



NIXLE Registration

Tuesday, March 24, 2026
6:00 PM

Location: Borough Assembly Chambers

Assembly Meetings are livestreamed through Zoom Webinar. You can listen and watch from your device with the information below:

Link: <https://us02web.zoom.us/j/82198672624?pwd=nQmF3oaRoa5WHYzHCFMvEivvbaFMIS.1>

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Please note that Persons to be Heard is not available through Zoom.

1. CALL TO ORDER

- a. PLEDGE OF ALLEGIANCE led by Assembly Member Ottesen
- b. ROLL CALL

2. CEREMONIAL MATTERS - None.

3. PERSONS TO BE HEARD

4. AMENDMENTS TO THE AGENDA

5. CONFLICT OF INTEREST

6. CONSENT AGENDA

- [a.](#) Minutes from the February 24, 2026 Regular Assembly Meeting
- [b.](#) CORRESPONDENCE: School Board Action from the February 16, 2026 Meeting
- [c.](#) CORRESPONDENCE: School Board Minutes from the January 19, 2026 Meeting
- [d.](#) CORRESPONDENCE: School Board Minutes from the December 15, 2025 Meeting
- [e.](#) CORRESPONDENCE: School Board Minutes from the November 19, 2025 Meeting
- [f.](#) CORRESPONDENCE: School Board Minutes from the October 13, 2025 Meeting
- [g.](#) CORRESPONDENCE: School Board Action from the March 16, 2026 Meeting

7. BOROUGH MANAGER'S REPORT

- [a.](#) Borough Manager's Report
- [b.](#) Capital Projects Director Report
- [c.](#) Finance Director's Report: Utilities
- [d.](#) Port & Harbor Director Report

8. BOROUGH CLERK'S REPORT

- [a.](#) Borough Clerk's Report

9. MAYOR AND ASSEMBLY BUSINESS

10. MAYOR AND ASSEMBLY APPOINTMENTS - None.

11. PUBLIC HEARING

- a.** **ORDINANCE NO. 1098** OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, ADDING SECTION 5.04.065, TITLED “PERMANENT VEHICLE REGISTRATION” IN THE WRANGELL MUNICIPAL CODE

12. UNFINISHED BUSINESS

13. NEW BUSINESS

- a.** **ORDINANCE NO. 1099** OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, REPEALING CHAPTER 6.08 – PEDDLERS AND ITINERANT MERCHANTS, IN THE WRANGELL MUNICIPAL CODE
- b.** **RESOLUTION No. 03-26-2029** OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, AMENDING THE FY2026 BUDGET IN THE RESIDENTIAL CONSTRUCTION FUND BY ACCEPTING THE REVENUE FROM THE SALE OF THE ALDER TOP SUBDIVISION LOTS 13, 14, 15 and 18, BLOCK 1 OF THE ALDER TOP SUBDIVISION IN THE AMOUNT OF \$242,100
- c.** **RESOLUTION No. 03-26-2030** OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, AMENDING THE FY 2026 BUDGET BY TRANSFERRING \$1,000,000 FROM THE SECURE RURAL SCHOOLS FUND RESERVES TO THE SWIMMING POOL ROOF REPLACEMENT CIP FUND AND AUTHORIZING ITS EXPENDITURES
- d.** **RESOLUTION No. 03-26-2031** A JOINT RESOLUTION OF THE CITY AND BOROUGH OF WRANGELL, THE CITY OF KETCHIKAN, AND THE KETCHIKAN GATEWAY BOROUGH SUPPORTING THE CREATION OF A MARITIME PROSPERITY ZONE AND NOMINATING THE SOUTHEAST ALASKA MARITIME INDUSTRIAL CORRIDOR FOR FEDERAL DESIGNATION
- e.** Approval of a Timber Sale Agreement with Mike Allen Enterprizes

14. ATTORNEY’S FILE – Available for Assembly review in the Borough Clerk’s office

15. EXECUTIVE SESSION – None.

16. ADJOURNMENT

**Minutes of Regular Assembly Meeting
Held on February 24, 2026**

Mayor Patricia Gilbert called the Regular Assembly meeting to order at 7:00 p.m., February 24, 2026, in the Borough Assembly Chambers. Leighetta DeBord led the pledge of allegiance.

PRESENT – GILBERT, DALRYMPLE, DEBORD, POWELL, POWERS, MACH, OTTESEN

ABSENT –

Borough Manager Villarma and Clerk Lane were also present.

CEREMONIAL MATTERS - None.

PERSONS TO BE HEARD – None.

6a CORRESPONDENCE: Emailed from Kim Szczatko

AMENDMENTS TO THE AGENDA -None.

CONFLICT OF INTEREST – None.

CONSENT AGENDA

6a Minutes from the February 10, 2026 Regular Assembly Meeting

M/S: DeBord/Ottesen to approve the Consent Agenda, as submitted. Motion approved by polled vote.

BOROUGH MANAGER'S REPORT

Manager Villarma provided a verbal report.

The Library Report was submitted.

BOROUGH CLERK'S REPORT

Clerk Lane's report was provided.

MAYOR AND ASSEMBLY BUSINESS

Dalrymple stated that the new National Forest Plan Notice of Intent is out; comment period closes on March 18, 2026.

MAYOR AND ASSEMBLY APPOINTMENTS - None.

PUBLIC HEARING

11a RESOLUTION No. 02-26-2023 OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, APPROVING THE TIDELANDS LEASE TO JAG MARINE GROUP

Gilbert opened the Public Hearing for this item and asked for an administrative report.

Villarma reported that this was the JAG Marine Group Lease and provided information on what the lease would entail.

Gilbert asked if anyone wanted to speak on this item. There was no one who wished to speak and therefore Gilbert asked for a motion.

M/S: Powell/Mach to approve Resolution No. 02-26-2023. Motion approved by polled vote.

11b RESOLUTION No. 02-26-2024 OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, APPROVING THE LAND EXCHANGE BETWEEN THE STATE OF ALASKA, TRUST LAND OFFICE AND THE CITY AND BOROUGH OF WRANGELL

Gilbert opened the Public Hearing for this item and asked for an administrative report.

