Future Interstate Study

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Past

- 1919 LTC Dwight Eisenhower - Transcontinental Motor Convoy
- 1922 Pershing Map

Together, we deliver.
Present

Less of this.....

...and more of this!

• What are we moving?
  – Military Cargo/HHG/DLA/AAFES/Etc.

• Where?
  – Fort to port/field
  – Factory to fort/port/field
  – Factory to AAFES/NEX/MCSS

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Future

Probably not this ....... however still need to plan for a large scale contingency deployment

- **Large scale deployment**
  - Multiple BCTs rapidly deploy to CONUS Seaports of Embarkation
  - Millions of tons of cargo

- **Most heavy unit equipment (wheeled & tracked) move by rail, expect a high volume of truck/convoy movement:**
  - Day 0 = 8200 commercial trucks
  - Peak Day C+2 = 10600 commercial trucks
  - Total (150 days) = 80000+ commercial trucks
  - 13000 trucks in convoys (e.g. Fort Stewart-Savannah, JBLM-Tacoma, multiple Guard/Reserve locations-MOB Stations, etc.)

Together, we deliver.
What Are We Doing to Prepare?

Maintain/builder upon the relationships established nearly 100 years ago
• United States Transportation Command (USTRANSCOM)
  – USTRANSCOM is a unified, functional combatant command which provides support to the eight other U.S. combatant commands, the military services, defense agencies and other government organizations
  – Mission: USTRANSCOM provides full-spectrum global mobility solutions and related enabling capabilities for supported customers' requirements in peace and war
  – Vision: The transportation and enabling capability provider of choice.

• USTRANSCOM Joint Distribution Analysis Center (JDPAC) / Transportation Engineering Agency (TEA)
  – Analytic and Engineering ‘Engine’ for USTRANSCOM
  – Mission: Provide Analysis and Engineering Support to Improve the Nation's Ability to Move and Sustain the Joint Force and Operate the Joint Deployment and Distribution Enterprise (JDDE)
  – Vision: “DOD's Unrivaled Center for Delivering Credible, Insightful Analysis and Engineering to Shape Deployment and Distribution Decisions”

Together, we deliver.
Department of Defense
‘Programs for National Defense’

Highways / Railroads / Seaports

Together, we deliver.
Executive Order 12656 (November 1988), “Assignment of Emergency Preparedness and Responsibilities” -- “Federal plans should include appropriate involvement of and reliance upon private sector organizations in the response to national security emergencies.”

- Established under authority of Defense Production Act (1950), Federal Civil Defense Act (1950), and the National Security Act (1947)
- Identify facilities and resources, both government and private, essential to the national defense and mobilization readiness
- Coordinate with State and local highway agencies in the management of all Federal, State, city, local, and other highways, roads, streets, bridges, tunnels, and publicly owned highway maintenance equipment to assure efficient and safe use of road space during national security emergencies

It is the intent of the Programs for National Defense is to serve as a conduit for the partnership between civil sector authorities and the DOD in order to comply with these provisions and plan for potential emergencies.
Authorities/Responsibilities

- Military Surface Deployment and Distribution Command (SDDC) is the surface transportation component to USTRANSCOM and executes the Programs for National Defense for DOD

- Per DOD Directive 4510.11, The Director of SDDC’s Transportation Engineering Agency (SDDC TEA) is designated by CDRUSTRANSOCOM as the ‘Special Assistant for Transportation Engineering’ (SATE)
  - Provides executive-level representation for DOD on all transportation engineering matters related to the National Defense Programs:
    - Ports for National Defense (PND)
    - Railroads for National Defense (RND)
    - Highways for National Defense (HND)

These programs ensure DOD can readily access and utilize the Nation’s civil sector infrastructure to support major force deployments by assessing the and monitoring the sufficiency and viability of all elements of the related infrastructure.
Special Assistant for Transportation Engineering (SATE)

SATE

- Charged with providing executive-level representation for DOD on all transportation engineering matters related to National Defense Programs and related engineering services
- Authorized to conduct direct liaison with DOD Components, civil authorities, and commercial entities
- Program oversight includes:
  - Highways for National Defense (HND)
  - Railroads for National Defense (RND)
  - Ports for National Defense (PND)
• DOD (in general) does not actively advocate for or fund specific civil transportation infrastructure projects

• Exceptions:
  – No viable alternative(s)
  – Requirement is substantially driven by the DOD
    • Defense Access Roads (DAR)

• Generalized modal approaches:
  – Highways (civil)
    • leverage robust civil infrastructure
    • safe integration
  – Railroads (largely commercial)
    • engage as required to preserve competitiveness and general health of industry
    • prevent abandonment of critical rail lines
  – Seaports (largely commercial)
    • rely on port self-investment - though DOD has advocated for DOT to consider designated DOD “Strategic Seaports” when assessing TIGER applications
    • mitigate unsuitable infrastructure . . . . by avoiding it

Rapid deployment challenges exacerbated by:
- Larger percentage of CONUS-based force
- Weight growth of combat systems
- Aging / dwindling strategic-lift conveyances

Aging (and related deterioration) of critical infrastructure is not currently a constraint, however neglecting it until it is a constraint will result in mission failure
Mission

• Ensure that national defense is served by adequate, safe and efficient public highway systems
• Identify and Integrate Defense Needs Into Public Highway Programs
• Establish policy and provide guidance on the safe use of public highway systems by DOD assets

What We Do

- Develop and update the Strategic Highway Network Corridor (STRAHNET) and STRAHNET Connectors
- Coordinate with FHWA to ensure standard vertical clearance routes
- Focal point for the Federal Lands Access Program & the Emergency Relief for Federally Owned Roads Program
- Proponent for defense regulation on permits for military movements on US public highways.
- Publish Directory of Highway Permit and Movement Control Officials
- Serves, as needed, as DOD Proponent to USDOT agencies

Partner Organizations

• Federal Highway Administration
• Military Services/installations
• State Departments of Transportation
• American Association of State Highway and Transportation Officials (AASHTO)
• Transportation Research Board (TRB)
• Federal Motor Carrier Safety Administration

Legal/Regulatory Authority

• 32 CFR Section 193
• DOD Directive 4510.11
• Multiservice Regulation AR 55-80

Together, we deliver.
STRAHNET and the Connectors define the total minimum public highway network necessary to support Defense deployment needs. STRAHNET is a system designated, in conjunction with FHWA and State DOT, of about 61,000 miles of ALL INTERSTATE ROUTES and select major highways. STRAHNET Connectors are another 2000 miles of state and local roadways that link important military installations and ports to major highways.

Together, we deliver.
Highway Challenges

- From a DOD perspective, most concerns center upon localized specific issues.
- Extremely resilient – virtually all routes / connectors have a robust number of alternatives.
- Regionalized issuance of clearances on over-size / over-weight shipments is a challenge during peacetime; would be exacerbated during wartime.
Summary

• DOD leverages robust civil and commercial infrastructure

• Limited advocation for civil transportation infrastructure projects

• Continuous interaction with commercial and public sector transportation partners to ensure preservation of critical DOD capabilities (e.g. rapid deployment)

• Acquire and sustain necessary organic capabilities – transportation infrastructure and conveyances
“Much of the success of Operation Desert Storm was due to our logistical ability to rapidly move troops to theater. The US highway system supported the mobilization of troops and moved equipment and forces to US embarkation ports – that was KEY to a successful deployment.”

Lt Gen Kenneth Wykle / Deputy Commander in Chief / US Transportation Command