

# MISSION

The mission of the Transportation Engineering Agency is to improve the global deployability and sustainment of U.S. Armed Forces by providing the Department of Defense with transportation engineering, policy guidance, research, and analytical expertise to support the National Military Strategy.

SDDCTEA administers the Defense Access Road (DAR) Program. The DAR mission is to provide the means for spending defense dollars on public highway improvements to mitigate unusual defense-generated impacts.



**MILITARY SURFACE DEPLOYMENT AND  
DISTRIBUTION COMMAND  
FUNCTIONAL AREA:**

## DEFENSE ACCESS ROAD PROGRAM

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“DELIVERING TRUST”

SDDC-TEA April 2013



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Transportation Engineering Agency



**S D D C**

**Military Surface Deployment  
and Distribution Command**

## DEFENSE ACCESS ROAD PROGRAM



IMPROVING  
PUBLIC HIGHWAYS  
TO MEET  
DEFENSE TRANSPORTATION  
NEEDS



## ADDRESS PUBLIC ROADWAY IMPACTS THAT ARE A RESULT OF A CHANGE IN THE DOD MISSION

The Defense Access Road (DAR) Program provides the legal means for DOD to pay its share for public highway improvements in both urban and rural areas when improvements are necessitated by sudden or unusual defense-generated requirements.

State and local authorities should develop/maintain public highways to meet normal defense needs.

Roadway maintenance normally is not eligible.

The Army's Military Surface Deployment and Distribution Command (SDDC) administers the program for DOD.

DAR partners include the Federal Highway Administration (FHWA), Office of the Secretary of Defense Installations and Environment, Army Assistant Chief of Staff for Installation Management, Air Force Deputy Chief of Staff for Installations and Logistics, Naval Facilities Engineering Command, Marine Corps Installations Command and National Guard Bureau.



## PROGRAM ELIGIBILITY

Public highways in the contiguous United States, Alaska, Hawaii, and US territories that require improvement due to one of the following reasons:

- Defense installations requiring a new connection to the public road network.
- Installation growth or change that significantly increases existing off-installation traffic.
- New public highways replacing those closed for military necessity.
- Upgrade of low-type roads to handle unique defense vehicles.



## FUNDING

- There is no separate "pot" of money available for DAR Program projects. The services are required to program and champion the project.
- Since there is no separate DAR appropriation, certified DAR projects compete in the Program Objective Memorandum process, if successful, projects are included in Service MILCON budgets.
- The DAR program is the mechanism for MILCON to be transferred to the Department of Transportation for eligible public highway improvements.
- Congress authorizes and appropriates all eligible DAR project funding, the same as any MILCON requirement.

## PROCESS

Installation commanders coordinate their public highway requirements for inclusion in State or local highway improvement programs. Commanders should pursue DAR assistance if road owners cannot support them.

The normal DAR process typically includes:

- Installation DAR Needs Report.
- Service review and validation.
- SDDC eligibility review.
- FHWA evaluation.
- SDDC eligibility determination and defense share negotiations.
- Commander, SDDC, DAR certification (per 23 USC 210).
- Congressional authorization and appropriation of funds.
- Transfer of funds to FHWA.
- Execution of DAR project.

## REFERENCES

23 USC 210  
10 USC 114  
DODD 4510.11  
AR 55-80/OPNAVINST  
1210.2/AFMAN32-1017