Villarma reported that this was land trade agreement between the City and the Trust Land Office (TLO); Villarma also provided information on what land we would be acquiring through the trade and what land TLO would be acquiring.

Gilbert asked if anyone wanted to speak on this item. There was no one who wished to speak and therefore Gilbert asked for a motion.

M/S: Powell/Powers to approve Resolution No. 02-26-2024. Motion approved by polled vote.

UNFINISHED BUSINESS

NEW BUSINESS

13a ORDINANCE NO. 1098 OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, ADDING SECTION 5.04.065, TITLED “PERMANENT VEHICLE REGISTRATION” IN THE WRANGELL MUNICIPAL CODE

M/S: Powell/Powers to approve first reading of Ordinance No. 1098 and move to a second reading with a Public Hearing to be held on March 10, 2026.

13b RESOLUTION No. 02-26-2025 OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, AMENDING THE FY2026 BUDGET IN THE RESIDENTIAL CONSTRUCTION FUND BY ACCEPTING THE REVENUE FROM THE SALE OF THE ALDER TOP SUBDIVISION LOTS 11 and 19, BLOCK 1 OF THE ALDER TOP SUBDIVISION IN THE AMOUNT OF \$114,300

M/S: Powell/DeBord to approve Resolution No. 02-26-2025. Motion approved by polled vote.

13c RESOLUTION No. 02-26-2026 OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, APPROVING THE EDA DISASTER SUPPLEMENTAL GRANT APPLICATION

M/S: Powell/Mach to approve Resolution No. 02-26-2026. Motion approved by polled vote.

13d RESOLUTION No. 02-26-2027 OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, APPROVING A BUDGET AMENDMENT FOR THE EDA DISASTER SUPPLEMENTAL GRANT

M/S: Powell/Powers to approve Resolution No. 02-26-2027. Motion approved by polled vote.

13e RESOLUTION No. 02-26-2028 OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, SUPPORTING SENATOR DAN SULLIVAN’S EFFORTS TO EXPAND ALASKA SHIPBUILDING AND MARINE INDUSTRIAL CAPACITY AND EXPRESSING STRONG SUPPORT FOR A LARGE-VESSEL SHIPYARD AND UNITED STATES COAST GUARD HOMEPORTING IN WRANGELL, ALASKA

M/S: Powell/Mach to approve Resolution No. 02-26-2028. Motion approved by polled vote.

13f Approval to reschedule the Board of Equalization Hearing from May 11, 2026 to May 18, 2026

M/S: Powell/Powers to approve rescheduling the Board of Equalization hearing from May 11, 2026 to May 18, 2026. Motion approved by polled vote.

ATTORNEY'S FILE – Available for Assembly review in the Borough Clerk's office

EXECUTIVE SESSION – None.

Regular Assembly Meeting adjourned at 7:47 p.m.

Patricia Gilbert, Borough Mayor

ATTEST: _____
Kim Lane, MMC, Borough Clerk

BOARD ACTION

**WRANGELL PUBLIC SCHOOL BOARD
REGULAR MEETING (PAGE 1)
FEBRUARY 16, 2026**

FOR DETAILS, CONTACT:

JOSHUA GARRETT, ED.D.

SUPERINTENDENT

DIRECT PHONE: 907-874-2347

- Approved the agenda which includes the consent agenda
 - Approved Minutes of the January 19, 2026, Regular School Board Meeting
 - Offered Winston Davies a contract addendum in the amount of \$4,000 to serve as Carl Perkins Coordinator for the 2025-2026 school year
 - Offered tenured teachers a contract for the 2026-2027 school year
- Adjourned

WRANGELL PUBLIC SCHOOLS

**FOR RELEASE: 9:30 AM
FEBRUARY 17, 2026**

PROCEEDINGS

MINUTES
WRANGELL SCHOOL BOARD
REGULAR MEETING
January 19, 2026, 6:30 PM
Evergreen Elementary School Room 101

School Board President John DeRuyter called the regular meeting of the Wrangell Public School Board to order at 6:30 PM.

CALL TO ORDER

A quorum was determined with the following school board members present John DeRuyter, Dan Powers, Bonnie Ritchie, and Elizabeth Roundtree. Angela Allen was absent, excused. Also, present was Superintendent Joshua Garrett, Student Representative Kalee Herman, and Recording Secretary Krysta Gillen.

DETERMINE QUORUM

The Pledge of Allegiance was recited, led by Board President DeRuyter

PLEDGE OF ALLEGIANCE

The District Mission, Vision, and Values were recited by Student Kalee Herman

DISTRICT MISSION, VISION, AND VALUES

Motion to approve the agenda as presented, which includes the items on the consent agenda by Elizabeth Roundtree; seconded by Dan Powers. Poll Vote: Kalee Herman: Yes; Dan Powers: Yes; Liz Roundtree: Bonnie Ritchie: Yes; John DeRuyter: Yes. Motion approved.

CONSENT AGENDA

- Accepted the minutes of the December 15, 2025, Regular Board Meeting

Kalee Herman shared highlights from her written report.

STUDENT SPOTLIGHT

Teacher Aly Howell spoke to the School Board in opposition of the addition of a new certified Library/Media Center and Literacy Teacher position.

GUESTS TO BE HEARD

Information and Reports were accepted by unanimous consent.

INFORMATION & REPORTS

Motion to approve the addition of a Library/Media Center and Literacy Teacher position to the FY 26 budget, effective immediately, including authorization of the associated pro-rated salary and benefits costs in the amount of \$73,150.00, without requiring full approval of the full revised FY'26 budget by Dan Powers, seconded by Liz Roundtree. Poll vote: Kalee Herman: Yes; Liz Roundtree: Yes; Bonnie Ritchie: Yes; Dan Powers: Yes; John DeRuyter: Yes. Motion passed.

