Audit of the Justice Management Division's Fleet Management Program

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AUDIT DIVISION

26-072

JULY 2026

Audit of the Justice Management Division's Fleet Management Program

Introduction

The Justice Management Division's (JMD) Facilities and Administrative Services Staff (FASS) oversees motor vehicle fleet management and policy, providing technical and direct support for the Department of Justice's (DOJ) fleet programs. FASS also acts as the DOJ fleet liaison with the General Services Administration (GSA) and Office of Management and Budget. Further, FASS manages the GSA-leased fleet for the DOJ's Offices, Boards, and Divisions (OBD), which use GSA-leased vehicles for personnel transport to attend meetings and hearings; to deliver office supplies, documents, information technology equipment, furniture, and DOJ mail; and for emergency-readiness purposes to transport executives out of Washington, D.C.

Audit Objective

The objective of this audit was to determine whether JMD's processes for overseeing and managing the OBD's vehicle fleet were effectively designed. Appendix 1 contains details on our audit scope and methodology.

Results in Brief

We found that all sampled vehicles were physically accounted for. However, JMD's insufficient oversight of the OBD's fleet program led to weaknesses in cost control, asset accountability, and operational efficiency. Specifically, JMD has not conducted fleet utilization review or developed a detailed vehicle allocation methodology (VAM), critical for assessing fleet size, usage, and alignment with mission needs. Further, JMD inconsistently maintained the vehicle inventory system, leading to incomplete records and limited visibility over fleet assets. Also, vehicle mileage data was not reported consistently or timely, causing discrepancies between odometer readings and GSA Fleet system records. In addition, we found that two inoperable vehicles were not promptly reported and returned to GSA, and that motor vehicle safety recalls and preventive maintenance were not addressed.

Conclusion and Recommendations

JMD should adopt a proactive approach to managing OBD's fleet program. We make four recommendations for JMD to improve OBD fleet program management, which will better enable JMD to optimize the composition, utilization, and maintenance of its fleet. JMD concurred with our recommendations in response to a draft of this report; the response can be found in Appendix 2. Our analysis of JMD's response and actions needed to close the report can be found in Appendix 3.

Background

In the U.S. Senate Committee on Appropriations Report 118-62 that was developed during the fiscal year 2024 appropriations process, appropriators for Commerce, Justice, Science, and Related Agencies documented interest for relevant Office of Inspector Generals (OIG) to review fleet utilization. In response, we initiated an audit of the OBD's fleet management. The OBDs that operate 88 total vehicles include JMD, Community Relations Service, Criminal Division, National Security Division, Office of Justice Programs (OJP), Office of the Solicitor General, Tax Division, and United States Parole Commission (USPC). JMD FASS provides logistical support to OBDs, which do not have a dedicated fleet manager. In contrast, the Federal Bureau of Investigation (FBI), the Federal Bureau of Prisons (BOP), and other bureaus may have dedicated fleet managers and are responsible for managing their particular component's fleet, which in the FBI's case, for example, includes 26,359 vehicles.[1]

[1] Utilization of those fleets is outside the scope of this audit. The OIG will consider conducting future work examining other DOJ components' fleet management.

Audit Results

Fleet Management Controls

The Federal Property Management Regulations (FPMR) and Federal Management Regulation (FMR) require agencies to document the methodologies for determining optimal fleet inventories and justifying deviations.[2] This includes using a VAM, reviewing fleet utilization, conducting inventories, tracking mileage, and performing maintenance and repairs.

Vehicle Allocation Methodology

The FMR requires agencies to use a structured VAM to determine the optimal fleet size, composition, and utilization necessary to fulfill their mission.[3] This process includes defining fleet utilization criteria, identifying critical mission vehicles, conducting a VAM study every 5 years, and aligning fleet acquisitions and disposals with the optimal fleet profile. We found that JMD did not implement these requirements. Accordingly, JMD needs to improve its VAM process.

During our audit, we reviewed both FY 2020 and FY 2025 VAMs, which included questions for JMD to complete related to defining the agency's mission; vehicle utilization, assignment, justification, and replacement; sourcing strategy; and controls for fleet size and cost. These questions are essential for understanding the framework for identifying the components' optimal fleet.[4] The FY 2020 VAM provided only general responses for the OBDs and omitted responses to three critical questions related to vehicle assignment, utilization, and justification. The FY 2025 VAM appropriately addressed all questions.

