The Logistician

May 2025

Traffic Safety and Speed Control Measures at the Humphrey Engineers Center

Installation of speed bumps at HECSA aim to improve safety at the support activity. (Courtesy photo.)

From Michael Johnson, Building Manager, Humphreys Engineer Center Support Activity

Overview

Over the past several years, the issue of speeding has been a persistent concern at the Humphrey Engineers Center (HEC), driven largely by increased population from non-USACE tenants and evolving mission requirements. This growth brought changes in traffic flow, including a noticeable rise in pedestrian activity, walkers, joggers, bicycling, and wildlife movement throughout the installation.

Previous Mitigation Efforts

In response to these safety concerns, multiple attempts were made to reduce vehicle speeds:

• **Military Police Support:** The Fort Belvoir Military Police (MPs) assisted by patrolling the area and issuing speeding citations. However, their support was limited due to their primary focus on Main Post Fort Belvoir and, later, the COVID-19 pandemic.

• **Speed Cameras:** Speed

cameras were installed at high-traffic locations to monitor and deter speeding by capturing vehicle speeds and documenting violations.

Speed Bump Installation: Following a specific incident where a vehicle nearly struck a Contracted Security Officer at the main gate, speed bumps were installed from the main gate through to the parking lots. This was the first physical traffic-calming measure taken to directly address dangerous driving behavior.

Challenges Encountered
Several challenges impacted the effectiveness of speed enforcement:

• **Limited MP Presence:** Due to pandemic restrictions and their assignment priorities, MPs had reduced physical presence at HEC, limiting their ability to enforce speed limits consistently.

• **Contracted Security Limitations:** HEC's contracted security personnel are not authorized to issue citations and can only report violations to leadership, limiting enforcement capabilities.

• **Low Town Hall Engagement:** Speeding was frequently addressed during HEC town hall meetings with Senior Leadership, but tenant participation was low, and the issue often failed to gain broad attention or corrective action.

Increased Activity Post-COVID: With the mandated return to in-person work, pedestrian and vehicle traffic increased significantly. Regular foot traffic, Army Physical Fitness Tests, bicycling, food truck operations, and natural wildlife activity continued to intersect with vehicle flow, while speeding remained an issue—especially along Kingman and Leaf Road.

Current Actions
To ensure the safety of all personnel and wildlife on the installation, speed bumps have now been installed throughout HEC. While there was initial resistance, the necessity of these measures for protecting lives and promoting safe driving was eventually recognized and accepted by the tenant population.

Future Plans for the HEC:

HEC is currently expanding its footprint with new facilities and increased personnel. As part of ongoing infrastructure improvements:

• **Road Repaving and Upgrades:** Current speed bumps will be removed during road resurfacing projects.

Permanent Speed Tables: Durable and long-term speed tables will be installed throughout HEC to maintain consistent traffic calming and ensure continued pedestrian and wildlife safety.

Conclusion:
Traffic safety remains a top priority at the Humphrey Engineers Center. With the combination of past lessons learned and future infrastructure improvements, HEC leadership is committed to creating a secure and safe environment for all who work and visit the installation.
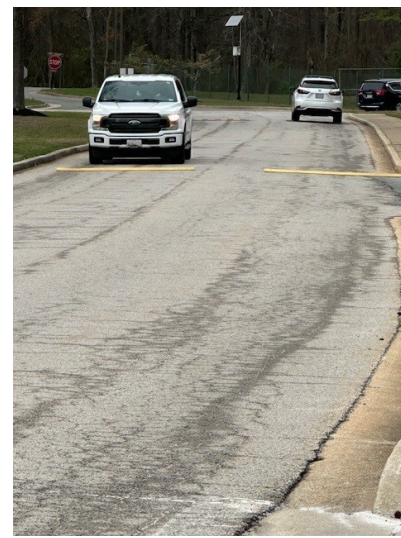
Speed bumps around the support activity reduce speeds of vehicles ensuring the safety of pedestrians and motorists. (Courtesy photos.)

Phillip Barnes, a Logistics Management Specialist with the U.S. Army Corps of Engineers (USACE) Logistics Activity (ULA) Transportation Division, has been named the ULA Employee of the 1st Quarter of Fiscal Year 2025. The recognition recognizes Barnes's instrumental role in the successful implementation of a critical fleet modernization Telematics program and his dedication to logistical excellence across the agency.

