



The Logistician

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USACE Logistics Activity

The Logistician

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Galveston District Enhances Accessibility with New Parking Spaces



Construction crews pour concrete for accessible parking spaces at the Galveston District. (Courtesy Photo.)

The U.S. Army Corps of Engineers (USACE) Galveston District has taken significant steps to improve accessibility at its facilities by adding nine accessible parking spaces in compliance with the Architectural Barriers Act (ABA). This \$166,000 project ensures that the workforce and visitors have the necessary access when coming to work or visiting the district daily.

"This project was identified two years ago as a need to be within compliance with the ABA," said Travis Byrd, Galveston District Logistics Manager. "We set the budget aside and then began with the Statement of

Work, but coordinating between the contractor, Resource Manager (RM), and Engineering and Construction (E&C) to meet timelines was a challenge. We reengaged at the beginning of FY24 and successfully awarded the contract in September 2024, allowing work to begin in early FY25."

The project required close collaboration between the Galveston District Logistics Team, E&C, and contractors. Byrd emphasized the importance of maintaining continual Project Delivery Team (PDT) meetings to stay on schedule and meet project milestones.



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“Having regular PDT meetings enabled us to overcome challenges and ensure the project progressed smoothly,” Byrd said.

The Logistics Office played a key role in coordinating with contractors, keeping the Executive Office informed, and ensuring the workforce was aware of the project’s scope and timelines. However, the team faced significant challenges due to weather conditions, which impacted concrete pouring, paint adhesion, and overall project timelines.

“Air temperatures and weather were the biggest hurdles,” Byrd said. “We had to pour concrete under specific conditions to ensure it set properly, apply paint when it would adhere correctly to the asphalt, and avoid rainy days to keep everything dry.”

With the addition of the nine accessible spaces and ramps, the Galveston District is now fully compliant with ABA requirements. This improvement enhances accessibility for employees and visitors alike, reflecting the district’s commitment to creating an inclusive environment.

For other logistics offices undertaking similar projects, Byrd offered practical advice: “Conduct backwards planning and lead the meetings. Be involved to make sure the project is completed on time. Constantly follow up, because if you do not show that your project is important, it will be bumped for something else.”



Galveston District Logistic Office support the district through coordination of the development of ramps to ensure better accessibility for employees and guests at the district buildings. (Courtesy photos.)



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Mobile District Prepares for Move: Q&A with Carlos Williams and Monica Hopkins

The Mobile District Logistics Office is supporting the district's move to a new facility. Recently, the team conducted a walk through of the new building to ensure it was ready for the next phase of the move. District Logistics Manager Carlos Williams and Facility Specialist Monica Hopkins provide insights on this part of the moving process.

Can you explain the primary goals of the building walkthroughs and inspections? How does the process ensure a smooth transition to the new District office? ***Building walk throughs are very important to the flow of operations in the building. Issues and obstacles that are identified during the walk throughs are captured and documented in our work order portal. This information is vital to the success of the transition to the new facility.***

How has the collaboration between the Mobile District Logistics Team, F.D. Stonewater, and other SAM divisions contributed to the effectiveness of these walkthroughs? ***A Project Development Team was created and coordinated with Stonewater and SAM Division Chiefs to set appointments or scheduled times to walk through portions of the building that were 50% complete so that the division heads and selected staff could get an idea of what the new space would look like and to identify any potential issues or missed steps***



Mobile District Logistics Office recently conducted a walk-through of the new facility the district will be moving to. (Courtesy photo.)

outside of the original designs of the floor plan.

What types of potential issues or problems have been most commonly identified during these inspections, and how are they addressed before final acceptance? ***Most of the concerns that have been identified have been minor***

and are corrected on the spot if possible. A punch list of items has been collected from the building walk throughs and have been submitted to Stonewater for repair and resolution. These punch lists of items will not impede the acceptance of the building as some of the issues will not be



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identified until occupancy of the building is complete.

How do these proactive inspections contribute to cost savings and operational efficiency for the government? Can you share any specific examples? ***The sooner an issue is identified the easier it may be to repair. Preventive Maintenance is conducted on equipment and systems based on manufacturers suggestion which is usually monthly. These maintenance inspections along with observations and walk throughs save the government time and money with efficiency and ease of working systems and equipment in the building.***

What lessons have been learned from conducting these walkthroughs, and how might they influence future building projects or inspections within the



district? ***Repetition is key, the more familiar you are with your building the easier it will be to identify small issues and to find a solution to a small problem before it escalates to something more costly. Lastly the occupants of the building***

are very vital to the operation of a building. People can provide information and detail to issues that they may see happening in the building. It is always a good idea to talk to the occupants of the building.