However, JMD did not establish clear utilization criteria (such as miles traveled, hours in use, or trips per week) or identify critical mission vehicles, such as emergency response vehicles, in either of the FY 2020 or FY 2025 VAMs. A JMD official stated that vehicle needs vary by OBD component due to differing missions. While we acknowledge the operational diversity of OBD components, exercising a structured and complete VAM process is essential for assessing underutilized vehicles and optimizing fleet size.

Further, the FPMR requires agencies to justify full-time vehicle assignments, but JMD did not provide documentation to validate the continued need for individual vehicles beyond a general assertion of mission requirements.

We determined that JMD lacked written policies and procedures on conducting a VAM. The absence of formalized processes undermines JMD's ability to consistently evaluate and optimize the OBD fleet. Without clear policies and procedures, JMD also lacks the governance and controls to ensure compliance with FMR and FPMR requirements or effectively assess underutilized vehicles, critical mission vehicles, and overall fleet size.

Fleet Utilization Review

The FPMR requires agencies to justify a full-time vehicle assignment, where utilization factors may be used to ensure vehicles are reasonably utilized.[5] We found that JMD did not coordinate with OBDs to conduct fleet utilization reviews.

Our interviews with OBD personnel revealed that JMD did not discuss vehicle utilization or the need to retain underutilized vehicles. On a positive note, we found that the United States Parole Commission, independent of any JMD review process, reduced its fleet from three to two vehicles based on mileage and usage data. However, we also found that JMD's FASS Mail & Warehouse Section (WHS) had two inoperable trucks, one for over 1 year and the other for over 2 years, as of April 2026, and that JMD was paying lease expenses for these two unused trucks for extended periods of time. JMD personnel confirmed that the Mail & Warehouse Section used a different truck in its fleet during this period.

Based on the examples mentioned above, we determined that JMD missed opportunities to address underutilized vehicles and that such a review could help OBDs identify underutilized vehicles and assess their retention based on operational needs. A JMD official stated that components manage their own fleets, so JMD's role is limited to supporting OBD components as needed. However, JMD has access to mileage and fuel usage data for each component and could use this data to identify underutilized vehicles and initiate discussions to improve efficiency. The JMD official indicated openness to this approach.

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[2] The FPMR, codified in 41 C.F.R. § 101, are regulations prescribed by the GSA to govern and guide federal agencies. The FMR, codified in 41 C.F.R. § 102, is the successor regulation to the FPMR. FMR contains updated regulatory policies originally found in the FPMR. However, the FMR does not contain FPMR material that described how to do business with the GSA. The FMR prescribes policies concerning property management and related administrative activities.

[3] 41 C.F.R. § 102-34.40 (2025).

[4] Based on the 41 C.F.R. § 102-34.50, an optimal fleet minimizes vehicle count and maximizes cost efficiency while fulfilling the agency's mission.

[5] 41 C.F.R. § 101-39.301 (2025).

Inventory Management

DOJ Policy Statement 1600.02, Physical Inventory, requires components to manage inventories of government-controlled accountable property, including vehicles, and establish controls to safeguard assets. At the start of our audit, JMD reported 88 GSA-leased vehicles, of which 36 were equipped with telematics—information technology that combines telecommunications and informatics to send, receive, and store data connected with fleet vehicles. We selected a judgmental sample of 30 vehicles to verify their existence. We confirmed that 27 existed and noted that the remaining 3 vehicles, which had been leased by the Community Relations Service, had been returned to GSA in anticipation of its elimination in FY 2026.

Comparing 88 OBD vehicles in the Federal Fleet Report (FFR) to inventory reports, we found 7 vehicles were not recorded in the inventory system due to an oversight, which JMD corrected after our inquiry. Additionally, nine instances of inaccurate vehicle information, such as license plate or identification numbers, were attributed to human error and subsequently corrected.