APPROVED THE ADDITION OF A LIBRARY/MEDIA CENTER AND LITERACY TEACHER

Motion to adopt the 2026-2027 calendar as presented for submittal to the Department of Education for approval by Dan Powers; seconded by Liz Roundtree. Poll vote: Kalee Herman: Yes; Bonnie Ritchie: Yes; Dan Powers: Yes; Liz Roundtree: Yes; John DeRuyter: Yes. Motion passed.

ADOPTED THE 2026-2027 SCHOOL CALENDAR

Motion to revise the fiscal year 2026 budget as presented by Dan Powers; seconded by Liz Roundtree. Poll vote: Kalee Herman: Yes; Bonnie Ritchie: Yes; Dan Powers: Yes; Liz Roundtree: Yes; John DeRuyter: Yes. Motion passed.

REVISED THE FY'26 BUDGET

The School Board discussed the FY'27 Budget Draft I.

DISCUSSED THE FY'27 BUDGET DRAFT I

The School Board reviewed Board Policy 5145.15, Student and Family Privacy Rights.

REVIEWED BOARD POLICY 5145.15, STUDENT AND FAMILY PRIVACY RIGHTS

Reviewed the upcoming dates and meeting announcements.

REVIEWED UPCOMING DATES

Dan Powers shared information about the Milk Run Music Festival happening May 1-2, 2026. Board Member Ritchie added that the band members would like to offer workshops during the festival and will contact the school to see if they'd like to participate.

BOARD MEMBER COMMUNITY REPORTS

Ms. Ritchie also said that she enjoyed chaperoning the homecoming dance. Ms. Roundtree said she loved that they played the "Clean Up" song at the end of the dance.

John DeRuyter told the other members that he is still volunteering at Parks & Recreation Pickle Ball. They recently acquired new paddles and balls.

The meeting was adjourned at 7:14 PM.

ADJOURNED AT 7:14 PM


SCHOOL BOARD SECRETARY

PROCEEDINGS

MINUTES
WRANGELL SCHOOL BOARD
REGULAR MEETING
December 15, 2025, 5:30 PM
Via Zoom

School Board President John DeRuyter called the regular meeting of the Wrangell Public School Board to order at 5:31 PM.

CALL TO ORDER

A quorum was determined with the following school board members present Angela Allen, John DeRuyter, and Elizabeth Roundtree. Bonnie Ritchie arrived at 5:35 PM. Dan Powers was absent, excused. Also, present was Superintendent Joshua Garrett, Student Representative Kalee Herman, and Recording Secretary Kimberly Powell.

DETERMINE QUORUM

The Pledge of Allegiance was recited, led by Board Member Roundtree.

PLEDGE OF ALLEGIANCE

The District Mission, Vision, and Values were recited by John DeRuyter.

DISTRICT MISSION,
VISION, AND VALUES

Motion to approve the agenda as presented, which includes the items on the consent agenda by Angela Allen; seconded by Liz Roundtree. Poll Vote: Angela Allen: Yes; Liz Roundtree: John DeRuyter: Yes. Motion approved.

CONSENT AGENDA

- Accepted the minutes of the November 19, 2025, Regular Board Meeting as presented
- Approved surplus of obsolete/broken equipment as presented and offer it to the public for auction on publics surplus.com
- Offered principal contracts to Greg Clark, Secondary Principal and Cathy Winn, Elementary Principal for the 2026-2027 school year, with appropriate placement on the salary schedule
- Reviewed the resignation of Jason Beaty, Assistant Maintenance Director

Kalee Herman shared highlights from her written report. Board President DeRuyter congratulated students being recognized for their achievements during 1st quarter.

STUDENT SPOTLIGHT

Board Member Ritchie arrived at 5:35 PM.

BOARD MEMBER RITCHIE
ARRIVED

5th grade Teacher, Holly Padilla presented on the salmon raising project in her 5th-grade classroom, which is being conducted in partnership with the Forest Service and funded by a grant from the Center of Industry of Science and Industry. She explained the process of obtaining and fertilizing wild coho salmon eggs, the students' involvement in daily temperature checks and data management, and the cross-curricular connections with their reading curriculum. The project has been a success, with the eggs recently hatching, and Holly plans to have the students explain the process to other classes.

TEACHER SPOTLIGHT

Teachers, Ryan Howe and Brian Merritt spoke in support of a resolution from the Wrangell Teachers Association calling for improved pay and benefits for paraprofessionals.

GUESTS TO BE HEARD

Alexis Fiske, Parent/Paraprofessional and Teachers Brian Merritt and Michelle Clark expressed concern about the district's decision to prioritize hiring a K-12 librarian over addressing staffing shortages in special education and other areas.

Teacher/Parent Alyssa Howell shared her thoughts on the impact of low pay on substitute teacher availability and the disruption this causes to students' education. She urged the Board to increase substitute pay, hire additional staff, and better advertise substitute opportunities to address these issues.

Correspondence was reviewed as presented.

REVIEWED
CORRESPONDENCE

Information and Reports were accepted by unanimous consent.

INFORMATION & REPORTS

Motion to postpone action on the addition of a library/media center & literacy teacher until the January Regular School Board meeting by Angela Allen, seconded by Liz Rountree. Poll vote: Kalee Herman: Yes; Bonnie Ritchie: Yes; Elizabeth Roundtree: Yes; Angela Allen: Yes; John DeRuyter: Yes. Motion passed.

POSTPONED ACTION ON
THE ADDITION OF A
LIBRARY/MEDIA CENTER
& LITERACY TEACHER
UNTIL THE JANUARY
REGULAR BOARD
MEETING

Motion to accept the second reading of Board Policy 3300 [Expenditures/Expending Authority], 3305 [Electronic Funds Transfer], 3310 [Purchasing], 3311 [Bids and Requests for Proposals], 4131 [Certificated Personnel Staff Development], 5131.42 [Threats of Violence], 5138 [Student Possession and Use of Portable Electronic Devices Including Cellular Phones], 5141 [Health Care and Emergencies], 5141.1 [Accidents and First Aid], 5141.4 [Child Abuse Reporting], 5142.3 [Restraint and Seclusion], and 5145.11 [Questioning and Apprehension] for inclusion in the policy manual by Angela Allen, seconded by Liz Roundtree. Poll Vote: Kalee Herman: Yes; Bonnie Ritchie: Yes; Liz Roundtree: Yes; Angela Allen: Yes; John DeRuyter: Yes. Motion approved.