St. Paul District Logistics Office Supports Blood Drive

From Brain Pirtle, Mississippi Valley Division Logistics Planner

Currently, the St. Paul District is the only District in the Mississippi Valley Division that hosts blood drives with the American Red Cross. Their new Occupational Health Nurse started this program a year ago and the district has hosted four highly successful blood drives, one per quarter, so far and have three more already scheduled and on the local Red Cross' calendar. Mike McGarvey's District Logistics Office does a phenomenal job of assisting and facilitating the logistics support for blood drive events. In doing so, the team worked with

building management to allow the Red Cross van to gain access to the district's GSA leased building in the only parking area the Red Cross' 8'6" high van will fit and so that it's out of the elements to improve the experience for donors and the Red Cross. Logistics also assists the blood drive workers with unloading and loading of their van as well as preparing the facility by moving tables and chairs out of the way for the beds needed for donors to use while giving blood. McGarvey's team does not view this as a district requested task, but rather something that's the right thing



The St. Paul District Logistics Office setting up for the most recent blood drive. From the left: Mike McGarvey, Transportation Specialist Sherry Eickstead, and Materials Handler Brian Weber. (Courtesy photo.)



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POD Headquarters Breezeway Gets a Fresh Look, Improved Safety

After years on the Directorate of Public Works' (DPW) "paint-list," the Pacific Ocean Division (POD) Headquarters at Fort Shafter finally received long-overdue attention, with lead-based paint mitigation and a fresh coat of paint completed on the building's breezeway. The project, led by Facility Specialist Peter Yi, addressed safety concerns while improving the workspace for employees.

"The project was initially on the FY23 list but was pushed to FY24 due to funding priorities," said Ross Wallage, POD Regional Logistics Manager. "When POD learned that employees would continually be exposed to potential hazards, we inquired about ways to ensure the project moved forward for the safety of the team."

To accelerate the project, POD used end-of-year funds to emphasize its importance and incentivize DPW to prioritize the work. The approach paid off, allowing not only the breezeway but also the entire exterior of the building to be painted in FY25.

Mitigating lead-based paint presented unique challenges. Wallage explained that contractors followed stringent safety protocols. "Prior to each section being painted, the contractor first blocked off and sealed the area, then scraped, repaired, primed, and removed dust before painting," Wallage said.

Lead-based paint is highly toxic and especially hazardous to women and children. Working with lead paint required the use of certified professionals adhering to the EPA's Renovation, Repair, and Painting Rule. Many POD personnel had to telework during the project, as their offices were located behind the mitigation barriers.

The project gained significant traction when Yi took over. "The painting project was originally given to a Senior Program Manager in POD, but it didn't really move forward until Peter took over," Wallage said. Yi developed, distributed, and executed a schedule within six weeks of assuming responsibility. Having already worked with DPW on repairing a leaky roof that could have ruined the new paint job, Yi leveraged his existing relationship with DPW to push the

project forward.

"Sending funds to DPW magnified the commander's commitment to creating a safe workspace for employees," Wallage said.

The completion of the project not only improved safety but also boosted morale.

"Painting immensely enhanced the appearance and ensures a much safer work environment—it has been a real morale booster to the employees," Wallage said.

The project underscored the importance of communication and relationship-building with external organizations. "The biggest lesson learned is that communication must be regular and often," Wallage said. "Establishing rapport with DPW shows that we care about the building and the workers in it, which goes a long way."

This project represents a significant step forward for the POD Headquarters, ensuring a safer and more inviting workspace while laying the groundwork for future collaborations with DPW.



Crew members work to safely mitigate lead paint in preparation for painting. (Courtesy photo.)



SPOTLIGHT ON:

Enabling Excellence

Name: Michael Scheid

District: National Capital Region (HECSA)

Position: Accountable Property Officer

Time on board: 37 Years

Accountable Property Officer Michael Scheid at the National Capital Region (NCR) is known for his tireless work effort and always going the extra mile for his customers.

"Mike oversees four Commands Property Book Operations, comprised of 127 Hand Receipt Holders throughout the USACE Enterprise," said Martin Pitts, Region Logistics Manager. "His attention to detail and always being there for his customers for Hand Receipt Training and oversight on inventories has led to a better understanding of the importance of property accountability in USACE and the National Capital Region. His outstanding oversight of the NCR's monthly, excess property turn in program and procedures has prevented any excess accumulation and sets the ULA standard!"

