

Municipal Clerk's Office

AO 2024-131 Approved

Date: January 7, 2025

Motion to amend AO previously  
adopted with (S) version

Date: January 21, 2025

Submitted by: Mayor LaFrance and  
Chair Constant

Prepared by: Dept. of Law, Chief Admin. Officer

Reviewed by: Assembly Counsel's Office

For reading: January 21, 2025

**ANCHORAGE, ALASKA**  
**AO No. 2024-131(S)**

1 AN ORDINANCE PROVIDING FOR THE SUBMISSION TO THE QUALIFIED  
2 VOTERS OF THE ANCHORAGE METROPOLITAN POLICE SERVICE AREA  
3 (AMPSA) IN MUNICIPALITY OF ANCHORAGE, ALASKA AT THE ELECTION TO  
4 BE HELD IN THE MUNICIPALITY ON APRIL 1, 2025, THE QUESTION OF  
5 WHETHER TO APPROVE A SPECIAL TAX LEVY DEDICATED TO PAYMENT  
6 OF THE COSTS OF ACQUIRING POLICE VEHICLES.

7  
8 **WHEREAS**, the Anchorage Police Department ("APD") has a need to acquire new  
9 police vehicles to support the department's mission within the Anchorage  
10 Metropolitan Police Service Area; and

11  
12 **WHEREAS**, investing in new vehicles and equipment will address the needs of the  
13 community by improving public safety and enhancing the municipality's operational  
14 efficiency; and

15  
16 **WHEREAS**, at present, the APD fleet includes approximately 500 police cars, each  
17 of which has a fully outfitted replacement cost of approximately \$75,000; and

18  
19 **WHEREAS**, by industry standard, police cars should be replaced after 10 years of  
20 services, which would result in the MOA buying 50 new cars a year; and

21  
22 **WHEREAS**, vehicles and equipment used beyond their useful life can experience  
23 frequent down time and high maintenance costs if not replaced in a timely manner;  
24 and

25  
26 **WHEREAS**, this request is for an annual levy calculated to collect up to \$3,000,000  
27 which could support an annual purchase of 40 vehicles, resulting in vehicles being  
28 retired at 12.5 years;

29  
30 **WHEREAS**, it is anticipated that the annual levy, if approved by voters, will eliminate  
31 the need to bond for police vehicles for the foreseeable future; now, therefore,

32  
33 **THE ANCHORAGE ASSEMBLY ORDAINS:**

34  
35 **Section 1.** *Ballot Proposition.* The Assembly hereby submits to the qualified  
36 voters of the Anchorage Metropolitan Police Service Area, at the regular municipal  
37 election to be held on April 1, 2025, the proposition of whether or not the  
38 Municipality should levy a special tax to collect not to exceed \$3,000,000 annually  
39 from the service area, as described in Anchorage Municipal Charter section  
40 14.03(b)(3), dedicated to pay the costs of acquiring police vehicles to maintain the  
41 APD fleet.  
42

The Clerk shall prepare the ballot proposition to be submitted to the voters as provided by this ordinance and the Anchorage Municipal Code and shall perform all necessary steps in accordance with law to place this proposition before the voters at the regular election. The proposition must receive a majority vote of those in the AMPSA voting on the question to be approved. The proposition shall be substantially in the following form:

PROPOSITION NO. \_\_\_\_

ANCHORAGE METROPOLITAN POLICE SERVICE  
AREA  
POLICE VEHICLE SPECIAL TAX LEVY

For the purpose of acquiring and replacing police vehicles to maintain a fleet, as provided in AO 2025-\_\_\_\_, shall Anchorage levy a special tax to collect an amount not to exceed \$3,000,000 annually, dedicated solely to those purposes?

Voter approval of this proposition authorizes for each \$100,000 of assessed property value in the Anchorage Metropolitan Police Service Area (based on the estimated total 2025 assessed valuation in the AMPSA) an annual increase in taxes not to exceed \$7.55[\_\_\_\_]. It is anticipated that this levy will eliminate the need to bond for patrol vehicles for the foreseeable future.

The tax shall be levied and collected from real and personal property within the Anchorage Metropolitan Police Service Area only.

YES       NO

**Section 2.** This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this 21st day of January, 2025.

Chair

ATTEST:

Municipal Clerk



# MUNICIPALITY OF ANCHORAGE

## Assembly Memorandum

No. AM 99-2025

Meeting Date: January 21, 2025

1 **From:** MAYOR LAFRANCE AND CHAIR CONSTANT

2  
3 **Subject:** AN ORDINANCE PROVIDING FOR THE SUBMISSION TO THE  
4 QUALIFIED VOTERS OF THE ANCHORAGE METROPOLITAN  
5 POLICE SERVICE AREA (AMPSA) IN MUNICIPALITY OF  
6 ANCHORAGE, ALASKA AT THE ELECTION TO BE HELD IN THE  
7 MUNICIPALITY ON APRIL 1, 2025, THE QUESTION OF WHETHER  
8 TO APPROVE A SPECIAL TAX LEVY DEDICATED TO PAYMENT  
9 OF THE COSTS OF ACQUIRING POLICE VEHICLES.