ACCEPTED THE SECOND READING OF BOARD POLICY AS PRESENTED

Motion to approve the second reading repealing Board Policy 5131.44, Use of Force to Maintain Safety and Order and Board Policy 5131.45, Student Arrest since these topics are covered in other policies by Liz Roundtree, seconded by Angela Taylor. Poll Vote: Kalee Herman: Yes; Liz Roundtree: Yes; Angela Allen: Yes; Bonnie Ritchie: Yes; John DeRuyter: Yes. Motion approved.

ACCEPTED THE SECOND READING REPEALING BOARD POLICY 5131.44 AND 5131.45

Reviewed the upcoming dates and meeting announcements.

REVIEWED UPCOMING DATES

Angela Allen told the other Board Members that there will be sledding on the hill at the track from now until who knows when.

BOARD MEMBER COMMUNITY REPORTS

Board Member Ritchie apologized for her late arrival saying that she lost her network.

Ms. Roundtree said that the Legion will host BINGO for kids during the Christmas break where they can win prizes.

President DeRuyter said he volunteers at Parks & Recreation. They recently held a pickleball tournament with 16 participants.

The meeting was adjourned at 6:42 PM.

ADJOURNED AT 6:42 PM


SCHOOL BOARD SECRETARY

PROCEEDINGS

MINUTES WRANGELL SCHOOL BOARD REGULAR MEETING November 19, 2025, 6:30 PM Evergreen Elementary School Room 101

<p>School Board President John DeRuyter called the regular meeting of the Wrangell Public School Board to order at 6:42 PM.</p>	CALL TO ORDER
<p>A quorum was determined with the following school board members present Angela Allen, John DeRuyter, Dan Powers, Bonnie Ritchie and Elizabeth Roundtree. Also, present was Superintendent Joshua Garrett, Student Representative Kalee Herman, and Recording Secretary Krysta Gillen.</p>	DETERMINE QUORUM
<p>The Pledge of Allegiance was recited, led by Board Member Ritchie.</p>	PLEDGE OF ALLEGIANCE
<p>The District Mission, Vision, and Values were recited by Angela Allen.</p>	DISTRICT MISSION, VISION, AND VALUES
<p>Motion to approve the agenda as presented, which includes the items on the consent agenda by Dan Powers; seconded by Liz Roundtree. Poll Vote: Kalee Herman: Yes; Liz Roundtree: Yes; Angela Allen: Yes; Dan Powers: Yes; Bonnie Ritchie: Yes; John DeRuyter: Yes. Motion approved unanimously.</p> <ul style="list-style-type: none"> • Accepted the minutes of the October 13, 2025, Regular Board Meeting as presented • Offered extracurricular contracts to Cassandra Schilling-Shilts, Assistant Cheer Coach and Michelle Thomassen, Senior Class Co-advisor, with appropriate placement on the salary schedule, pending the receipt of a satisfactory criminal background check • Approved the hire of Brent Smith as paraprofessional with the appropriate placement on the salary schedule, effective November 3, 2025 • Reviewed the rescinding of Leath Smith's resignation • Reviewed the resignation of: <ul style="list-style-type: none"> ○ Wilma Leslie, Paraprofessional ○ Tammy McCay, Paraprofessional 	CONSENT AGENDA
<p>Kalee Herman presented her project from the Youth Leadership Institute</p>	STUDENT SPOTLIGHT
<p>Laura Davies presented on Stikine Stories and the student trip to the Banff Film Festival.</p>	TEACHER SPOTLIGHT
<p>Alyssa Howell, Parent spoke to the Board about her staffing concerns. She encouraged the Board to increase the classified and substitute rates of pay.</p>	GUESTS TO BE HEARD
<p>Correspondence was reviewed as presented.</p>	REVIEWED CORRESPONDENCE
<p>Information and Reports were accepted by unanimous consent.</p>	INFORMATION & REPORTS
<p>Motion to accept the first reading of Board Policy 3300 [Expenditures/Expending Authority], 3305 [Electronic Funds Transfer], 3310 [Purchasing], 3311 [Bids and Requests for Proposals], 4131 [Certificated Personnel Staff Development], 5131.42 [Threats of Violence], 5138 [Student Possession and Use of Portable Electronic Devices Including Cellular Phones], 5141 [Health Care and Emergencies], 5141.1 [Accidents and First Aid], 5141.4 [Child Abuse Reporting], 5142.3 [Restraint and Seclusion], and 5145.11 [Questioning and Apprehension] as presented by Angela Allen, seconded by Dan Powers. Poll Vote: Kalee Herman: Yes; Angela Allen: Yes; Dan Powers: Yes; Bonnie Ritchie: Yes; Liz Roundtree: Yes; John DeRuyter: Yes. Motion approved unanimously.</p>	ACCEPTED THE FIRST READING OF BOARD POLICY AS PRESENTED
<p>Reviewed Board Policy:</p> <ul style="list-style-type: none"> • BP-4119.26, Employee Technology Usage • BP-5141.21, Administering Medication • BP-5141.3, Health Examinations • BP-5141.31, Immunizations • BP-5141.41, Sexual Abuse, Sexual Assault, and Dating Violence Awareness and Prevention 	REVIEWED SCHOOL BOARD POLICY AS PRESENTED

Motion to approve the first reading repealing Board Policy 5131.44, Use of Force to Maintain Safety and Order and Board Policy 5131.45, Student Arrest since these topics are covered in other policies by Dan Powers, seconded by Angela Taylor. Poll Vote: Kalee Herman: Yes; Angela Allen: Yes; Dan Powers: Yes; Bonnie Ritchie: Yes; Liz Roundtree: Yes; John DeRuyter: Yes. Motion approved unanimously. Poll Vote: Dan Powers: Yes; Bonnie Ritchie: Yes; Liz Roundtree: Yes; Angela Allen: Yes; John DeRuyter: Yes. Motion approved unanimously.