Scheid accomplishes this with a positive attitude and a dedication to the concept of teamwork.

"Mike's best attributes is his 'Can do Attitude' and his selfless service to all he encounters," said Pitts. "There is no problem or mission too big or small for Mike to handle. He totally cares about people, USACE and meeting the mission above standard. Subsequently, 'Team' success is always first and foremost.

Scheid said that over the years his coworkers have become more than coworkers, they have become friends.

"Working with the Team every day, from our leadership on down, you become very close working with a small group of people you consider friends," said Scheid. "Also interacting frequently with my counterpart APOs (Accountable Property Officers) along with the relationships I've forged with many in the Logistics Activity Center's Sustainment Division who all help me perform my job much better than I could without them. I consider them friends, as well."

Scheid notes that good communication is the key to success for him and within the region.

"I probably have it better than most having most everyone we serve daily within a 25-mile radius," Scheid said. "It allows me to not only help my customers hands on but meet them and communicate in person which is always helpful to have a good relationship should problems arise."

Scheid recognizes the responsibility he has as



an accountable property officer is crucial to ensure that the US Army Corps of Engineers (USACE) can meet its mission, but said that in the end, each member of the team plays a role in that success.

"I'm sure my challenges are the same as my counterparts across USACE," Scheid said. "Being responsible for managing and accounting for USACE's property and equipment is a crucial role that requires meticulous attention to detail, strong organizational skills, and knowledge of Army regulations. Having good people around you that you can lean on is very helpful. Lastly, reliance on so many to respond and react to taskings is essential to complete job and do it well."

Serving USACE for nearly four decades, Scheid's commitment to the mission is apparent.

"I've been with USACE logistics since I started in the government 37 years ago," he said. "I have been a part of almost every logistic function imaginable during this time in the NCR. I came to USACE very young and watched everyone I grew with retire or move on. However, great people have followed, and I can't thank USACE enough for giving me the opportunity to grow with them over the years!"



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Mission Success: Permanent Change of Station Execution

**From Cynthia Morales, PCS
Program Manager,
Transportation Division**

The Transportation Division processes Permanent Change in Station (PCS) orders in accordance with the Joint Travel Regulations (JTR). The process begins with the Civilian Personnel Advisory Center (CPAC). CPAC will send us a request to process an order. The request will tell us the type of order that is authorized. Each request is reviewed, tracked, and assigned to one of the nine traffic managers for processing. The assigned traffic manager will contact the employee and send them some necessary forms we need completed and extensive packet of "Frequently Asked Questions" as well. The traffic manager will counsel the employee on their entitlements and any discretionary allowances that may be available.

The traffic manager will develop an estimate using the Defense Table of Distances and General Services Administration's Transportation Management Services Solution (TMSS) system to determine the cost of transporting and storage of household goods. This estimate will include all the entitlements and allowances. The estimate is sent to the gaining POC for review and funding. Once the funding is received from the district, the traffic manager can input the order into the Corps of Engineers Financial Management System (CEFMS II). The traffic manager will notify the district that the order is



Traffic Manager Novi Demair processes Permanent Change in Station orders for a Corps of Engineers personnel. (Courtesy photo.)

ready to be approved and certified. Upon approving and certifying the order the traffic manager can authenticate the order, obligating the funds on the order. The traffic manager will then send the completed order to the employee along with any vouchering forms that will be needed.

Communication is key in getting an order processed quickly. It takes the ULA between 7-10 business days to complete an order. Of course, this is dependent on the responsiveness of the employee and the district. The traffic manager will use both email and telephone to keep the process moving.

Because of the nature of the operation being date sensitive, responsiveness is an ongoing problem. The greatest time pitfalls we run into is the lack of responsiveness. For instance, we cannot input an

order into CEFMS II if the CEFMS II profile has not been completed in the gaining organization's system. Finding the employee who is responsible to do that in every district can be a problem. We are also subject to people being on leave or a Temporary Duty (TDY) and not checking or acting on emails during that time. Our goal is to accurately and quickly turn the order around, so these delays do not turn into issues.

The other big problem we encounter is the CPAC, acting on the direction of the gaining districts, sometimes aren't able to allow enough time for processing the order and for the employee to make their move. The JTR states an employee will be given a minimum of 30 days. In many cases we and the employee are given only two weeks to complete an order and for the employee to make their



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move. The problem then isn't the ability to process the order, the problem comes in that the Military Transportation offices are scheduling a minimum of 4 weeks out for the shipping and storage of household goods, making the move in a short suspense a hardship on the employee.