10  
11 The Anchorage Police Department's fleet of police vehicles is aging and in need of  
12 repair and replacement. The fleet currently includes approximately 500 police  
13 vehicles.

14  
15 Investing in new vehicles and equipment will address the needs of the community by  
16 improving public safety and enhancing the Municipality's operational efficiency.  
17 Vehicles and equipment used beyond their useful life can experience frequent down  
18 time and high maintenance costs if not replaced in a timely manner. By industry  
19 standard, police cars should be replaced after 10 years of services, which would  
20 result in the Municipality buying 50 new cars a year.

21  
22 Each police car has a fully outfitted replacement cost of approximately \$75,000. This  
23 request is for an annual levy of a special tax in the Anchorage Metropolitan Police  
24 Service Area only sufficient to collect not to exceed \$3,000,000, which could support  
25 an annual purchase of 40 vehicles, resulting in vehicles being retired at 12.5 years.  
26 This model was successful in the past when the Anchorage Police Department  
27 required new information technology, including body-worn cameras, and when the  
28 Anchorage Fire Department needed new emergency medical equipment and  
29 systems.

30  
31 An alternative model, which has been used in the past, would be to seek approval  
32 from voters to *bond* for the needed vehicles. In that approach, voters could, for  
33 instance, be annually asked, each year for the foreseeable future, to approve capital  
34 *borrowing* in the amount of \$3,000,000 a year. The annual increase in taxes to pay  
35 for any single year's borrowing in that amount would be smaller—but a significant  
36 portion of those funds would go, not to purchase new vehicles, but to pay interest on  
37 the borrowing. Moreover, to equivalently maintain the health of the fleet by  
38 refreshing vehicles on a ~12.5 year cycle, *annual* bonds would need to be approved  
39 *each year* for over 13 years, and every year thereafter—with the consequence that

1 the cumulative financial impact of the bonds to voters would be greater than the levy  
2 approach, assuming the same volume of vehicle turnover.

3  
4 In that respect, comparing the proposed levy to a bond is a somewhat apple-to-  
5 oranges. This year’s proposed roads-and-drainage bond, AO 2025-9, for instance,  
6 would have a single year impact of approximately \$7.86 to retire the proposed  
7 bonds. But roads-and-drainage bonds are proposed (and typically approved)  
8 annually, with the consequence that the cumulative impact of all approved road-and-  
9 drainage bonds on a 2024 tax bill was \$143.09 per \$100,000 of assessed value,  
10 supporting a 2024 debt-service payment of \$44.6 million, of which \$13.1 million was  
11 for interest.<sup>1</sup>

12  
13 Because there would be no foreseeable future-year ask for an additional AMPSA  
14 fleet levy, there would be no similar cumulative multi-year impact of the proposed  
15 levy—and no amount would be needed to pay interest.

16  
17 [By way of further comparison, recognizing the carrying cost of incurring debt,  
18 several of the municipality’s service areas similarly are authorized to collect an  
19 annual levy to fund capital improvements without debt. See, e.g., AMC 27.30.215  
20 *Chugiak, Birchwood, Eagle River Rural Road Service Area (CBERRRSA)* (“no more  
21 than 1.0 mill shall be for capital improvements”); AMC 27.30.280 *South Goldenview*  
22 *Area Rural Road Service Area* (“C. No more than 0.60 mills shall be designated for  
23 capital improvements.”).]

24  
25  
26 **THE ADMINISTRATION AND ASSEMBLY CHAIR CONSTANT RECOMMEND**  
27 **APPROVAL.**

28  
29 Prepared by: William D. Falsey, Chief Administrative Officer  
30 Reviewed by: Dean T. Gates, Assembly Counsel  
31 Concur: Ona R. Brause, Director, Office of Management and  
32 Budget  
33 Concur: Eva Gardner, Municipal Attorney  
34 Concur: Philippe D. Brice, CFO  
35 Concur: Rebecca A. Windt Pearson Municipal Manager  
36 Respectfully submitted: Suzanne LaFrance, Mayor  
37 Christopher Constant, Assembly Chair  
38 District 1 – North Anchorage  
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1 See 2024 Approved Operating Budget at Appendix F, available at:  
<https://www.muni.org/Departments/budget/operatingBudget/2024%20GGOB/2024%20Approved%20Operating/Web%202024%20-%20Appendix%20F.pdf>