RECESSED INTO EXECUTIVE SESSION AT 7:48 PM

President DeRuyter excused Student Representative Kalee Herman.

EXCUSED STUDENT REPRESENTATIVE

Motion to recess to executive session to discuss a subject that may prejudice the reputation and character of any person, provided the person may request a public discussion, more specifically, the Superintendent's Formative Evaluation with the invitation to Dr. Garrett to be in the room by Liz Roundtree, seconded by Bonnie Ritchie.

RECESSED INTO EXECUTIVE SESSION AT 7:48 PM

Reconvened into Regular Session at 8:34 PM. President DeRuyter said that no action was taken in executive session.

RECONVENED AT 8:34 PM

Reviewed the upcoming dates and meeting announcements.

REVIEWED UPCOMING DATES

In response to Ms. Howell's comments, the Board Members asked Dr. Garret if we are fully staffed; he replied that we are. Board Member Powers expressed concerns about the Activities Director pay scale, not meeting the needs of the position.

BOARD MEMBER COMMUNITY REPORTS

The meeting was adjourned at 8:39 PM.

ADJOURNED AT 8:39 PM


SCHOOL BOARD SECRETARY

PROCEEDINGS

MINUTES WRANGELL SCHOOL BOARD REGULAR MEETING October 13, 2025, 6:30 PM Evergreen Elementary School Room 101

Superintendent Josh Garrett called the regular meeting of the Wrangell Public School Board to order at 6:30 PM.

CALL TO ORDER

A quorum was determined with the following school board members present Angela Allen, John DeRuyter, Dan Powers, Bonnie Ritchie and Elizabeth Roundtree. Also, present was Superintendent Joshua Garrett and Recording Secretary Kimberly Powell.

DETERMINE QUORUM

Motion to nominate John DeRuyter for the position of School Board President by Dan Powers, seconded by Liz Roundtree.

APPOINTED JOHN DERUYTER AS SCHOOL BOARD PRESIDENT

Motion to appoint John DeRuyter to the position of School Board President by Dan Powers, seconded by Liz Roundtree.

John DeRuyter was appointed as School Board President by unanimous consent.

Superintendent Garrett passed the gavel to Mr. DeRuyter.

PASSED THE GAVEL

Motion to nominate Liz Roundtree for the position of School Board Vice-president by Angela Allen, seconded by Dan Powers.

APPOINTED LIZ ROUNDTREE AS SCHOOL BOARD VICE-PRESIDENT

Motion to appoint Liz Roundtree to the position of School Board Vice-president by Angela Allen, seconded by Dan Powers. Poll vote: Dan Powers: Yes; Bonnie Ritchie: Yes; Angela Allen: Yes; John DeRuyter: Yes. Motion passed.

Motion to nominate Angela Allen for the position of School Board Secretary by Liz Roundtree, seconded by Dan Powers.

APPOINTED ANGELA ALLEN AS SCHOOL BOARD SECRETARY

Motion to appoint Angela Allen to the position of School Board Secretary by Dan Powers, seconded by Brittani Robbins. Poll vote: Dan Powers: Yes; Bonnie Ritchie: Yes; Elizabeth Roundtree: Yes; John DeRuyter: Yes. Motion passed.

The Pledge of Allegiance was recited, led by Board Member Powers.

PLEDGE OF ALLEGIANCE

The District Mission, Vision, and Values were recited by Liz Roundtree.

DISTRICT MISSION, VISION, AND VALUES

Motion to approve the agenda as presented, which includes the items on the consent agenda by Angela Allen; seconded by Liz Roundtree. Poll Vote: Dan Powers: Yes; Bonnie Ritchie: Yes; Liz Roundtree: Yes; Angela Allen: Yes; John DeRuyter: Yes. Motion approved unanimously.

CONSENT AGENDA

- Accepted the minutes of the September 15, 2025, Regular Board Meeting as presented
- Approved the disposal of surplus equipment as presented
- Approved the hire of Wilma Leslie as paraprofessional, effective September 17, 2025
- Reviewed the resignation of:
 - Mike Hoyt, IEA Director/Teacher
 - Leah Smith, Paraprofessional

Recognized Angela Allen for receiving the AASB Experienced Boardmanship Award

RECOGNITION

Ryan Howe, Teacher, spoke to the Board in support of a divided vote to allow teachers to participate in social security. He acknowledged that this would be a financial burden for the district because there would be a district cost of 6.25% of the gross salaries.

GUESTS TO BE HEARD

There was no correspondence.

REVIEWED CORRESPONDENCE

Information and Reports were accepted by unanimous consent.

INFORMATION & REPORTS

The Board discussed the AASB Call for Resolution. Mr. DeRuyter had some concerns about Resolution 3.7 Child Advocacy. He will represent Wrangell Public Schools on the AASB Resolutions Committee in November.

DISCUSSED THE AASB CALL FOR RESOLUTIONS

Appointed Kim Powell as School Board Parliamentarian

APPOINTED KIM POWELL AS SCHOOL BOARD PARLIAMENTARIAN

Appointed School Board Standing Committee Members and Ad Hoc Committee Members as presented, adding Board Member Powers to the Ad Hoc Committee to explore ideas to generate revenue.

APPOINTED STANDING COMMITTEE AND AD HOC COMMITTEE MEMBERS

Appointed Kalee Herman as Student Representative to the School Board.

**APPOINTED KALEE HERMAN, STUDENT REPRESENTATIVE TO THE BOARD
APPROVED STUDENT INTERNATIONAL TRAVEL TO THE BANFF FILM FESTIVAL**

Motion to approve the travel for students to attend the Banff Film Festival as presented by Dan Powers, seconded by Angela Allen: Poll vote: Dan Powers: Yes; Bonnie Ritchie: Yes; Liz Roundtree: Yes; Angela Allen: Yes; John DeRuyter: Yes. Motion approved unanimously.

