

A revised guide was issued in April 1967. GAO believed, however, that it would not achieve the full savings discussed in the report because the guide retained uniform service intervals for some preventive maintenance items. In addition, the revised guide was applicable only to 1966 and later models of vehicles. GAO estimated that, if the manufacturers' recommended programs for 1963 through 1965 vehicle models were to be adopted promptly, savings of about \$350,000 could be realized on these vehicles during their remaining life.

CURRENT STATUS

In a meeting with GSA in January 1968, GAO was informed that (1) the 1967 guide would be made applicable, where feasible, to 1965 and earlier model vehicles in the interagency motor pool fleet, and (2) GSA would work with the manufacturers on any significant changes in preventive maintenance requirements. Subsequently, GSA advised GAO that it is currently requesting agency comments on a proposed regulation setting minimum standards for a preventive maintenance program to meet the specific requirements of that agency.

GSA COMMENT

The 1967 guide as made applicable to 1965 and earlier model vehicles in the motor pool fleet. The FPMR was amended on July 10, 1968, to establish minimum standards for preventative maintenance programs.

EXHIBIT P—SUMMARY OF GAO AUDIT REPORT—"ACTIONS TAKEN TO IMPROVE THE GOVERNMENT'S METHODS FOR EVALUATING VEHICLE USE AND FOR ESTIMATING VEHICLE NEEDS (B-158712, MAR. 12, 1968)"

PROBLEM

GAO learned that, in gaging vehicle needs, GSA's motor pool managers generally relied on the average mileage traveled by the vehicles. GAO found, based on its observations of motor pool parking lots in 25 cities throughout the United States, that there was poor correlation between average mileage traveled and the number of vehicles needed. GAO concluded that vehicle management could be improved if use in terms of time were considered.

GAO found also that a substantial number of vehicles which were assigned to the exclusive use of individual Government agencies were not moved during the period of our observations and many more were idle much of the time. GAO concluded that, generally, the transportation requirements for which the vehicles were assigned could have been satisfied with greater economy to the Government through use of dispatch vehicles based at the same location.

From its own study, completed in May 1967, the agency reached conclusions consistent with ours. Accordingly, GAO made no recommendations.

AGENCY ACTION

Actions were subsequently taken by the agency to include time-of-use data in evaluating the use of vehicles and in forecasting vehicle needs. Action was also taken to provide that the assignment of vehicles for the exclusive use of agencies be questioned routinely.

GSA COMMENT

Steps have been taken to improve the utilization of interagency motor pool vehicles by establishing procedures to:

- (1) Determine the total demand placed on motor pools each day for dispatch vehicles;
- (2) Determine the optimum size of motor pool dispatch fleet from a cost benefit measure;
- (3) Attain the maximum use of dispatch vehicles by agencies located at or near interagency motor pool dispatch points; and
- (4) Study the feasibility of establishing dispatch facilities at or near commercial airports.

These procedures have reduced the number of vehicles on assignment to individual agencies by 2,452 units from June 30, 1967, to December 31, 1967, thus improving fleet utilization by diverting these vehicles to meet other Government requirements of the several agencies.