



MATANUSKA-SUSITNA BOROUGH

Office of the Borough Manager

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MEMORANDUM

DATE: June 11, 2025
TO: Mayor and Assembly
FROM: Michael Brown, Borough Manager
RE: Manager's Weekly Post

Tax Revenues: With recent conversations due to OR 25-076, there have been questions regarding what other revenue options are available outside of property taxes. Below is a list of current and potential tax options. One important distinction in these taxes is that excise taxes are approved by the Assembly, while sales taxes are approved by the Assembly to go on the ballot and must be approved by voters.

1. An increase to the existing marijuana sales tax could generate an additional \$750,000 to \$1.8M annually, depending on the rate selected (voter approval required).
2. An increase to the existing tobacco excise tax could generate an additional \$1M to \$5M annually, depending on the rate selected.
3. An increase to the existing bed tax could generate an additional \$900,000 to \$2M annually, depending on the rate selected (voter approval required).
4. A potential new alcohol sales tax at 5% could generate \$3M to \$6M annually (voter approval required).
5. A potential new severance (gravel) tax could generate \$750,000 to \$1.25M annually.
6. A potential new areawide sales tax @ 1% could generate approximately \$14M annually (voter approval required).

Corridor Access Management Plan (CAMP): The Assembly requested visuals of the amendments under consideration for the CAMP. Those visuals are attached along with the rationale for why the change was originally included in the plan. If a member has questions or would like to discuss further prior to the next meeting, please reach out.

Public Affairs Media Flyover:

MSB Assembly

- [Proposal-for-7-cents-per-gallon-road-fuel-tax-before-Matanuska-Borough-Assembly](#)
Frontiersman
- [NREL-Announces-2025-Executive-Energy-Leadership-Cohort](#)
NREAL

Providing Outstanding Borough Services to the Matanuska-Susitna Community

- [Proposed-fuel-excise-tax-could-help-local-road-projects](#)
KTNA

Education

- [After-outcry-Alaska-state-board-postpones-vote-on-proposal-to-limit-local-funding-for-schools](#)
Frontiersman
- [School-board-wraps-up-business-during-last-meeting-of-school-year](#)
Frontiersman
- [Mat-Su-parents-grateful-for-Sen-Yundts-leadership-on-Alaska-education-bill](#)
ADN

Animal Care

- [Dogs-recovered-Wasilla-residence-AST-investigates-possible-animal-cruelty-charges](#)
Alaska's News Source
- [Over-20-dogs-removed-from-Wasilla-home-in-animal-welfare-investigation](#)
Your Alaska Link

Roads

- [Construction-closures-coming-to-Glenn-Parks-interchange](#)
Frontiersman
- [Sustina-River-designated-8th-most-endangered-river-United-States](#)
Alaska's News Source

Local Community

- [Palmer-Job-Corps-Center-closure](#)
Alaska Beacon
- [Glacier-View-camp-ministry-offers-faith-adventure-in-scenic-locale](#)
Frontiersman

Community Development/Land Resource Management

- [Alaska-life-hack-state-land-auction-offers-residents-chance-to-own-piece-of-the-last-frontier](#)
Must Read Alaska
- [Federal-board-considers-mount-carola-as-name-for-peak-in-alaska-range](#)
ADN