We also found three INTERPOL Washington vehicles in the inventory system but not reported in the OBD FFR. A JMD official could not explain this, as the vehicles were added before their tenure.[6]

A JMD official stated that JMD FASS coordinates with components to compile the FFR, and Personal Property Services verifies inventory system data; however, JMD FASS does not reconcile the data. These procedures failed to address discrepancies, such as the ones we identified, thereby hindering effective fleet asset management. Further, the incomplete FFR data compromises accountability and transparency.

Mileage Reporting

The GSA Fleet Customer Leasing Guide states that leasing agencies must report accurate monthly mileage to GSA Fleet. Mileage can be reported through telematics automatically—entering odometer readings at the fuel pump, which is then transmitted to the GSA Fleet system—or by manual entry into the GSA Fleet system.

We compared observed odometer readings to mileage reported in the GSA Fleet system and found variances that were not attributed to timing differences between the dates reported and dates observed. Additionally, we could not obtain odometer readings for the two inoperable trucks mentioned above because they could not be started. Upon reviewing the mileage reporting dates, we found that 14 out of the 27 sampled vehicles, including the 2 inoperable trucks, did not consistently report mileage. In the absence of reported numbers, the GSA Fleet system generated estimated mileage based on the vehicle's historical data. Table 1 identifies the vehicles in our sample that had unreported mileage for extended periods.

When we asked JMD about the variances and inconsistent mileage reporting, a JMD official explained that corrections are made at the next refueling if an odometer reading is missed for a particular month. The official also noted that JMD FASS requires contracted drivers to submit a mileage form monthly. Despite this control, we found substantial inconsistencies.

Inconsistent mileage reporting by OBDs caused the GSA Fleet system to generate estimates, resulting in inaccurate mileage data on the FFR. Accurate mileage is critical for proper billing and timely preventive maintenance, as many maintenance tasks are dictated by mileage. A JMD official acknowledged the need to reeducate OBD components on reporting requirements. In September 2025, JMD contracted with a vendor to support the collection and entering of monthly mileage data into the system.

Addressing Vehicle Recall and Preventive Maintenance

The FMR requires GSA Fleet vehicle users to follow safety and preventive maintenance notices.[7] The GSA Customer Fleet Leasing Guide mandates immediate action on recall notifications and scheduling preventive maintenance as required. Furthermore, according to the FPMR, GSA may withdraw vehicles not maintained according to standards.[8]

As of June 30, 2025, 4 vehicles had at least 1 outstanding safety recall, and 13 vehicles had overdue preventive maintenance among the 27 sampled. The longest outstanding recall had been open for over 5 years (2,121 days), and longest overdue maintenance was over 6 years (2,313 days). Timely maintenance and recall resolution ensure vehicle safety, reliability, and performance. When presented with these issues, a JMD official stated that some had been addressed, but as of April 2026, we have not received supporting documentation. Table 1 identifies the vehicles in our sample with outstanding recalls and overdue maintenance.

We determined that JMD lacked specific policies for preventive maintenance and safety recalls. A JMD official acknowledged that these issues should be resolved at the

[6] INTERPOL Washington has integrated into the United States Marshals Service in February 2026.

[7] 41 C.F.R. § 101-39.303 (2025).

[8] 41 C.F.R. § 101-39.307 (2025).

component’s earliest convenience. To assist components, JMD contracted with a vendor to track and schedule its OBD vehicle maintenance and recalls.

Table 1

Mileage Reporting, Vehicle Recalls & Preventive Maintenance[a]