Motion to approve the FY'2026 budget as revised by Liz Roundtree, seconded by Dan Powers. Poll vote: Bonnie Ritchie: Yes; Liz Roundtree: Yes; Angela Allen: Yes; Dan Powers: Yes; John DeRuyter: Yes. Motion approved unanimously.

APPROVED THE FY'2026 BUDGET AS REVISED

Reviewed Board Policy 7271, School Board Member Code of Ethics

REVIEWED BOARD POLICY 7271

The School Board Members discussed social security for teachers. President DeRuyter said that the agreement with Wrangell Teachers Association is that the Board will continue to investigate teachers joining social security. Dr. Garrett said that it is possible but would cost the district an additional 6.2% of the gross teacher salaries. Once we agree to join social security, he does not believe it is possible to back out of it. This would tie the hands of the district. The possibility of a district match for 403B's was discussed as an alternative. No action was taken.

DISCUSSED SOCIAL SECURITY FOR TEACHERS

Reviewed the upcoming dates and meeting announcements.

REVIEWED UPCOMING DATES

Ms. Allen said she received an email from AASB. She will be participating on the committee to review and score applicants for the AASB Board of Directors.

BOARD MEMBER COMMUNITY REPORTS

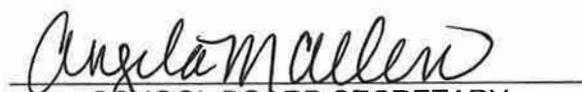
Board Member Roundtree shared several upcoming events that she is involved in:

- October 18: Operation Christmas Child at Harbor Light Church
- October 25: Pumpkin Patch/School Fundraisers at the Nolan Center
- November 8: Bingo to raise money for the American Legion Children's Christmas Party
- November 11: Prime Rib Dinner for Veterans at the American Legion

President DeRuyter reported that he continues to volunteer with Parks & Recreation.

The meeting was adjourned at 7:51 PM.

ADJOURNED AT 7:51 PM


SCHOOL BOARD SECRETARY

BOARD ACTION

**WRANGELL PUBLIC SCHOOL BOARD
REGULAR MEETING (PAGE 1)**

March 16, 2026

For Details, Contact:
Joshua Garrett, Ed.D.
Superintendent
Direct Phone: 907-874-2347

- Approved the agenda which includes the items on the consent agenda
 - Approved Minutes of the February 16, 2026, Regular School Board Meeting
 - Offered Tony Anzalone, Technology Director a contract for the 2026-2027 school year
 - Offered Kasee Schlotzhauer an extracurricular contract for MS Assistant Volleyball
 - Approved the hire of:
 - Celsee Churchill, Special Education Paraprofessional
 - Bruce Levine, Special Education Paraprofessional
 - Kathryn Milton, Elementary Library Paraprofessional
 - Reviewed the resignation of:
 - Brian Herman, Volleyball Coach
 - Melanie Schilling, Special Education Paraprofessional
 - Brent Smith, Special Education Paraprofessional
 - Leah Smith, Special Education Paraprofessional
 - Mikki Angerman, Special Education Teacher
 - Discussed FY'2027 Budget Draft II
 - Approved the APRA Safety Equipment Grant Application
 - Approved the application and receipt of the Book Hook Grant
 - Discussed the Graduation Date
 - Accepted the first reading of:
 - Board Policy 5144.1, Suspension and Expulsion
 - Board Policy 5145.12, Search and Seizure
 - Board Policy 6141.3, Culturally Responsive Education
 - Board Policy 6145, Extracurricular and Co-curricular Activities
 - Recessed into Executive Session
 - Reconvened into Regular Session with no action taken
- Adjourned

WRANGELL PUBLIC SCHOOLS

FOR RELEASE: 10:45 AM
March 17, 2026



Date: Tuesday, March 24, 2026

To: Madam Mayor and Members of the Assembly of
City and Borough of Wrangell, Alaska

From: Mason F. Villarma, *Borough Manager*

RE: Borough Manager's Report

Wrangell in Motion- A Community Update

Wrangell continues to move forward with purpose.

Over the past month, the Borough administrative team has been fully engaged in preparing for what will be a busy spring and summer season. A central focus of our work was the submission of a \$50 million EDA Industry Transformation Pathway Grant—an ambitious effort that reflects both the scale of our vision and the strength of our partnerships. The momentum behind this initiative was evident at the February 19th Town Hall, where strong community participation and thoughtful dialogue reinforced the broad support for the projects that will help shape Wrangell's future.

Much of my recent attention has been dedicated to advancing shipyard planning and related advocacy efforts, which remain a cornerstone of our long-term economic strategy. Our ongoing discussions with JAG Marine Group represent a generational opportunity to activate the Borough's 42-acre deepwater port and position Wrangell as a key player in Alaska's maritime economy. This work is part of a broader, coordinated effort with partners such as Alaska Marine Lines, SEAPA, Trident Seafoods, Structure, the Trust Land Office, American Cruise Lines, and others, all of whom are contributing to a growing and diversified economic development portfolio.

At the same time, the Borough is preparing to transition nearly \$30M worth of major capital projects into construction this season, signaling continued investment in critical infrastructure and community assets. These projects include the Wrangell Public Safety Building, the School District-wide Major Maintenance Project, the Waterfront Fill Project, McKinnon Street (Ottesen's Hill)

utilities and surface improvements, and the expansion of the shooting range with a new trap and skeet facility. Collectively, these efforts reflect our commitment to public safety, education, infrastructure reliability, and quality of life in Wrangell.

In parallel with these initiatives, we have continued to advocate for Wrangell's core industries while maintaining focus on sound financial planning and accountability. The Borough recently submitted testimony to the Alaska Board of Fisheries in support of our local fleet and fishing economy, reinforcing the importance of maintaining hatchery production for our commercial, subsistence and recreational harvesters. Internally, we have begun development of the FY 2027 budget, with departmental submissions now under review, and our annual audit is progressing as scheduled with anticipated completion in May.

Our partnership with the Wrangell Public School District also continues to strengthen through ongoing collaboration and long-term planning. During a recent joint work session, the Borough presented a 25-year financial model designed to achieve maximum contribution levels while introducing policy concepts that promote shared accountability and responsible stewardship of public facilities.