Barnes, who has been with USACE for just under two years, was nominated by his supervisor, Tommie Garcia, Supervisory Logistics Management Specialist. Garcia praised Barnes as "a true professional who always goes the extra mile," adding that he quickly became very knowledgeable on USACE Fleet operations after joining the team.

The award specifically recognizes Barnes's leadership as Program Lead for Telematics, a technology-based system that collects and records vehicle operational data. The program, mandated by Executive Order 14057, requires the installation of these devices on all light-duty vehicles operated by the Federal Government by 2026. Barnes organized the installation in more than 4,868 General Services Administration (GSA) leased vehicles, achieving a 100% activation rate.

"He led the charge," Garcia wrote in her nomination, "ensuring districts, Fleet Service Representatives and Marshalling Point Representatives followed the guidance. His efforts have led USACE toward reaching the goal prior to 2026."

The significance of the Telematics program extends beyond simply meeting a federal mandate. The data collected provides valuable insights into vehicle usage, fuel consumption, and maintenance needs, enabling USACE to optimize fleet performance and reduce costs. Barnes not only ran the installation but also coordinated training for 101 transportation specialists and district logistics managers on the new system. He continues to serve as the primary point of contact for troubleshooting issues and reporting progress to senior leadership.

Barnes's contributions weren't limited to Telematics. He also served as the Primary Trainer for the FY 25 Federal Automated Statistical Tool (FAST) sequence. FAST is the comprehensive annual report produced by the General Services Administration (GSA) detailing the federal fleet's inventory, costs, use, and fuel consumption. Barnes trained and mentored three personnel on the complex process of uploading data, navigating GSA business rules, and correlating vehicle fuel usage with size and capacity.

His meticulous attention to detail resulted in a timely submission of data for more than 7,600 GSA and agency-owned vehicles, and a cost avoidance of approximately $100,000. According to Garcia, Barnes's work "eliminated the requirement for district personnel to submit FAST data, thereby reducing the error percentage for USACE."

Barnes attributes his success to a strong team environment and supportive leadership. "I love the team mentality that we have and the opportunity to advance is always available," he said. "I love the way my leadership pushes our team to run our program areas as we see fit without any micromanagement."

"Mr. Barnes best quality is his unselfishness spirit and giving heart," said Garcia. "He builds the confidence of others through encouraging words, team cohesion activities, and displays a genuinely concern for others. "

Barnes himself emphasized the importance of building relationships. "My favorite part about my job is assisting team members and District Transportation Specialist with Fleet processes, data, in support of USACE mission. Another favorite part is building camaraderie trust and friendships amongst coworkers to accomplish the USACE mission," he said.

Barnes's commitment to USACE is rooted in his extensive background of service. Prior to joining the organization, he served for more than 20 years in the U.S. Navy as an Aviation Boatswain Mate, launching and recovering aircraft on three different aircraft carriers. Following his naval career, he worked as a government contractor, applying his analytical skills to process improvement initiatives.

He acknowledges the challenges of transitioning to a new role and quickly mastering multiple programs while the division faced staffing shortages.

"The challenges I have overcome are learning seven different programs in a short period of time while the division is severely undermanned and still able to meet USACE mission," he explained.

Despite these challenges, Barnes remains focused on providing superior logistical support to USACE, even during times of crisis. He continues to manage vehicle registration, serve as an alternate Telematics Program Coordinator, and liaise with GEOTAB, the technology provider, to ensure system compliance.

Looking ahead, Barnes remains dedicated to supporting the USACE mission. His dedication, leadership, and unwavering commitment to excellence make him a truly deserving recipient of the ULA Employee of the Quarter award.

Meet Your Government Fuel Card Program Managers

Jacqueline Murphy is the Government Fuel Card Component Program Manager. Sarah Nielson is the Government Fuel Card Manager. Both work in the Sustainment Division at the Logistics Activity Center and are standing by to support your fuel card questions and concerns!

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Galveston District Donates Surplus Computers

The U.S. Army Corps of Engineers Galveston District recently donated approximately 276 computer items, valued at more than $510,000, to a rural village in Nigeria through the U.S. General Services Administration's (GSA) Computers for Learning Program.