DES

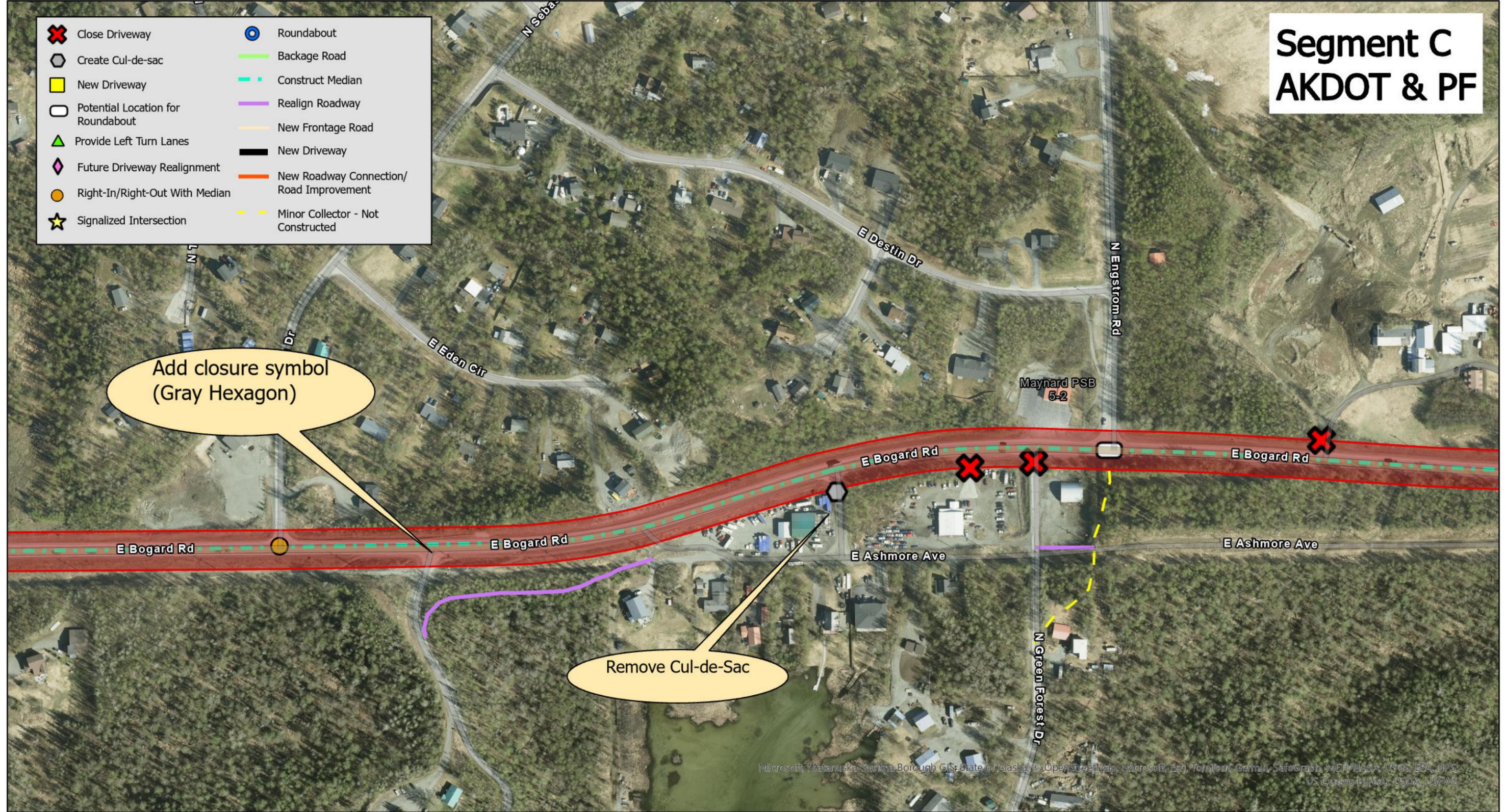
- [Summer-warmth-spreads-across-Alaska-with-showers-across-Bering](#)
Alaska's News Source
- [Earthquakes/quake-info//mag4quake-Jun-10-2025-24-km-ESE-of-Skwentna-Alaska](#)
Volcano Discovery

Port MacKenzie

- [The-Alaska-Railroad-needs-to-finish-the-Point-MacKenzie-extension](#)
ADN
- [Nova-minerals-starts-drilling-at-stibium-gold-antimony-target](#)
Proactive Investors
- <https://kalkinemedi.com/au/stocks/metal-and-mining/kalkine-nova-minerals-kicks-off-drilling-at-stibium-prospect-amid-asx300-momentum>
Kalkine Media

Segment C AKDOT & PF

	Close Driveway		Roundabout
	Create Cul-de-sac		Backage Road
	New Driveway		Construct Median
	Potential Location for Roundabout		Realign Roadway
	Provide Left Turn Lanes		New Frontage Road
	Future Driveway Realignment		New Driveway
	Right-In/Right-Out With Median		New Roadway Connection/ Road Improvement
	Signalized Intersection		Minor Collector - Not Constructed