Beyond our local efforts, we remain committed to strengthening regional collaboration and aligning with neighboring communities on shared priorities. Joint resolutions are currently being advanced with both Ketchikan and Petersburg—one to formally position the region as a Maritime Prosperity Zone (Ketchikan), and the other to establish clear expectations for responsible growth and shared management of Tyee Lake hydroelectric supply to Wrangell and Petersburg. These efforts reflect a proactive approach to regional coordination and long-term resource planning.

We also appreciated the opportunity to host Congressman Nick Begich and his team in Wrangell, where we recognized his support in securing federal funding for the Public Safety Building and discussed additional priorities critical to our continued progress. Engagement at the federal level remains essential as we work to advance large-scale infrastructure and economic development initiatives.

Wrangell is experiencing meaningful momentum across multiple fronts. This progress is the result of strong local leadership, an engaged and supportive community, and effective collaboration with partners at every level. We remain focused on executing these opportunities with discipline and ensuring that the benefits of this growth are realized throughout the community.

Sincerely,

Mason F. Villarma

Mason F. Villarma
Borough Manager

City and Borough of Wrangell

Economic Development & Public-Private Partnerships

EDA Disaster Supplemental Grant Application Submitted

On March 3, 2026, the City and Borough of Wrangell submitted its application for the EDA Disaster Supplemental Industry Transformation Grant. The application is currently undergoing technical review and is expected to advance to the Internal Review Committee (IRC) for further evaluation. While the Borough does not yet have a definitive timeline for award announcements, we remain optimistic that funding decisions could be made as early as this summer. This grant represents a generational opportunity to implement a coordinated, three-project portfolio designed to move Wrangell from recovery to long-term economic resilience and growth.

The **Reservoir Flume Replacement Project**, with a total cost of **\$1,987,402** (including a federal share of \$1,589,921.60 and a Borough match of \$397,480.40), addresses one of Wrangell’s most critical underlying constraints—water reliability. The current flume system experiences material leakage and inefficiencies, creating risk during peak demand periods and limiting the Borough’s ability to expand industrial and residential capacity. This project replaces deteriorating infrastructure to improve water capture, reduce loss, and provide a stable foundation for seafood processing, healthcare, housing, and industrial development. As outlined in the overarching narrative, water reliability is not just a utility upgrade—it is the enabling backbone that allows all other economic activity to scale sustainably.

The **Six-Mile Deepwater Port Development Project**, with a total cost of **\$38,393,888** (including a federal share of \$30,715,110.40 and a Borough match of \$7,678,777.60), is the cornerstone of Wrangell’s industrial transformation strategy. This project converts a largely underutilized 42-acre site into a fully serviced marine industrial hub capable of supporting shipyard-scale operations, freight consolidation, and heavy industrial activity. Improvements include shoreline stabilization, utility extensions, industrial roadways, and power infrastructure. As detailed in the portfolio narrative, Southeast Alaska’s primary bottleneck is not demand—but the lack of serviced industrial land. This investment unlocks that constraint, enabling significant private-sector deployment, including shipyard development, freight relocation, and emerging energy and data infrastructure, while also relieving pressure on the downtown waterfront.

The **Downtown Waterfront Expansion Project**, with a total cost of **\$12,561,943** (including a federal share of \$10,049,554.40 and a Borough match of \$2,512,388.60), focuses on modernizing Wrangell’s Port of Entry to enhance safety, accessibility, and economic productivity. Planned improvements include installation of ADA-compliant access and modifications and improvements to docking infrastructure to include a floating dock component to City Dock. This project is designed to increase vessel tie-ups, improve passenger safety, and capture greater visitor spending, all while transitioning incompatible industrial uses away from the downtown core. As emphasized in the waterfront master plan, relocating industrial activity to Six-Mile allows the downtown waterfront to function at its highest and best use—supporting local businesses, cultural tourism, and community-centered economic activity. Ultimately, this project promotes a balanced

waterfront concept ranging from industrial activity at the Marine Service Center to commercial activity adjacent to the downtown port that supports Wrangell's long-term growth and economic diversification strategy.

JAG Marine Group – Deep Water Port & Shipyard Update

The Borough has formally executed a Mutual Non-Disclosure Agreement (MNDA) with JAG Marine Group and is currently working through final lease revisions consistent with the terms approved by the Assembly last month. These refinements are focused on ensuring alignment between the Borough and JAG as the project transitions from planning into execution, with the goal of bringing a finalized lease forward for signature in the near term.

On March 18, the Borough officially kicked off shipyard design in partnership with JAG Marine Group and the Pearlson Group, with both the Borough and JAG jointly funding (\$750k) the design effort. This marks a significant milestone in advancing the project from concept to implementation, as early-stage engineering and site planning begin to take shape at the Six-Mile Deepwater Port. In parallel, the Borough and JAG continue an aggressive and coordinated outreach effort with federal and state partners to secure funding and build awareness of the project's regional and national significance. Together, we remain confident that through a strategic capital stack involving AIDEA, EDA, the U.S. Coast Guard, NOAA, and support from our federal delegation, this project can achieve full funding by the end of the federal fiscal year.

Structure MOU

The Borough has been working with Structure, the sister company to AK Automations, which implemented the SCADA system at the new Wrangell Water Treatment Plant. SCADA (Supervisory Control and Data Acquisition) is a centralized system used to monitor and control infrastructure like water, wastewater, and power systems in real time. It relies on PLCs (Programmable Logic Controllers)—industrial computers installed in the field that automate equipment such as pumps, valves, and motors and communicate back to the SCADA system to keep operations running efficiently and reliably.

Structure is nearing completion of a new SCADA software platform and has been working with communities during early deployment, with Sitka serving as a successful pilot. Building on that momentum, Structure is exploring development of a 20,000 square foot light manufacturing facility in Wrangell to produce PLC panels integrated with their SCADA systems—creating an opportunity for local jobs and industrial diversification.