The donation was led by Sequoia A. Hopkins, logistics management specialist for the district, who coordinated the effort through GSA's platform, which connects federal agencies with eligible schools and nonprofit organizations seeking to improve their technology access.

"Our organization has a revolving program that issues computers every so often," Hopkins said. "When I saw the amount we order and turn-in, I knew there was a better way to lifecycle these computers."

After identifying a suitable nonprofit recipient in Nigeria through GSA's Personal Property Module, the SWG Logistics Team sprang into action. The process involved maintaining consistent communication with the nonprofit to coordinate pickup from the Galveston facility.

"The LMS reviews the current excess inventory, conducts an inventory of all items and processes a donation receipt in GSA's Personal Property Module to record the donation of property to the nonprofit," Hopkins explained. "The supply specialist removes all markings and bar tags from all items. Then the items are packaged in boxes or containers and taped or wrapped with plastic wrap. The non-profits coordinate to come pick up from our facility."

Hopkins kept in contact with the recipient organization via email throughout the process to ensure the donation went smoothly. "Once a candidate is found through research of GSA's available list of nonprofits eligible to receive a donation, the LMS reaches out to them through an official to see if they are in need of donations," she said.

For Hopkins, the mission is personal. "I pray that these donations help provide any of the students in these programs ways to build their educational foundation from being able to research on the internet, maybe build a computer one day and maybe simply be able to complete their homework."

Galveston District has previously participated in the Computers for Learning Program and plans to continue its support through future donations, both locally and abroad.

"It's a great way to give back to schools and organizations," Hopkins said. "The program helps youth with technology and learning. There are a lot of great organizations in need that would appreciate any help."

To learn more about the Computers for Learning Program, visit www.gsa.gov/cfl.
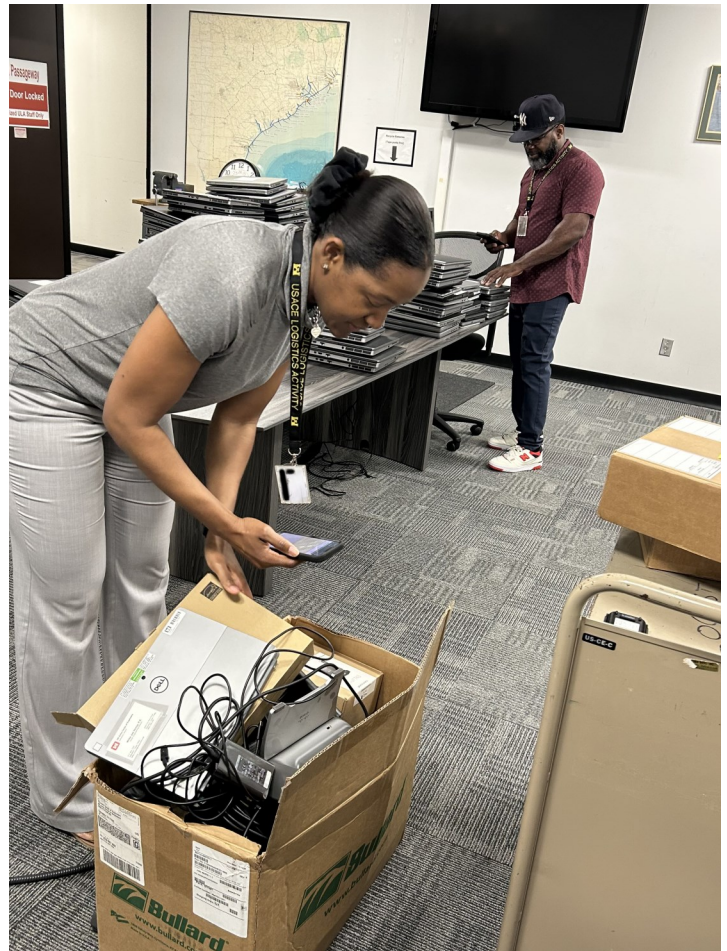
Sequoia A. Hopkins and the Galveston Logistics team prepares obsolete computer equipment for donation. (Photo illustration for security purposes.)