Amendment #1:

1. Remove the following language from Section 4.4.4.10, pg. 30:

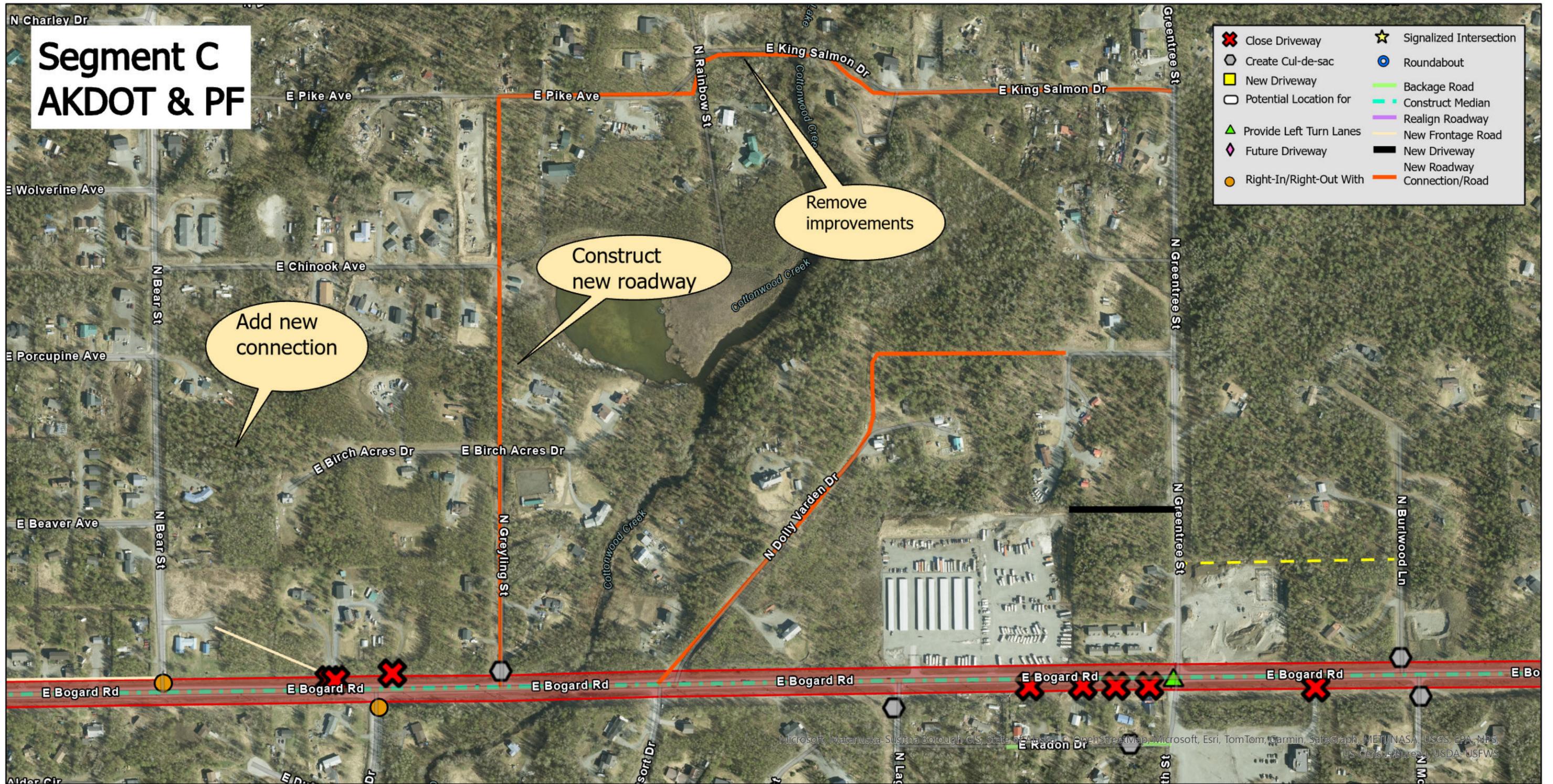
"Cul-de-sac E Ashmore Avenue connection to E Bogard Road. Access to be maintained via Ashmore Avenue and N Green Forest Drive."