Sample No.	Component	Last Mileage Report Date	Days Lapsed[b] Since Last Mileage Report Date	Number of Vehicle Safety Recalls	Outstanding Recall Notification Date(s)	Days Lapsed[b] Since Recall Date	Preventive Maintenance Due Date	Days Lapsed[b] Since Scheduled Maintenance
1	JMD/FASS/Logistic Management (LM)[c]	N/A	0	0	N/A	N/A	N/A	N/A
2	JMD/FASS/Justice Building Services	12/20/2024	192	0	N/A	N/A	07/31/2024	334
3	Office of Solicitor General	06/20/2025	10	0	N/A	N/A	08/05/2022	1,060
4	JMD/FASS/WHS	08/25/2023	675	0	N/A	N/A	03/01/2019	2,313
5	JMD/FASS/WHS	08/25/2023	675	0	N/A	N/A	06/01/2023	760
6	JMD/FASS/WHS	11/21/2023	587	0	N/A	N/A	N/A	N/A
7	JMD/FASS/LM	04/22/2024	434	2	03/15/2021	1,568	05/01/2023	791
					02/15/2021	1,596		
8	USPC[d]	10/31/2024	242	0	N/A	N/A	N/A	N/A
9	USPC[d]	06/19/2025	11	0	N/A	N/A	N/A	N/A
10	Tax Division[e]	06/20/2025	10	1	03/30/2022	1,188	N/A	N/A
11	OJP	06/02/2025	28	0	N/A	N/A	N/A	N/A
12	OJP	06/02/2025	28	0	N/A	N/A	N/A	N/A
13	National Security Division	09/24/2024	279	0	N/A	N/A	N/A	N/A
14	JMD/FASS/Motor Pool[d]	06/19/2025	11	1	09/09/2019	2,121	05/08/2025	53
15	JMD/FASS/LM[d]	06/19/2025	11	1	01/08/2025	173	N/A	N/A
16	Criminal Division[d]	06/19/2025	11	0	N/A	N/A	N/A	N/A
17	JMD/Security & Emergency Planning Staff (SEPS)[d]	10/31/2024	242	0	N/A	N/A	07/30/2019	2,162
18	JMD/SEPS	02/20/2025	130	0	N/A	N/A	02/01/2025	149
19	JMD/SEPS	11/06/2024	236	0	N/A	N/A	09/01/2024	302
20	JMD/SEPS	11/06/2024	236	0	N/A	N/A	06/01/2022	1,125
21	JMD/SEPS	12/20/2024	192	0	N/A	N/A	10/01/2024	272
22	JMD/SEPS	11/06/2024	236	0	N/A	N/A	09/01/2024	302
23	JMD/SEPS[d]	06/19/2025	11	0	N/A	N/A	N/A	N/A
24	JMD/SEPS[d]	06/19/2025	11	0	N/A	N/A	N/A	N/A
25	JMD/SEPS[d]	06/19/2025	11	0	N/A	N/A	N/A	N/A
26	JMD/SEPS[d]	11/19/2024	223	0	N/A	N/A	03/01/2024	486
27	JMD/SEPS[d]	06/19/2025	11	0	N/A	N/A	N/A	N/A

[a] Exceptions are identified in red. Unless otherwise specified, "N/A" is defined as "Not Applicable."

[b] Days lapsed is computed using the date as of June 30, 2025.

[c] This vehicle was terminated on August 15, 2025.

[d] This vehicle is equipped with telematics.

[e] On April 7, 2026, the Tax Division moved to the National Fraud Enforcement Division.

Source: OIG's analysis based on vehicle information from GSA Fleet.

Recommendations

Given the results of our audit, we recommend that JMD:

1. Establish written policies and controls for OBD components to execute a vehicle allocation methodology, or VAM, that includes information necessary to identify an optimal fleet, conduct fleet utilization reviews, and comply with vehicle safety recalls and preventive maintenance requirements.
2. Promptly return the two inoperable trucks to GSA to prevent further waste of government funds.
3. Collaborate with OBD components to routinely reconcile inventory, ensuring all vehicles are accounted for in the inventory management system and accurately reported in the Federal Fleet Report.
4. Strengthen controls to ensure accurate and current mileage reporting for all vehicles.

JMD agreed with our recommendations in response to a draft of this report, which can be found in Appendix 2. Our analysis of JMD's response and actions needed to close the report can be found in Appendix 3.

APPENDIX 1: Audit Scope and Methodology

Scope and Methodology

Our audit generally covered, but was not limited to, the 88 OBD vehicles reported at the start of our audit. We examined federal regulations and fleet management policies, interviewed JMD officials and OBD personnel responsible for fleet operations, and spoke with vehicle drivers who are DOJ contractors or employees.

We conducted fieldwork in the Washington, D.C. metropolitan area, inspecting sampled vehicles to verify their existence and record odometer readings.

Additionally, we analyzed data from the GSA Fleet and inventory systems and interviewed GSA officials about their oversight of the GSA Fleet program.

