



LPRT Annual Training Strengthens Readiness for Complex Emergency Response Missions

The U.S. Army Corps of Engineers Logistics Planning and Response Team (LPRT) program continues to refine its ability to support complex emergency response operations through its annual training, bringing together logisticians from across the enterprise to build readiness, adaptability and coordination.

Designed for both new and experienced members, the training focuses on preparing personnel to operate effectively in fast-moving and often unpredictable environments. Brandy Urias, Operations Division Future Operations Branch chief, said the training ensures members are ready to contribute immediately upon deployment.

“The goal of the annual training is to ensure LPRT members are fully prepared to support the mission and contribute effectively from day one,” Urias said.

Urias said new members are introduced to deployment procedures, mission requirements and the logistics support expectations of supported districts, while experienced members refine their skills and share lessons learned from previous deployments. She said seasoned personnel also play a key role in mentoring newer team members and strengthening overall team cohesion.

Jeff Wade, Operations Division Operations officer, said the training is continuously updated to reflect real-world experience and evolving requirements.

“Training evolves each year based on the



Jeff Wade, Operation Officer, leads a training session during annual Logistics Planning and Response Team training

experiences our team members gain while supporting real-world missions,” Wade said. Wade said feedback collected through After Action Reports is used to refine future training, alongside updates to technologies, policies and procedures across the emergency management community. He said LPRT members must remain current on frequently changing guidance, particularly during active response operations.

As part of the training, participants engage in scenario-based exercises designed to replicate real-world challenges. Urias said these exercises emphasize critical thinking and adaptability, often presenting situations where there is no single correct answer.

She said the Master Scenario Event List

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“The Logician is an official publication of the US Army Corps of Engineers G4. The monthly publication will be published the first full week of each month. Submission to this publication should be emailed to the Public Affairs Office and both Deputy Directors by the last Tuesday of each month for consideration in the following month’s edition. Artificial Intelligence is utilized in quality assurance of this publication.”

introduces evolving operational challenges that require participants to analyze conditions, weigh multiple factors and determine the most appropriate course of action. The exercises are reinforced through “Check on Learning” questions and collaborative problem-solving activities.

Wade said readiness is assessed through participation and performance in practical exercises, including systems-based training and simulated response scenarios.

“We assess readiness through participation, scenario-based exercises, and team interaction throughout the training,” Wade said.

He said these evaluations focus on how well participants apply logistics procedures, communicate with teammates and adapt to changing conditions, ensuring they are prepared for real-world operations.

While the training is designed to be comprehensive, organizers continue to face challenges in delivery. Urias said travel restrictions and budget limitations often require a shift to virtual platforms, which can limit engagement and hands-on collaboration.

Despite these constraints, she said the team incorporates interactive discussions and scenario-based exercises to maintain participant involvement and reinforce learning objectives. Participants said the training’s emphasis on adaptability and real-world application has had a direct impact on their preparedness.

Bridget Lewis, an emergency management specialist with the Norfolk District, said the training reflects ongoing changes in how the team operates and provides practical guidance for deployments.

“This year, there have been a number of changes to ‘how we do business’,” Lewis said. Lewis said the training highlighted updated practices, policy changes and lessons learned from past incidents, presented in a clear and relatable way. She said the experience reinforced the importance of tailoring logistics support to meet the needs of each supported district.

She said the training encouraged a shift away from rigid processes toward more flexible, customer-focused solutions, emphasizing that LPRT serves as a “force multiplier” during emergency response operations.

Lewis said practical tools introduced during the training, including updates to ENGLink, responder resources and travel requirements, will be critical in future deployments. She said understanding travel policies and their implications is especially important to ensure responders are properly supported and reimbursed.

Novi Demiar, a traffic management specialist with the Transportation Division, said scenario-based lessons drawn from real deployments were among the most valuable aspects of this year’s training.

“This year’s training introduced notable changes compared to previous years, with a particular emphasis on scenario-based lessons drawn from real experiences during prior LPRT deployments,” Demiar said.

Demiar said the training required greater collaboration and rapid decision-making, strengthening participants’ ability to respond effectively under pressure. She said the emphasis on flexibility reinforced the need for logisticians to adapt plans based on changing conditions and limited resources.

She also highlighted the importance of early coordination and communication, saying the training provided new strategies for anticipating requirements and identifying potential challenges before deployment.

Through continuous updates, participant feedback and a focus on real-world application, LPRT annual training remains a critical component in preparing USACE logisticians to deliver timely, effective support during emergency response operations.



Personnel Spotlight: Benjamin Glaser Brings Drive, Experience to Kansas City District

After one year with the U.S. Army Corps of Engineers Kansas City District, Benjamin Glaser is already making a measurable impact as a project management specialist, taking on critical logistics projects and helping streamline workloads across the team.

Will Ristom, district logistics manager, said Glaser quickly stepped into projects that had previously strained existing project managers. He said Glaser took ownership of key efforts, including the NWK parking contract and upgrades to conference rooms and the emergency operations center.

“Ben has been a great addition to the logistics team,” Ristom said.

Ristom said Glaser’s ability to manage multiple projects has improved efficiency across the organization, allowing other team members to focus on their responsibilities with confidence. He described Glaser as a strong collaborator who integrates well with the team and consistently delivers results on time and within budget.