From Brian K. Pirtle, Mississippi Valley Division, Regional Logistics Planner

Embarking on a mission that calls for personnel to work in high operational tempo and disaster environments initially spark tons of questions, concerns, and anxiety that require a rapid response to ease the tension of personnel as they prepare to deploy. The creation of a Deployment FAQ document is just one tool to ensure widespread awareness of the most common concerns and ultimately aids in a smooth transition of personnel. In getting after the tasks, the Mississippi Valley Division-Regional Logistics Office recently devised two frequently asked question documents, one specifically for Emergency Management & Logistics Planning & Response Teams and one for Planning & Response Teams.

MVD Answers Deployment Questions

Topics include:

- Initial Deployment Instructions (e.g. packing lists, travel/ lodging reservations, etc.)
- Use of Rental/ Government Vehicles during FEMA missions
- General Vehicle Accident/ Maintenance Instructions
- Process to Request Logistics Planning & Response Team (LPRT) Support
- FEMA R-VI Request for Goods & Services Process
- FEMA R-VI Request for Fuel Process
- MRE Recertification Process
- FEMA R-VI Request for Bus & Air Support Process
- Process for Acquiring Additional Operational Space/ Facilities
- Various JTR Exceptions (e.g., ATM, Laundry, and Car Wash Reimbursable Fees)
- Property Accountability and Retrograde Processes.
- Key Points of Contact for MVD, LAC, and FEMA R-VI Logistics

The FAQ documents are made available to deployers supporting the St. Louis District ESF #3 Hurricane missions via their Deployment Shared Point Portal.
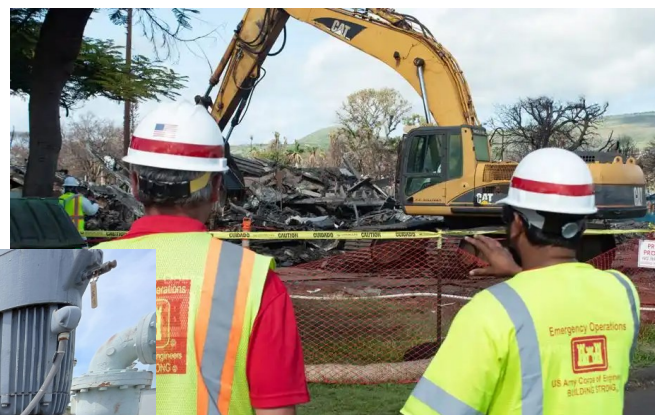
(US Army Photos/Released)