Remove map symbols (Fig. 4, pg. 33) for cul-de-sac at **E. Ashmore Avenue**. Add closure symbol on the map for the closure of the current entrance to the Finger Lakes State Park Road (Fig. 4, pg. 33).

Staff Comments:

1. Ashmore is approximately 720-feet from proposed alignment of Engstrom Rd. Preferred spacing is 1,320-feet. Staff supports amendment given AKDOT&PF proposed HSIP improvements.
2. Closure symbol at entrance to Finger Lake State Park was inadvertently omitted. Recommend adopting this amendment.





Segment C AKDOT & PF

Amendment #2:

2. Add map symbols (Fig. 5, pg. 35) to indicate new roadway connection from E. Birch Acres to N. Bear St. and N. Greyling Street, from E. Birch Acres to E Chinook Avenue.

Amendment #3:

3. Remove the following language from Section 4.4.4.7, pg. 29:
 "Improve E Pike Avenue and E King Salmon Drive to meet MSB road standards from N Bear Street to N Loris Way.
 a. Challenges improving to E Pike Avenue to E King Salmon Drive may arise due to non-conforming parcels in this subdivision."

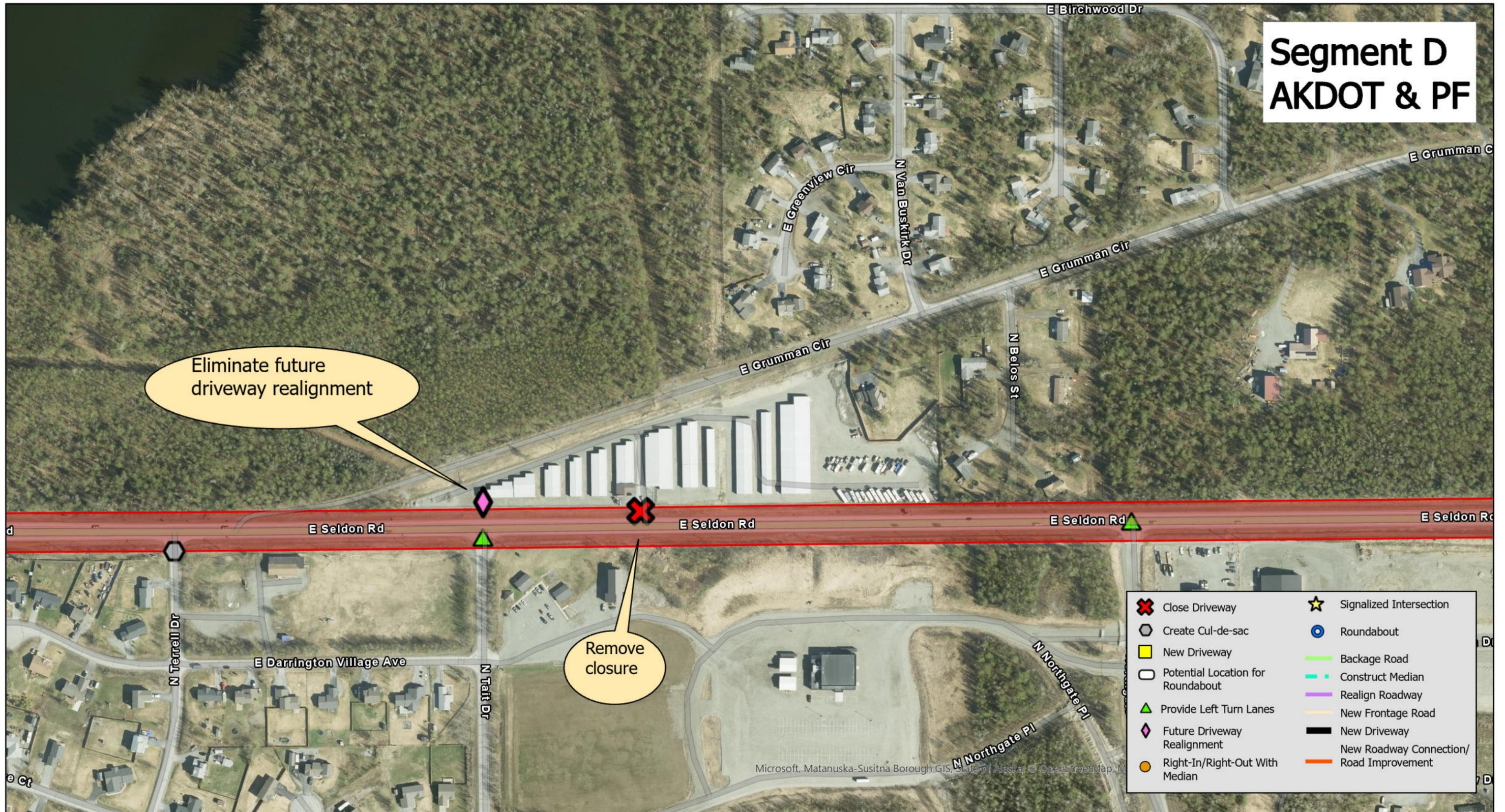
Remove map symbols for Road Connection/Improvement from E. King Salmon Drive to E Pike Avenue (Fig. 5, pg. 35).