“His willingness to engage every team member and NWK employees is fantastic,” Ristom said.

Glaser said one of the most rewarding aspects of his role is the variety of work and the opportunity to take on multiple projects simultaneously.

“My favorite part of the job is the variety; I get to work on multiple projects, which keeps things interesting and ensures I never get bored,” Glaser said.

He said working in a large downtown facility has also provided a new professional experience, adding to his growth in the role. Glaser described the Kansas City District as a place defined by its people and their commitment to the mission.

“What I like about the Mighty Kansas City District is that it is the best in U.S. Army Corps of Engineers,” Glaser said.

Glaser said transitioning into the Corps came with challenges, particularly learning new processes and navigating a system filled with acronyms. He said adapting to those differences has been a rewarding part of his first year, allowing him to effectively move projects forward.

Before joining USACE, Glaser served 20 years on active duty in the U.S. Army as a Civil Affairs senior noncommissioned officer, primarily stationed at Fort Bragg, North Carolina. He said that experience in planning and leadership provided a strong foundation for his current role, helping him successfully lead projects and support the district’s mission.



UPPIMS Phase II: Charting the Future of Asset Management

From Scott Rollins, Logistics Management Specialist, Sustainment Division

Following the successful Corps-wide implementation of the USACE Personal Property Inventory Management System (UPPIMS) and the AssetTrack barcode scanning application, the ULA Sustainment Division is already planning for the next generation of improvements. Phase II of the UPPIMS initiative will focus on targeted enhancements to further streamline logistics and asset management processes.

The primary goal of this next phase is to build upon the existing foundation by delivering meaningful improvements to both the front-end AssetTrack application and the back-end ServiceNow platform. UPPIMS replaced the obsolete Zebra MC55 scanners with a modern, wireless solution that integrates directly with government-issued cellphones. This has already saved countless hours by providing Hand Receipt Holders with real-time inventory data and eliminating cumbersome manual data transfer and configuration processes.

To ensure future developments are aligned with the needs of the end-users, the G4 Millington will drive the requirements for Phase II through direct feedback from the field. A comprehensive DTO was released in March 2026 to obtain this feedback. The responses from this survey will be systematically analyzed, assessed, and prioritized to create a clear roadmap for development. This user-centric approach will guarantee that enhancements are practical, effective, and address the real-world challenges faced by Accountable Property Officers (APOs), Primary Hand Receipt Holders (PHRHs), and Log Staff.

The initial fielding of UPPIMS established a robust system that connects the AssetTrack mobile application through a secure ServiceNow cloud, which in turn integrates with the CEFMS II PPM database. Phase II is scheduled to begin in FY27 and will leverage this powerful architecture to deliver even greater capability and efficiency for property management across USACE, with the new enhancements expected to be fielded by late FY27 or early FY28.



Government Fuel Card (GFC) Program Q&A

Q: What problem did the GFC program originally solve?

A: Initially, DLA would not support bulk fuel requirements below 10,000 gallons, creating execution gaps for many USACE sites with smaller, time-sensitive needs.

Q: Why was this an enterprise issue?

A: Utilizing a DTO the USACE GFC Team collected 37 annual bulk fuel requirements from Project sites that showed a 5000-7500 gallon usage rate. The GFC team submitted the requirement documents to DLA to help prove the point that the Organization has a fuel requirement that DLA was not meeting. Realizing that along with USACE several other government agencies had the same issue, DLA quickly stood up a the new Logistics (Bulk Fuel) Fuel Card Program. As of March 2026, USACE has approximately 79 Logistics/Bulk Fuel accounts with 290 cards assigned.

Q: How big is the GFC program today?

A: 300 accounts / 1,900 cards enterprise-wide. Includes Swipe Sea, SEA, Voyager, Air and Logistics Fuel programs available through DLA.

- Approximately 10 million gallons purchased annually. Roughly \$19M in annual fuel throughput.

Q: What are the GFC card limits and controls?

- A:
- *Swipe Sea* - \$250K SPL, fuel only
 - *SEA*-Quotes for vessels with 500-gallon capacity & above to initiate fuel requests
 - *AIR*- No Limit
 - *Voyager*- SPL for Fuel- \$2500, SPL for Parts Only - \$5000, SPL for Parts & Services Combined- \$2500
 - *Logistics/Bulk Fuel* \$15K SPL, \$75K annual limit per card This provides flexibility while maintaining fiscal discipline.

Q: What are the cost savings?

A: The program generates approximately \$3.8M in annual cost savings by leveraging DLA purchasing power and eliminating redundant contracting actions.

Q: How does this support readiness?

A: By eliminating district-level fuel contracts and enabling immediate execution, the GFC program accelerates response, prevents fuel-related delays, and sustains mission continuity.

Q: How strong is governance and oversight?

A: Governance is strong, with 99.6% account activation, and the entire enterprise program is managed by a two-person team, demonstrating standardization and control.

Q: Does the GFC program replace bulk fuel procurement?

A: No. It complements bulk procurement by filling execution gaps—especially for smaller requirements—while reducing administrative burden.

Q: Did this have DoW-wide impact?

A: Yes. USACE requirements helped close a DoW-wide execution gap, providing a scalable model for supporting sub-10K gallon fuel needs.



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