Deliver enterprise logistics services and solutions through
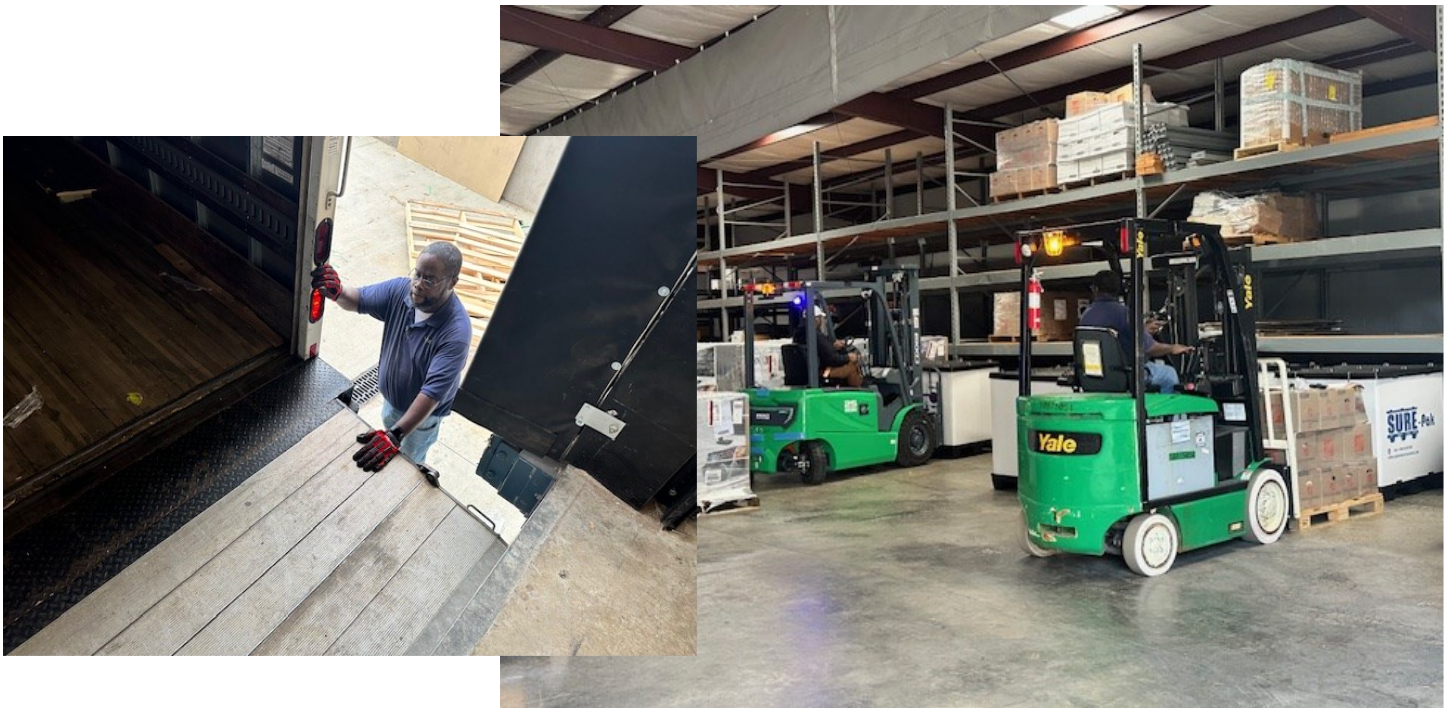- Facilities -Transportation - Sustainment - Emergency Response

Mobile District Move Update

Mobile District has cleared its old location in the Federal Building of all furniture and equipment. The building clearance is currently 100% complete. Contractors have worked over the weekends and holidays to ensure they met the deadline to have all furniture out of the building by 28 March 2025. Mobile has also began receiving its new furniture and equipment to be installed in its new location downtown near the Civic Center. Truck loads of new furniture and new equipment have been arriving daily as the builders begin wrapping up the final stages of the construction contract. The building is expected to be ready in July of 2025. (Courtesy photos.)

The old Mobile District Office in the federal building has been cleared of all furniture and excess equipment. All furniture inside the Federal building that was once the home of the Mobile District Office has been removed. Empty floors pictured are pictured above.

Mobile District warehouse is loaded with old district equipment and has started receiving new equipment to install in its new location.

AMI AssetTrack - The Future of Log Automation is Here

From Scott Rollins, Logistics Management Specialist, Sustainment Division

The obsolescence of the Zebra MC55 barcode scanner and associated software is well established and has been communicated to the USACE community since 2019. Fielding a replacement solution that is wireless, enhances the capability of the current system, accurately scans non-expendable personal property barcodes, integrates seamlessly with CEFMS II PPM, and also meets the stringent requirements of the CIO/G-6 has been challenging. The ULA's Sustainment Division in conjunction with the USACE Finance Center and CIO/G-6 have taken this challenge head on. The solution is AMI's AssetTrack.

AssetTrack is a modified Commercial-Off-The-Shelf (COTS) barcode scanning application that integrates seamlessly with iOS/Android government cellphones, the ServiceNow cloud, and CEFMS II PPM. This "system" is known as the USACE Personal Property Inventory Management System (UPPIMS). It builds on the existing capabilities by providing the Primary Hand Receipt Holders with inventory information at their fingertips. Overages and shortages no longer must be pulled from the system of record – CEFMS II PPM. This information as well as pertinent catalog information can be viewed directly from the application, a massive time saver. The most significant time

saving feature is the wireless capability. Data will flow seamlessly from AssetTrack to CEFMS II PPM. The need to dock scanners, launch Windows Mobile Device Center, configure WinSCP, etc. is a thing of the past.