Throughout the audit, we obtained from responsible officials their feedback on our preliminary audit results; as appropriate, these views are reflected in our report.

Statement on Compliance with Generally Accepted Government Auditing Standards

We conducted this performance audit in accordance with generally accepted government auditing standards (GAGAS). Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objective. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objective.

Internal Controls

In this audit, we performed testing of internal controls significant within the context of our audit objective. We did not evaluate the internal controls of JMD to provide assurance on its internal control structure as a whole. JMD management is responsible for the establishment and maintenance of internal controls in accordance with GSA's Federal Property Management Regulations and fleet management policies. Because we do not express an opinion on JMD's internal control structure as a whole, we offer this statement solely for the information and use of JMD.[9]

The internal control deficiencies we found are discussed in the Audit Results section of this report. However, because our review was limited to those internal control components and underlying principles that we found significant to the objective of this audit, it may not have disclosed all internal control deficiencies that may have existed at the time of this audit.

Compliance with Laws and Regulations

In this audit we tested, as appropriate given our audit objective and scope, selected transactions, records, procedures, and practices, to obtain reasonable assurance that JMD's management complied with federal laws and regulations for which non-compliance, in our judgment, could have a material effect on the results of our audit.

Our audit included examining, on a test basis, JMD's compliance with the following laws and regulations that could have a material effect on JMD's operations:

- Federal Property Management Regulations
- Federal Management Regulation

Sample-Based Testing

To accomplish our audit objective, we performed sample-based testing for OBD's leased vehicles from GSA Fleet. In this effort, we employed a judgmental sampling design to obtain broad exposure to numerous facets of the areas we reviewed. This non-statistical sample design did not allow projection of the test results to the universe from which the samples were selected.

Computer-Processed Data

During our audit, we obtained information from GSA Fleet and Asset Portfolio System. We did not test the reliability of those systems as a whole, therefore any findings identified involving information from those systems were verified with documentation from other sources. We reviewed this data for obvious inconsistency errors and completeness.

When we found discrepancies, we brought them to the attention of JMD and worked with them to correct the discrepancies before conducting our analyses. As a result of these efforts, we determined that the fleet and inventory data was sufficiently reliable for the purposes of this report.

[9] This restriction is not intended to limit the distribution of this report, which is a matter of public record.

APPENDIX 2: JMD's Response to the Draft Audit Report

U.S. Department of Justice

Justice Management Division

Washington, D.C. 20530

MEMORANDUM TO: Jason R. Malmstrom
Assistant Inspector General for Audit

FROM: R, Scott Snell EVELYN SASSOK
Director
Facilities and Administrative Services Staff
Department of Justice

SUBJECT: The Audit of the Justice Management Division's Fleet Management Program.

This memorandum answers the recommendations from the Office of the Inspector General's (OIG) report titled "Audit of the Justice Management Division's Fleet Management Program." We appreciate the opportunity to respond.

Recommendation 1: Establish written policies and controls for Office, Boards and Divisions (OBD) components to execute a Vehicle Allocation Methodology (VAM) that includes information necessary to identify an optimal fleet, conduct fleet utilization reviews, and comply with vehicle safety recalls and preventive maintenance requirements.

- **Justice Management Division (JMD) to establish written policies and controls for OBD components to execute a VAM that includes information necessary to identify an optimal fleet.**

JMD concurs with the recommendation. JMD is in the process of creating a policy statement for the OBD fleet which will include new procedures for evaluating their fleet during the VAM process. For the next VAM, Facilities and Administrative Services Staff (FASS), Logistics Management Services (LMS) will require each OBD to answer a questionnaire that provides them with specific evaluation criteria. Along with the questionnaire, they will also be provided with a report showing the total cost and number of miles traveled for each of their fleet vehicles over the previous two years. Each OBD will be required to confirm their optimal fleet in writing. In addition, FASS/LMS is in the process of creating OBD Instructions for GSA Vehicle Leasing that will also include the new procedures.

The FASS/LMS staff completes the VAM every five years as required. The majority of the Department's fleet belongs to the law enforcement (LE) bureaus. As a result, each bureau, based on their mission, will have different criteria for determining vehicle utilization. For the OBD's, more than half of the vehicles (48 of 88 vehicles) belong to the FASS fleet office as part of Mail, MotorPool and Facilities related programs. During the VAM process, vehicles are evaluated based on numerous factors such as mileage, overall usage (trips per day/days used), and mission requirements.