How have we tried to combat these pitfalls? The Transportation Division has offered free PCS training at the request of both districts and CPAC's across the country. This has been highly successful and has gone a long way to alleviate many problems that we have had in processing PCS orders. Because of the constant turnover of CPAC and District employee's

this training could be provided more regularly to make sure a good understanding of the process and PCS overall is achieved.

PCS is extremely important to the mission of USACE. The movement of people to fill a need in a district, division, or Center is paramount to mission accomplishment. Therefore, the Transportation Division and our hard charging traffic managers will continue to strive to serve these needs in a timely and effective manner.

Transportation Division processed 118 PCS orders/ amendments in the first quarter of Fiscal Year 2025.



Traffic Managers Donna Holmes (left) and Judy White address concerns with PCS orders. (Courtesy photo.)



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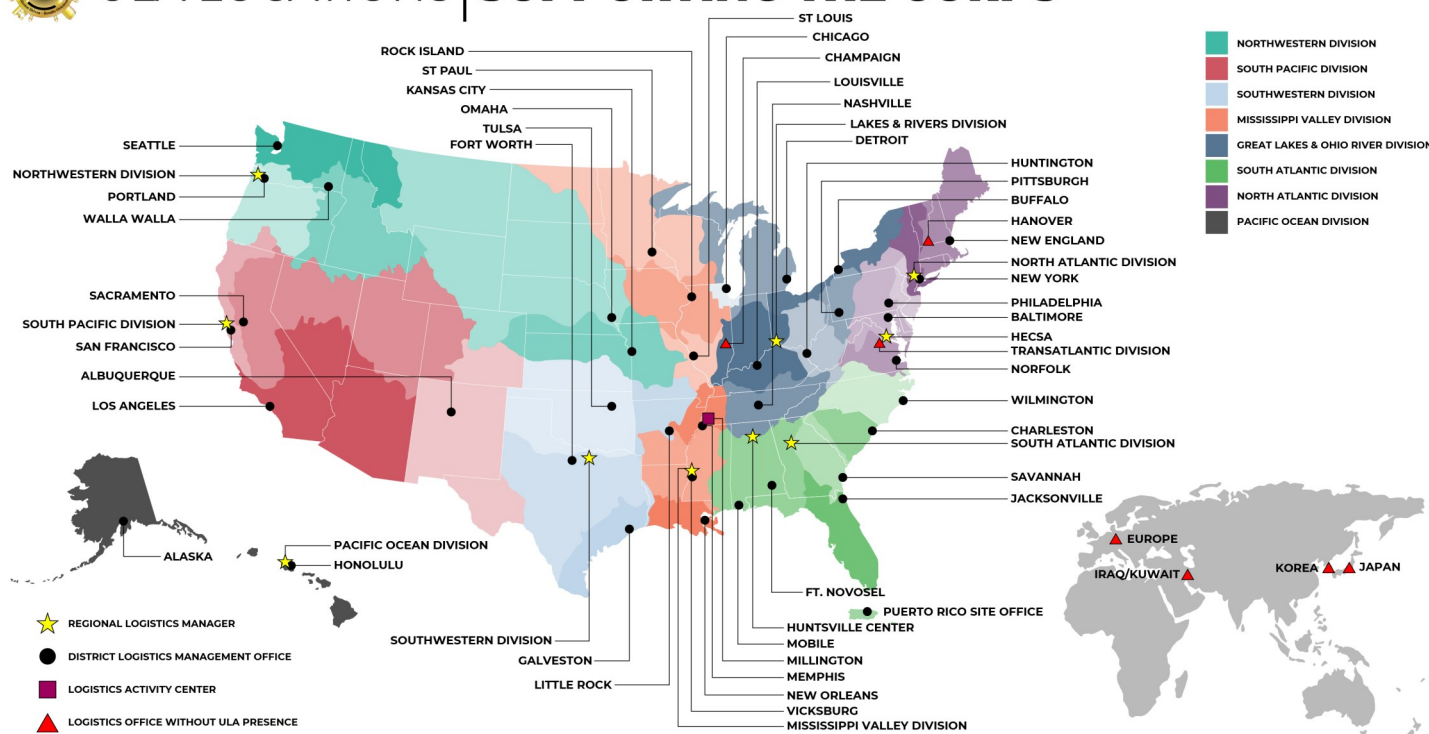


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