The only cellphone software required for the system to operate is AssetTrack and Purebred. AssetTrack, as mentioned above, is the barcode scanning application for mobile devices. Purebred is the derived credential issuance system for

purebred/). Purebred is also required to send encrypted emails and run MS Teams. Since multi-user mode is not authorized, anyone required to scan USACE personal property barcodes will need to acquire a government cellphone. AssetTrack is currently in Full Operating Capability (FOC) which is the final fielding phase. USACE is no longer using the Zebra scanner to conduct inventory – AssetTrack is now the tool Corps wide. To ensure a streamlined transition, the ULA

A logistician scans a barcode while conducting inventory using the new mobile phone based application, AssetTrack.

DoD providing certificates that allow users to access DoD PK-enabled sites from their mobile devices. The Purebred mobile apps enable users to securely obtain certificates for use on mobile platforms including Apple iOS, Android, etc. (https://public.cyber.mil/pki-pke/

Sustainment Division recommends the following: get to know your Train the Trainer - usually your PBO, install and maintain Purebred credentials on the mobile device, establish UPPIMS roles in ServiceNow, and read all applicable knowledge articles posted here -

https://servicenow.eis.usace.army.mil/sp?id=kb_search&kb_knowledge_base=63c7a2d6dddd3890a0a9b8fabe667111&spa=1&kb_category=edb9e5031c21e150a0a9731d62768c52. One particular knowledge article must not be overlooked and should be read first, How To: Prepare for Use of AssetTrack https://servicenow.eis.usace.army.mil/sp?id=kb_article_view&sysparm_article=KB0013347

The Zebra MC55 and associated software has served USACE well since 2009. It has provided USACE with many years of reliable service. USACE is building on this legacy system to provide its customers with an even better barcode scanning solution – AMI AssetTrack. This IT solution is robust, flexible, and will enhance the inventory process today and in the future.
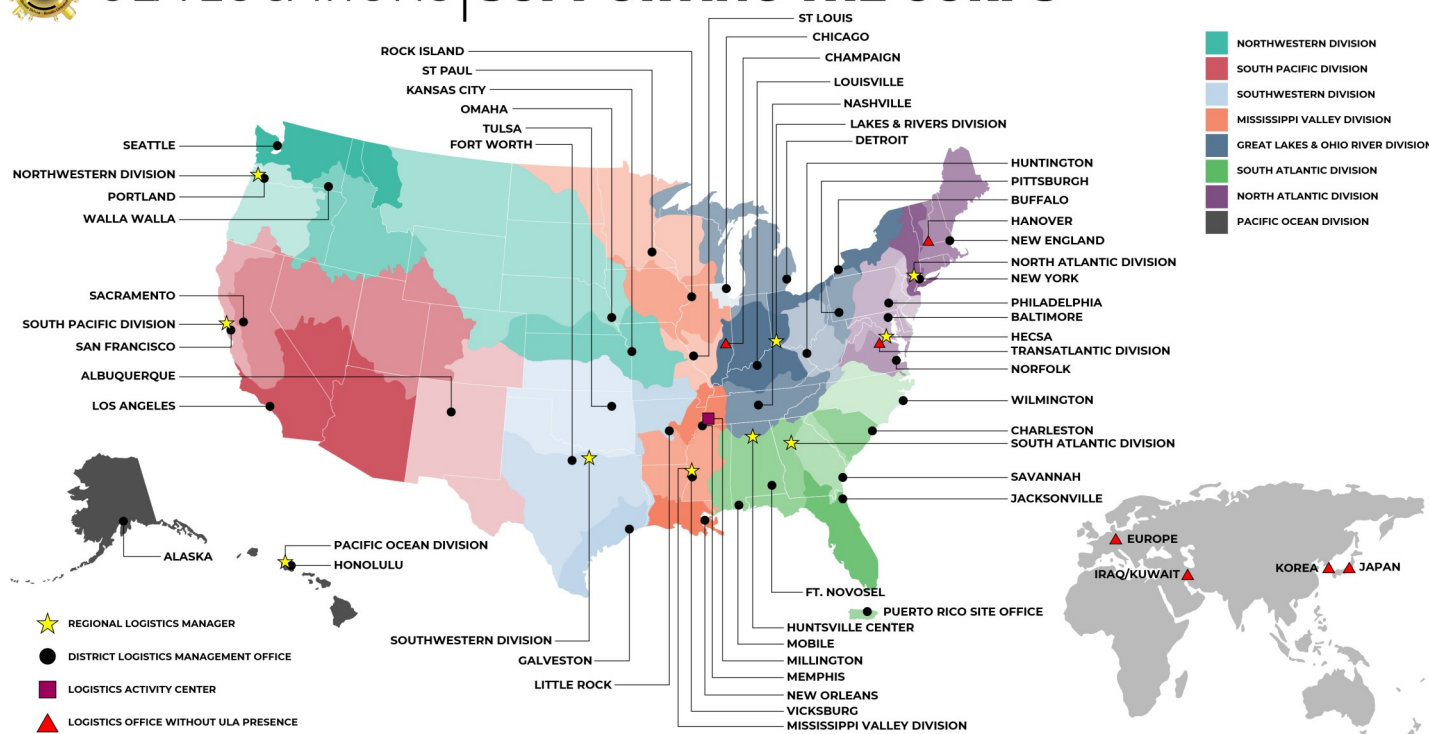
stay connected on social media
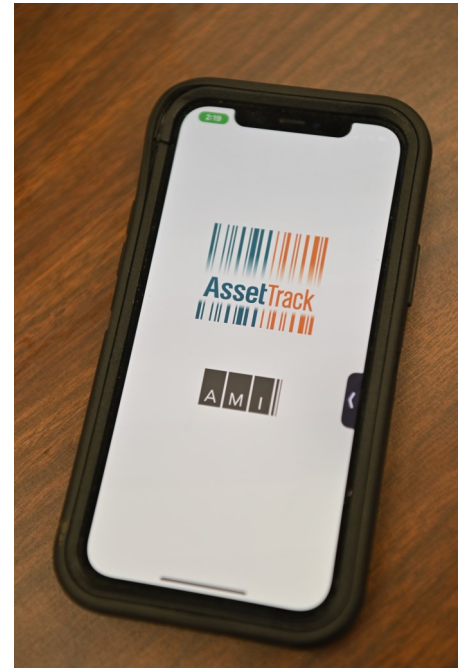
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ULA LOCATIONS | SUPPORTING THE CORPS