Staff Comments:

1. Connection from E Birch Acres to Bear and north to Chinook are likely more feasible than improving E Pike and King Salmon.
2. Recommend adopting these amendment with preference given to constructing N. Greyling to E Chinook Ave



Segment D AKDOT & PF



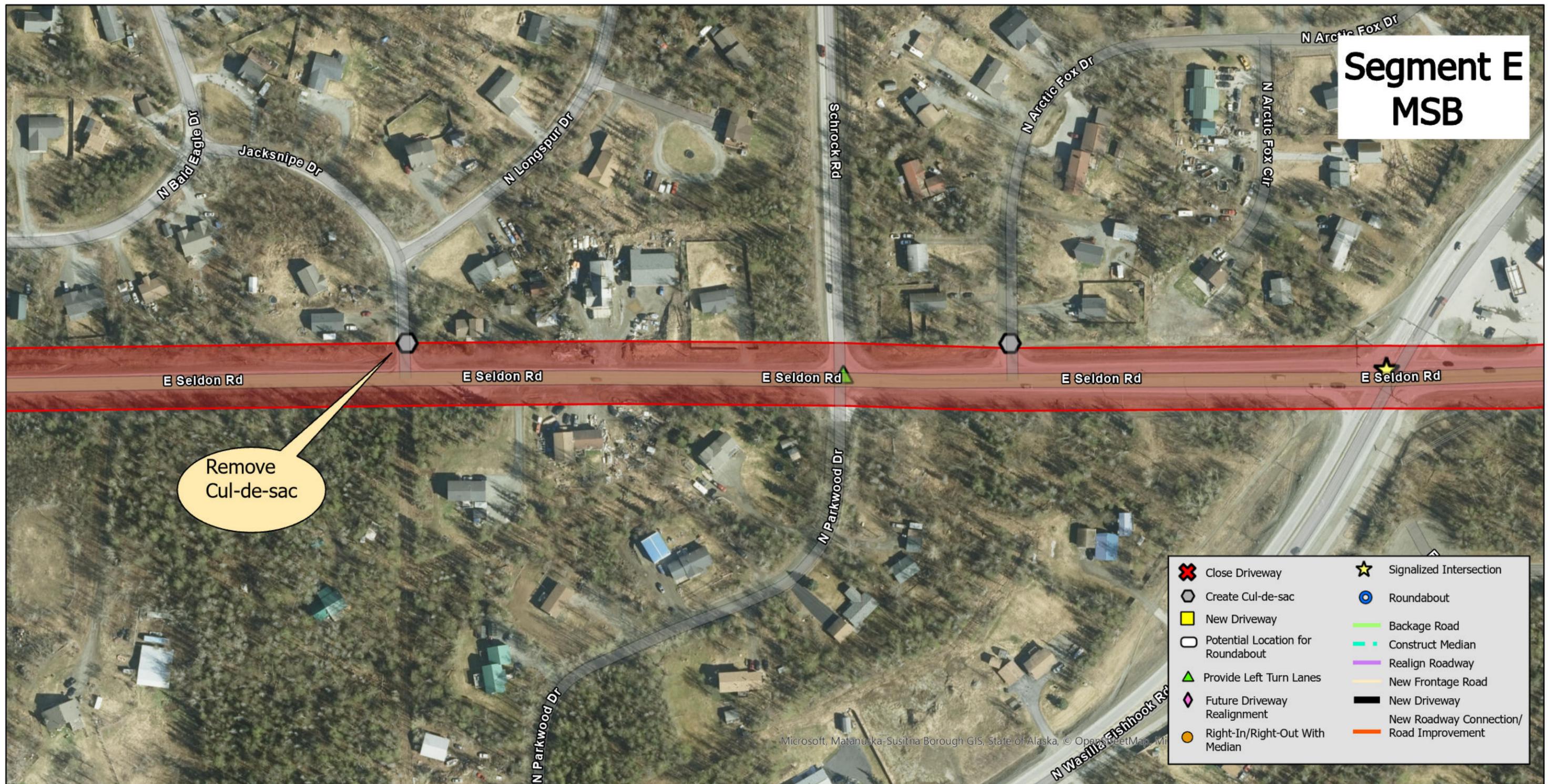
Amendment #4:

4. Remove recommendation and map symbols for Tax ID: 7592000L001 driveway access realignment with Tait Drive in Section 4.5.4.5, pg. 38.

Staff Comments:

Driveway is currently offset with N. Tait Dr. by 418 feet. A major goal of the CAMP is to realign minor approaches.





**Segment E
MSB**

Remove
Cul-de-sac

	Close Driveway		Signalized Intersection
	Create Cul-de-sac		Roundabout
	New Driveway		Backage Road
	Potential Location for Roundabout		Construct Median
	Provide Left Turn Lanes		Realign Roadway
	Future Driveway Realignment		New Frontage Road
	Right-In/Right-Out With Median		New Driveway
			New Roadway Connection/Road Improvement



Amendment #5:

5. Remove the following language from Section 4.6.4.2, pg. 44:

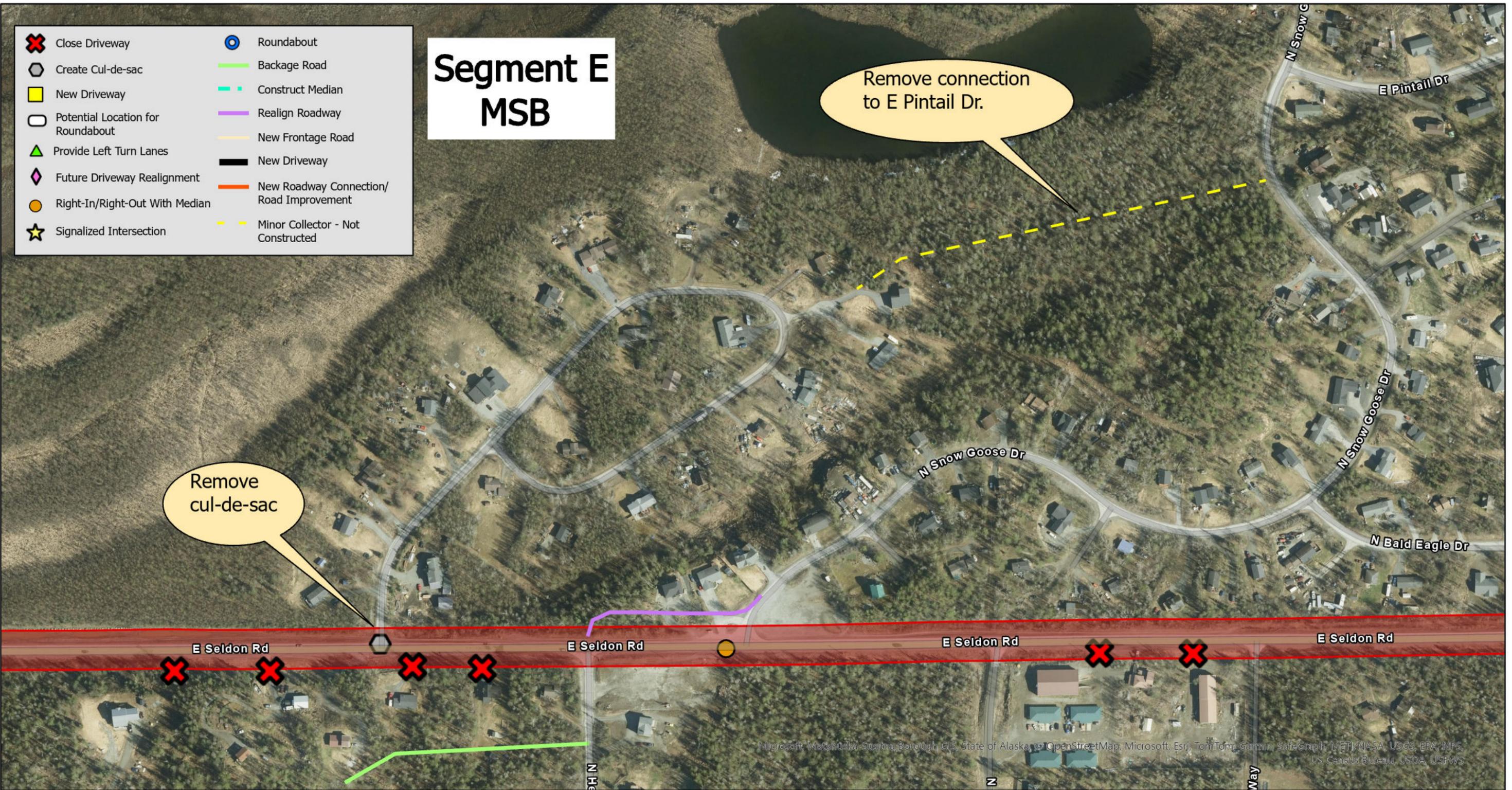
"N Jacksnipe Drive:

o Access to/from Seldon Road is maintained off E Schrock Road."

Remove map symbols (Fig. 7, pg. 47) for cul-de-sac of Jacksnipe Drive

Staff Comments:

Jacksnipe Dr. is approximately 700 feet from Schrock Road intersection and does not meet recommended intersection spacing.



Amendment #6:

- 6. Remove the following language from Section 4.6.4.2, pg. 45
 - "N Old Squaw Loop
 - a. Access to/from Old Squaw Loop will be maintained via new roadway connection between N Old Squaw Loop and E Pintail Drive"

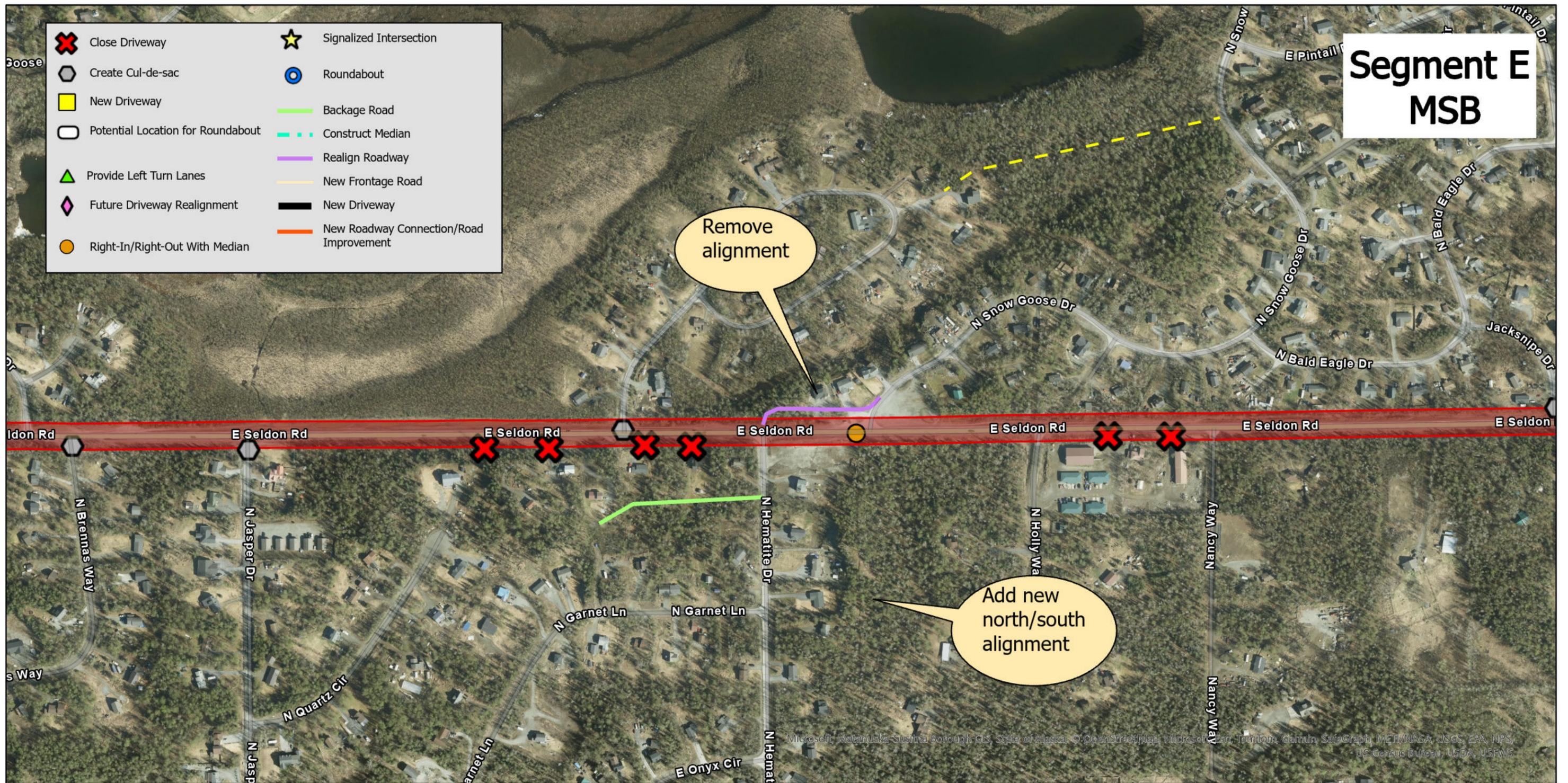
"Roadway Connections Connect E Pintail Drive to N Old Squaw Loop. Proposed alignment will be determined during the environmental and design phase of the project."

Remove map symbols (Fig. 7, pg. 47) for a cul-de-sac at Old Squaw Loop and a new road constructed between N. Old Squaw Circle and E. Pintail Drive

Staff Comments:

Old Squaw Loop is approximately 530 feet from proposed alignment with Snowgoose/Hematite intersection and does not meet recommended intersection spacing.





Amendment #7:

7. Remove the following language from Section 4.6.4.6, pg. 45:

"Preferred Alignment – Realign N Snow Goose Drive to align with N Hematite Drive. This will require grading to reduce the hill to provide adequate intersection sight distance on E Seldon Road. This will impact four parcels in the northwest quadrant of N Snow Goose Drive."

Replace the first "Alternative Option" with "Preferred Alignment- Realign N Hematite Drive to align with the existing N Snow Goose Drive intersection."

Remove "This will impact two parcels in the southeast quadrant of N Hematite Drive."

Replace map symbols (Fig. 7, pg. 47) with the new preferred realignment of N Hematite Drive with N Snow Goose Drive.

Staff Comments:

Realigning Hematite to align with Snow Goose is a viable alternative. However, realigning Snow Goose to align with Hematite is the preferred alternative as it provides access to three lots that have no other access.



Segment F MSB

Remove
realignment

Amendment #8:

8. Remove the following language from Section 4.7.4.3, pg. 51

“Roadway Realignment. To further improve unsignalized intersection spacing, N Eureka Circle should be realigned to the west to align with Mountain Crest Drive. This will impact 2 parcels.”



Staff Comments:

N. Eureka Cir. is offset with N. Mountain Crest Dr. by approximately 300 feet. A major goal of the CAMP is to realign minor approaches.