APPENDIX

HISTORY OF STRAHNET AND STRAHNET CONNECTORS

STRAHNET:

1921 – Army developed the first map of roads important to national defense. Referred to as the Gereral John (Blackjack) Pershing map, it helped in the identification of Interstate routes.

1956 - President Eisenhower signed legislation establishing the National System of Interstate and Defense Highways (about 41,000 miles of roads). Since then, DOD has continued to identify and update defense-important highway routes.

1981 - As DOD's designated agent for the Highways for National Defense Program, the Military Traffic Management Command Transportation Engineering Agency (MTMCTEA) prepared a comprehensive update of these defense-important routes, formally identified as STRAHNET.

January 1991 - MTMCTEA updated STRAHNET in MTMC Report SE 89-4b-27, Strategic Highway Corridor Network. The update was based on quantifiable DOD highway requirements and computer modeling techniques.

December 1991 – The Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) incorporated a "strategic highway network" and "major strategic highway network connectors" as an integral part of the National Highway System.

July 1994 – MTMCTEA revalidated STRAHNET to confirm the importance of the designated routes.

November 1995 – The National Highway System Designation Act of 1995 (Public Law 104-59) provided for inclusion of STRAHNET and important STRAHNET connectors in the 160,955-mile National Highway System (NHS).

February 1998 – MTMCTEA identified the highway routes between the 17 Power Projection Platform installations and their respective ports.

November 1999 – MTMCTEA published the STRAHNET Atlas on the MTMCTEA website at www.tea.army.mil/pubs/strahnet.htm. The Atlas combines the STRAHNET State maps and individual Connector maps for the installations and ports into one document.

1994 - 1999 - MTMCTEA continued to update STRAHNET as needed in coordination with the military installations, military Services, ports, State transportation departments, and Federal Highway Administration (FHWA).

1999-2007 – MTMCTEA continues to work with FHWA and the State transportation departments in confirming the designation of STRAHNET and STRAHNET Connectors routes in the National Highway System.

2009 – MSDDCTEA initiated the review of the STRAHNET. HND produced the Strategic Highway Corridor Network 2009 report..

STRAHNET Connectors:

March 1985 - MTMCTEA published MTMC Report TE 82-4b-29, STRAHNET Connector Atlas. The report documented the first systematic evaluation of the connecting roads between STRAHNET and the origins and destinations for defense traffic. It included 31 Army installations and 21 related ports.

November 1985 – MTMCTEA published MTMC Report TE 85-4b-24, STRAHNET Connector Atlas, 2nd Edition. The report documented Connector routes for 111 installations (all services) and 30 ports.

May 1988 - MTMCTEA published MTMCTEA Report SE 86-4b-19, STRAHNET Connector Atlas, 3rd Edition. The report documented Connector routes for 223 installations (all services) and 32 ports.

September 1991 - MTMCTEA published MTMCTEA Report SE 89-4b-59, STRAHNET Connector Atlas, 4th Edition. The report documented Connector routes for 382 installations (all services) and 30 ports.

December 1991 – The Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) incorporated a "strategic highway network" and "major strategic highway network connectors" as an integral part of the National Highway System (NHS).

November 1995 – The National Highway System Designation Act of 1995 (Public Law 104-59) provided for inclusion of STRAHNET and important STRAHNET connectors in the 160,955-mile NHS.

November 1999 – MTMCTEA published the STRAHNET Atlas on the MTMCTEA website at www.tea.army.mil/pubs/strahnet.htm. The Atlas combines the STRAHNET State maps and individual Connector maps for the installations and ports into one document.

1991- 1999 - MTMCTEA continued to update the Connector maps as needed in coordination with the military installations, military Services, ports, State transportation departments, and FHWA.

Since 1999 – MTMCTEA continues to work with FHWA and the State transportation departments in confirming the designation of STRAHNET and STRAHNET Connector routes in the National Highway System.

2009-2010 – SDDCTEA initiated the review of the STRAHNET. HND produced the Strategic Highway Corridor Network 2009 report.

2010-2012 – HND updates STRAHNET Connectors into strategic seaports as a by-product of the SDDCTEA 2011 update to the Port Look 2008 Strategic Seaport Study.

ACRONYMS/ABBREVIATIONS USED IN THE STRAHNET ATLAS

AF	Air Force
AR	Army or Army Regulation
COMM	Commercial
DLAR	Defense Logistics Agency Regulation
DOD	Department of Defense
DSN	Defense Switch Network
FHWA	Federal Highway Administration
MC	Marine Corps
MCO	Marine Corps Order
SDDCTEA	Military Surface Deployment and Distribution Command Transportation Engineering Agency (formerly MTMCTEA)
NG	National Guard
NHS	National Highway System
NV	Navy
OPNAVINST	Office of the Chief of Naval Operations Instructions
PND	Ports for National Defense
SPOE	Sea Port of Embarkation
STRAHNET	Strategic Highway Corridor Network

STRAHNET RECENT UPDATES

HND works continuously to ensure an accurate STRAHNET system that reflects the needs of the DOD. It is not advantageous to civilian highways to have frequent changes to the STRAHNET as it can and will disrupt their planning processes and cycles. In general, HND will only process minor revisions to STRAHNET through FHWA as needed. Major reviews and revisions to the system occur periodically about every 5-6 years. HND initiated a cyclical review of STRAHNET in 2008 and performed an extensive review of STRAHNET Connectors into strategic seaports in 2011.

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the National Surface Transportation Policy and Revenue Study Commission. This commission was tasked with documenting the Surface Transportation needs of the 21st century in anticipation of the reauthorization of surface transportation. In support of the Commission's work, AASHTO completed *AASHTO Authorization Policy Topic II: Highways* that included a section titled "Meet Military Needs". This section requested that SDDCTEA undertake a comprehensive study to determine current and future military highway needs. To address this request, Highways for National Defense initiated a comprehensive update of STRAHNET to evaluate the military's deployment highway.

This STRAHNET update utilized military personnel populations and commercial shipping data to screen installations. Based upon this information, thresholds were established to determine an installations need for access to STRAHNET. Using this criteria, HND identified 44 recommended changes to the. These recommendations were coordinated with the corresponding service branches for review and concurrence. This coordination reduced the recommendations to 34. After concurrence from the services, HND coordinated the changes with FHWA and the respective State DOT's. This approval process is the established coordination process between SDDCTEA, FHWA and the State DOT's for STRAHNET changes. FHWA HQ distributed the revisions to the respective FHWA division offices and subsequently to State DOT's for their review and approval. After all final changes and approvals, the revisions were incorporated into the National Highway System by FHWA.

The military relies heavily upon the commercial seaports in order to meet the military's deployment and sustainment requirements. The Strategic Seaport Program is designed to facilitate the movement of military forces securely through the U.S. seaports with minimal disruptions to commerce. Seventeen commercial seaports and five military ports in the continental United States and Alaska are designated as Strategic Seaports. In 2010, Congress passed Public Law 111-383, "Ike Skelton National Defense Authorization Act for Fiscal Year 2011", which required the USTRANSCOM commander to update the "Port Look 2008 Strategic Seaports Study." USTRANSCOM was directed to include the transportation infrastructure in the vicinity of the seaports. This study evaluated the road and bridges that comprise the STRAHNET Connectors to the strategic seaports. This review entailed verification of existing STRAHNET and STRAHNET Connectors in the vicinity of the ports, making revisions and submitting to FHWA and the State DOT for coordination. This review identified multiple STRAHNET Connector changes that have been processed through FHWA and respective State DOT as previously defined.