During the VAM process, follow up meetings occur with OBD representatives to resolve questions regarding the vehicles. The new questionnaire will require the optimal fleet verifications to be approved by components at the Executive Officer level or higher. Below is a breakout of the remaining fleet included at the time of the audit:

OBD	Vehicles
Office of the Solicitor General	1
Security and Emergency Planning Staff	11
National Security Division	4
U.S. Parole Commission	2
Community Relations Services*	16
Criminal Division	1
Tax Division*	1
Office of Justice Programs	4

* CRS vehicles were returned to GSA.

* TAX vehicles transferred to Civil Division.

- **JMD to establish written policies and controls for OBD components to conduct fleet utilization reviews.**

JMD concurs with the recommendation. JMD's new OBD fleet policy statement will require OBD's to conduct quarterly reviews and provide specific control and reporting guidelines. In addition, quarterly meetings will be held with the OBDs to verify that mileage and procedures are followed in accordance with JMD Policy and Instructions.

For the 48 FASS vehicles, staff have implemented monthly fleet utilization reviews which will be incorporated into the overall VAM process. FASS has successfully been able to maintain the same fleet level while adding new requirements over recent years. This has been accomplished by consolidating routes to utilize existing vehicles without increasing our fleet size.

Overall, the OBD fleet has stayed consistent, averaging 89 vehicles over the last five years. At the end of FY 2025, the OBD fleet decreased to 72 vehicles due to the Department's reorganization efforts and the closure of CRS.

- **JMD to establish written policies and controls for OBD components to comply with vehicle safety recalls and preventive maintenance requirements.**

JMD concurs with the recommendation. JMD's new OBD fleet policy statement will include the requirement to comply in a timely manner to preventive maintenance and safety recalls. The instructions for how to use the preventive maintenance and safety recall features of the GSAFleet system will be included in the new OBD Instructions for Vehicle Leasing.

FASS/LMS will use the GSAFleet system to run monthly reports to confirm any overdue OBD preventive maintenance or safety recalls and reach out to the offices for corrective action.

Prior to the new GSAFleet system, FASS/LMS would distribute preventive maintenance and recall notices as they were received from GSA through e-mail or hardcopy via USPS mail. Each request was addressed as soon as vehicles could be taken out of rotation without disrupting service. The new GSAFleet system provides access to all preventive maintenance and safety recalls at one time providing a better opportunity for planning.

Recommendation 2: Promptly return the two inoperable trucks to GSA to prevent further waste of government funds.

JMD concurs with the recommendation. The two vehicles were returned to GSA on Tuesday, June 9th. As part of the updated FASS instructions, information will be clarified to streamline the return of vehicle process with GSA.

Recommendation 3: Collaborate with OBD components to routinely reconcile inventory, ensuring all vehicles are accounted for in the inventory management system and accurately reported in the Federal Fleet Report.

JMD concurs with the recommendation. FASS/LMS has implemented an updated reporting protocol with FASS Personal Property Services (PPS), which will include submission of monthly OBD fleet reports to ensure that all vehicles are reported correctly in the Department's asset management system. FASS/LMS will collaborate with the OBD components in the quarterly meetings to confirm that the information provided via the GSAFleet system is correct.

In the past, errors occurred in the inventory system as vehicles were returned, replaced or in service at the time of the inventory review period, and the updated information was not always accurately captured. As part of the new reporting instructions, vehicle reporting will be provided directly from the GSA system to the FASS PPS Team to ensure that the FASS and OBD inventory records are updated monthly.

As part of this review, missing vehicles were identified in the Department's Interpol inventory. While FASS does not manage those vehicles as Interpol is a law enforcement entity, the discrepancies in the inventory were resolved with USMS/Interpol on August 19, 2025.

Recommendation 4: Strengthen controls to ensure accurate and current mileage reporting for all vehicles.

