

Washington State Patrol Pursuit Vehicle Replacement

2020 JLARC STUDY

The 2019 Legislature directed JLARC staff to review the Washington State Patrol's (WSP) pursuit vehicle life cycle cost model (ESHB 1160). WSP used it to determine a replacement target of 110,000 miles.

\$13.3M VEHICLE PURCHASES AND EQUIPMENT

\$14.4M VEHICLE MAINTENANCE AND OPERATIONS

TOTAL: \$27.7M

WSP planned to spend \$13.3 million to purchase and equip 240 new pursuit vehicles in the 2019-21 biennium

It expected to spend just under half of its pursuit vehicle budget on new purchases and the rest on operating costs (e.g., fuel and repairs).

WSP is not following best practices for using and communicating life cycle cost analysis

This limits the accuracy of the analysis and its impact on policy and funding decisions. For example, WSP:

Provides limited oversight of the maintenance data entered by its staff resulting in unreliable information.

Uses inconsistent formulas in its model and does not discount costs to their present value.

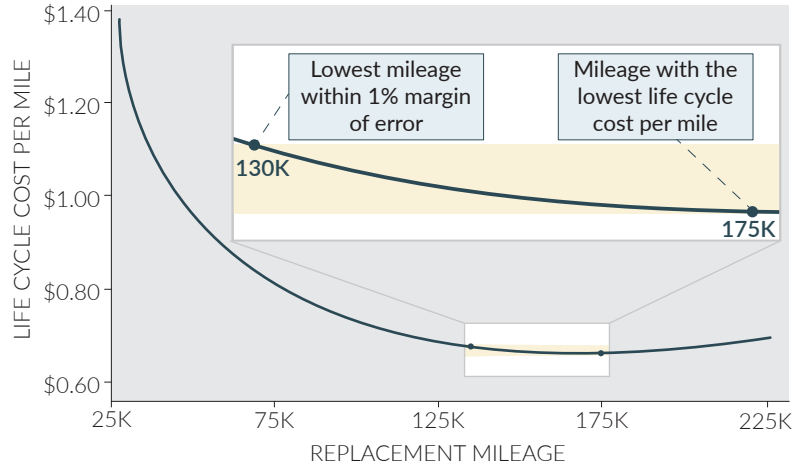
Does not document the assumptions and methodologies used to update the model.

Provides inaccurate and, in some cases, out of date information to the Legislature.

JLARC staff's analysis indicates an optimal replacement target of 130,000 miles

JLARC staff modified the model to align with available fleet data and incorporate best practices for life cycle costing. The updated model identifies an **optimal replacement range from 130,000 miles to 175,000 miles**.

Choosing the lowest mileage within the optimal range minimizes the risks and costs associated with factors that are not included in life cycle cost analysis.



Replacement decisions should be based on a revised analysis and also consider other important factors

Along with life cycle cost analysis, some other important considerations may favor a lower replacement target. These include vehicle safety, vehicle downtime due to repairs, and vehicle reliability.

LEGISLATIVE AUDITOR'S RECOMMENDATION

1. WSP should improve the procedures and data systems it uses to collect and track vehicle maintenance data.
2. WSP should establish and document procedures for conducting life cycle cost analysis each biennium.
3. WSP should provide the Legislature with additional information on its life cycle cost analysis and pursuit vehicle budget when it submits its biennial budget requests.

The complete report is on the JLARC web site: www.leg.wa.gov/jlarc

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