategic deployment platform, and improves quality of life.

The primary issues and goals discussed in the Transportation working group are described below. This information will be helpful in developing the short-term objectives and five-year plans needed to reach the long-range goals.

Breakout Group Membership

Facilitator: David Eady
Recorder: Roc Tschirhart

Name	Organization
Marcie Ballard	Fort Campbell, PPTO
Bob Bell	101st Airborne Div, G4
Mike Bowers	Fort Campbell, RBC, Installation Transportation Div
John J. Brent	DFEL, EMO Fort Benning
Ralph Comer	TN Dept. of Transportation - Planning Division
Wally Crow	Fort Campbell, PWBC, Master Plans
Joe Dudley	HQDA, ODEP
Paul Eaves	101st Airborne Div, G3/DPTM
Wanda Ferrell	Fort Campbell, RBC
Joe Harlan	101st Airborne Div, G3/DPTM
Wayne Hinson	Fort Campbell, PWBC, Environmental Division
Jim McDermott	Fort Carson, Environmental Directorate
Lee Merrell	AEC - Compliance & P2
Wendell Newton	J.M. Waller Association

Debbie Potter	HQ IMA
Paul Rollinson	XCEL Eng. Inc.
Jenny Swanson	Fort Campbell, PSBCl
Chester Westergart, 1SG	101st Airborne Div, Division Support Command, S-3
Stan Williams	Clarksville Metro Planning Organization

List of Issues and Potential Responses to Issues

Cost

?? High consumption and congestion pose problems.
?? There needs to be a readily available, versatile, and conveniently accessible system.
?? Currently there is no low cost, low energy system.
?? The system should be cost effective and costs should be shared.

Improve Air and Environment Quality

?? Currently there is too much pollution.
?? Too many natural resources are consumed.

Dependence on Fossil Fuels

?? There is too much pollution.
?? POL should be consumed less.
?? There is too much dependence on petroleum.
?? Dependency on fossil fuel should be reduced.
?? There are too many trips and too many vehicles with low occupancy using too much gas.
?? Renewable energy should be considered.

Community Concerns and Development, Quality of Life

?? Neighborhood planning is broken.
?? There is a lack of land use controls.
?? Transportation should be reflective of community interests (context-sensitive).
?? Transportation should be acceptable to "neighborhood" and allow mission accomplishment.
?? There needs to be efficient movement of people and goods with an emphasis on safety and environment.
?? Transportation should be rapid and safe.

Security

?? Access control points pose a problem.
?? Secure areas need to be accessed; the use of transponders, such as Identification of Friend & Foe (IFF) and In-transit verification (ITV) could be used.

Education (Attitudes)

?? "Lay more asphalt" mentality needs to change.
?? Culture (individual values) need to shift.
?? Commuters' mindset needs to change. One problem is that Tennessee is the "Volunteer" state (people love cars and guns) and do not want to be told what to do.
?? Congestion needs to be reduced.

Alternative Modes of Transport

?? Contractor workforce needs to expand to include deployment transportation systems.
?? Alternatives should be considered, including modes, methods, and telework options.
?? Mass transit is not currently available.
?? Transportation facilities should be constructed with long-lasting materials.
?? Too many people work on post.
?? There are no incentives for mass transit providers.
?? There are no super fast lanes and trains.
?? Alternative modes need to be convenient, non-polluting, and popular with the public.

Inadequate Infrastructure

?? The infrastructure is deteriorating (such as rail beds).
?? There is too much congestion but no space available to expand.
?? The system needs to be functional, safe, efficient and earth-friendly.
?? A system needs to meet the standards of FAA, COE, DOT, and the Coast Guard.
?? Flexible, fail-safe alternatives need to be considered.
?? A system should be quiet, efficient, and non-polluting.

Initial Goals and Proponents Developed

Initial Strategic Goal 1

?? **Goal**: Implement more efficient, flexible, safe and secure, cost-effective, redundant, and convenient means of individual, mass, and tactical transportation.
?? **Issues**: Mission support, cost, air/water quality, congestion, natural resource consumption, trade off (convenience, flexibility, and cost effectiveness), reliability, cultural rethinking, security, reduce choke points
?? **Desired End State**: Economical, reliable, timely movement of people and materials
?? **Metrics**: Cost per mile; environmental quality index; travel time; unit deployment time (baseline)
?? **Timeframe**: 25 years, with 5 year increments
?? **Proponent Organization**: Lead – Readiness Business Center, Assist – Public Works Business Center

Initial Strategic Goal 2

?? **Goal**: Eliminate dependence on fossil fuels at Fort Campbell.

?? **Issues**: Limited supply, adverse impact on environment

?? **Desired End State**: No use of fossil fuels at Fort Campbell

?? **Metrics**: 1. Number of vehicles converted (baseline)
2. Number of individuals using mass transit system

?? **Timeframe**:
- 5 Year: 50% GSA using alternative fuel, working mass transportation system using alternative fuel
- 10 Year: 100% GSA; 25 % tactical vehicles using alternative fuel
- 15 Year: 50% tactical vehicles; 25% aircraft using alternative fuel
- 20 Year: 75% tactical vehicles; 50% aircraft using alternative fuel
- 25 Year: Total non-fossil fuel

?? **Proponent Organizations**: RBC, DPTM

Initial Strategic Goal 3

?? **Goal**: Develop a comprehensive regional transportation plan that is acceptable to local communities, protects the environment and open space, and supports Fort Campbell's mission accomplishment.

?? **Issues**: Fort Campbell not able to solve all transportation-related problems itself; impending non-attainment designation for ground-level ozone

?? **Desired End State**: Regional Transportation Plan, system, and functioning body in place to successfully address transportation needs

?? **Metrics**: As defined by Transportation Board (cost, air quality, erosion, # vehicles/trips, mass transit systems, etc.)

?? **Timeframe**: 1.) Transportation Board takes ownership of goal – 6 months
2.) Plan in place – 2 years
3.) Sustain and maintain body – ongoing

?? **Proponent Organizations**: Fort Campbell Garrison Commander: Plans, Programs and Training Office (PPTO); Public Works Business Center (PWBC)

Final Goals and Team Members

Final Transportation Goal #1

Lead a partnership to establish a comprehensive regional transportation system that enhances Fort Campbell as a strategic deployment platform, and improves quality of life.

- **Issue**: Deployments; environmental quality; security; quality of life
- **Desired End State**: A viable transportation system that moves people and materiel in a safe, efficient, and environmentally friendly manner
- **Metrics**: Indices of customer satisfaction; throughput; quality of life; cost; environmental quality; time
- **Timeframe**: 2028 (25 years with 5 year increments)
- **Proponent Organization**: Readiness Business Center
  - **Co-Proponents**: Plans, Programs and Training Office; Public Works Business Center
  - **External Proponent**: Metropolitan Planning Organization
- **Team Members**:
  - G3
  - G4
  - Community Planners (Trigg, Christian, Stewart, Montgomery Counties; Cities of Clarksville, Hopkinsville, Lafayette, Dover, Cadiz, and Oak Grove)
  - State and Local Administrations
  - Kentucky Transportation Cabinet
  - Tennessee Department of Transportation
  - Federal Highway Administration
  - US Army Corps of Engineers
  - Federal Railway Administration
  - Federal Aviation Administration
  - US Coast Guard