JMD concurs with the recommendation. To ensure that mileage is being captured correctly, FASS will now collect the monthly odometer readings and enter them into the GSAFleet system for any vehicle not equipped with telematics. In addition, directions for how to obtain a GSAFleet account and enter the mileage will be included in the new OBD Instructions for GSA Vehicle Leasing. FASS/LMS staff will reach out to each OBD to make sure they have at least one person assigned to GSAFleet so they can enter their monthly mileage into the system.

JMD requires that OBD's use GSA's leasing program to fulfill their vehicle requirements. All GSA-leased vehicles are issued GSA fleet fuel cards. The cards are designed to allow the driver to enter the vehicle odometer reading when purchasing fuel to capture the mileage and sends it electronically to the GSAFleet system. This method is called "Get Odometer Readings at the

Pump" (GORP). GORP provides an automated mechanism for recording odometer readings during normal vehicle operations to capture mileage data through the fuel card system without requiring separate manual entries by field personnel. Historically, the GORP process was the only method that was being used to track mileage for OBD vehicles. As part of this review, GSA has acknowledged that this reporting method is flawed, and therefore, JMD will be utilizing a different reporting mechanism immediately.

As part of the updated JMD Policy, components will be required to have access to the GSA Fleet System and will be required to manually enter monthly mileage data and add telematics to all vehicles, which will provide real time mileage and vehicle information.

APPENDIX 3: Office of the Inspector General Analysis and Summary of Actions Necessary to Close the Audit Report

The Office of the Inspector General (OIG) provided a draft of this audit report to the Justice Management Division (JMD). JMD's response is incorporated as Appendix 2 of this final report. In response to our draft audit report, JMD concurred with our recommendations and discussed the actions it will implement in response to our findings. As a result, the status of the audit report is resolved. The following provides the OIG analysis of the response and summary of actions necessary to close the report.

Recommendations for JMD:

1. **Establish written policies and controls for DOJ's Offices, Boards, and Divisions (OBD) components to execute a vehicle allocation methodology (VAM) that includes information necessary to identify an optimal fleet, conduct fleet utilization reviews, and comply with vehicle safety recalls and preventive maintenance requirements.**

   <u>Resolved.</u> JMD concurred with our recommendation. JMD stated that it is in the process of creating a policy statement for the OBD fleet, which will include new procedures for evaluating its fleet during the VAM process. Also, its new policy will require OBD to conduct quarterly fleet utilization reviews, provide specific controls and reporting guidelines, and include the requirement to comply with preventive maintenance and safety recalls in a timely manner.

   This recommendation can be closed when we receive the finalized OBD fleet policy statement with new procedures for evaluating OBD's fleet during the VAM process, requiring fleet utilization reviews and compliance with vehicle safety recalls and preventive maintenance requirements.

2. **Promptly return the two inoperable trucks to the General Services Administration (GSA) to prevent further waste of government funds.**

   <u>Resolved.</u> JMD concurred with our recommendation. JMD stated that it returned the vehicles to GSA on June 9, 2026.

   This recommendation can be closed when we receive evidence that the two inoperable trucks have been returned to GSA.

3. **Collaborate with OBD components to routinely reconcile inventory, ensuring all vehicles are accounted for in the inventory management system and accurately reported in the Federal Fleet Report.**

   <u>Resolved.</u> JMD concurred with our recommendation. JMD stated that it has implemented an updated reporting protocol with Facilities and Administrative Services Staff Personal Property Services, which will include submission of monthly OBD fleet reports to ensure all vehicles are reported correctly in the Department's asset management system. JMD also stated that the discrepancies identified in the Department's INTERPOL fleet inventory were resolved with USMS/INTERPOL on August 19, 2025.

   This recommendation can be closed when we receive evidence that shows the implementation of the updated reporting protocol that ensures routine reconciliation of inventories, complete accounting of all vehicles in the inventory management system, and accurate Federal Fleet Reports.

4. **Strengthen controls to ensure accurate and current mileage reporting for all vehicles.**

   Resolved. JMD concurred with our recommendation. JMD stated that as part of the updated JMD policy, components will be required to have access to the GSA Fleet system and will be required to manually enter monthly mileage data and add telematics to all vehicles.

   This recommendation can be closed when we receive evidence that controls have been implemented to ensure accurate and current mileage reporting.