Legend (divisions):
- NORTHWESTERN DIVISION
- SOUTH PACIFIC DIVISION
- SOUTHWESTERN DIVISION
- MISSISSIPPI VALLEY DIVISION
- GREAT LAKES & OHIO RIVER DIVISION
- SOUTH ATLANTIC DIVISION
- NORTH ATLANTIC DIVISION
- PACIFIC OCEAN DIVISION

Map labels:
ST LOUIS, CHICAGO, CHAMPAIGN, LOUISVILLE, NASHVILLE, LAKES & RIVERS DIVISION, DETROIT, ROCK ISLAND, ST PAUL, KANSAS CITY, OMAHA, TULSA, FORT WORTH, SEATTLE, NORTHWESTERN DIVISION, PORTLAND, WALLA WALLA, SACRAMENTO, SOUTH PACIFIC DIVISION, SAN FRANCISCO, ALBUQUERQUE, LOS ANGELES, HUNTINGTON, PITTSBURGH, BUFFALO, HANOVER, NEW ENGLAND, NORTH ATLANTIC DIVISION, NEW YORK, PHILADELPHIA, BALTIMORE, HECSA, TRANSATLANTIC DIVISION, NORFOLK, WILMINGTON, CHARLESTON, SOUTH ATLANTIC DIVISION, SAVANNAH, JACKSONVILLE

ALASKA, PACIFIC OCEAN DIVISION, HONOLULU, SOUTHWESTERN DIVISION, GALVESTON, LITTLE ROCK, FT. NOVOSEL, PUERTO RICO SITE OFFICE, HUNTSVILLE CENTER, MOBILE, MILLINGTON, MEMPHIS, NEW ORLEANS, VICKSBURG, MISSISSIPPI VALLEY DIVISION

EUROPE, IRAQ/KUWAIT, KOREA, JAPAN

Map legend (symbols):
- ★ REGIONAL LOGISTICS MANAGER
- ● DISTRICT LOGISTICS MANAGEMENT OFFICE
- ■ LOGISTICS ACTIVITY CENTER
- ▲ LOGISTICS OFFICE WITHOUT ULA PRESENCE