Structure will present to the Assembly prior to the April 14 regular meeting (public attendance encouraged), and the Borough is preparing an MOU for consideration. McGraw Construction is also planning to attend, reflecting growing private-sector interest in this opportunity.

Alaska Marine Lines

The Borough continues to work closely with its partners at Alaska Marine Lines (AML) to evaluate the potential relocation of the existing cargo transfer facility to the Six-Mile Deepwater Port. AML was a key contributor to the EDA grant application, helping ensure the proposed port development meets the operational needs required for a functional laydown yard and long-term freight operations.

As a reminder, the Borough and AML previously executed a storage and wharfage suspension agreement to reduce costs for both AML and the community, in exchange for AML's commitment to advance design and cost estimates for a new ramp and supporting infrastructure at the mill property. Borough Administration will be meeting with AML in person on March 31 to discuss next steps, refine the preferred alternative, and establish a clear path forward for evaluation and community presentation of findings.

SEAPA Grid Reliability and Stability Upgrades

The Borough continues to work closely with SEAPA on a series of capacity, resiliency, and grid stability improvements to support existing demand and future industrial growth. McMillen Design was recently in Wrangell to evaluate upgrades to the SEAPA switchyard, and SEAPA has committed to funding these improvements to ensure sufficient power delivery to the Six-Mile mill site as it transitions to heavy industrial use.

In addition, the SEAPA Board has approved a \$6 million new generation project to be located in Wrangell. The Borough is actively coordinating with SEAPA on the project's size, scope, and schedule as planning advances. SEAPA has also advanced key funding requests, including submission of a 20 MW transformer for the Wrangell substation through the State's CAPSIS process and a portion of the broader grid reliability and stability upgrades to Senator Murkowski for Congressional Directed Spending (CDS) consideration. SEAPA will present further details to the community at a May 6 Town Hall at the Nolan Center. In parallel, Borough Administration will begin discussions on a proposed lease area and negotiate associated terms to facilitate development of the project. Wrangell SEAPA board members will attend the next meeting down in Ketchikan on March 26th. Administration will provide a meeting update at the April 14th Assembly meeting.

Timber Sales – 4.5mi Zimovia Highway Salvage & Borough Entitlements

The Borough continues to take measured steps to advance timber activity within Borough lands. As part of this effort, a small timber sale of approximately 6.24 acres has been proposed, targeting blowdown and timber susceptible to future blowdown that was not captured by a previous logging operation. If approved, harvest activities are anticipated to move forward within the next month, allowing the Borough to recover value from existing timber while reducing future loss.

In parallel, the Borough will be engaging a third-party contractor to survey, cruise, and appraise Borough Entitlement lands, including the Earl West and Thoms land areas. This work will provide the data necessary to responsibly bring additional timber to market. Upon completion, the Borough intends to develop and release a Request for Proposals (RFP) for timber harvest. As part of that process, the Borough anticipates incorporating a local milling component to ensure that value-added activity and economic benefit are retained within the community.

USFS – Wrangell Ranger District – Focus Points

The Borough continues to strengthen its partnership with the U.S. Forest Service on several priority initiatives focused on land management, recreation, and long-term economic opportunity. A key effort underway is development of a Good Neighbor Authority (GNA) agreement to support the Wrangell Island EIS, with a primary focus on the Upper Mill Basin area. This work has the potential to responsibly advance timber sales while reinvesting proceeds into enhanced recreational access and infrastructure. In parallel, the Borough is working with USFS to map and plan the Wrangell Island Sea Trail program, creating a network of campsites and recreational stops around the island that will serve as a valuable asset for both residents and the visitor economy.

The Borough is also coordinating closely with USFS on the East Channel Emergency Access Road, including survey work, bridge design, and land ownership and easement coordination to move the project forward. Additional efforts include evaluating opportunities for Title II funding and potential FERC-related reclamation funding to support local projects. Finally, the Borough continues to advocate for improvements to the Chugach shelter, emphasizing to USFS leadership the importance of this facility as a key component of Wrangell’s downtown waterfront and broader visitor experience.

Trident Seafoods MOU

On March 18, the Borough met with local leadership from Trident Seafoods to discuss the framework for a new Memorandum of Understanding (MOU). The conversation focused on aligning priorities between Trident, Alaska Marine Lines (AML), and the Borough as major infrastructure and operational shifts are evaluated within the community.

The CBW and Trident are committed to advancing a coordinated approach that includes: (1) understanding and mitigating impacts associated with relocating the cargo transfer facility to the Six-Mile Deepwater Port, (2) resurveying and reconfiguring plat where plant and expected loading dock would need to go to accommodate freight shift to 6-mile (3) exploring potential divestiture alternatives for the cold storage facility while preserving access for current users, (4) identifying long-term economic development opportunities and incentives to support increased seafood production, and (5) enhancing marketing and visibility of the partnership to reinforce Wrangell’s position as a regional seafood and maritime hub.

American Cruise Lines

The Borough continues to work closely with American Cruise Lines (ACL) on advancing the waterfront fill project and associated docking infrastructure. Final design and specifications for the docking facility remain a prerequisite for completing the Borough's waterfront fill design and progressing into construction. Coordination between ACL and the Borough is ongoing to ensure the project is aligned and construction-ready once design elements are finalized.

The first phase of work on the *American Empress*—currently moored at the mill property and intended to serve as a “floating dock”—has been completed. In the interim, the Borough is working with ACL to identify storage solutions ahead of the vessel being dry-docked for additional modifications.

Regional Joint Resolutions – Strategic Partnerships

The Borough continues to advance regional collaboration through two joint resolutions with neighboring Southeast Alaska communities. These efforts reflect a deliberate strategy to align economic development, infrastructure investment, and policy advocacy at a regional scale—positioning Wrangell and its partners to compete for federal resources, support industrial growth, and ensure long-term sustainability across Southeast Alaska.

- **Wrangell–Ketchikan Joint Resolution (No. 03-26-2031) – Maritime Prosperity Zone:** In partnership with the City of Ketchikan and the Ketchikan Gateway Borough, the Assembly has been presented with Joint Resolution No. 03-26-2031, formally supporting the creation of a Maritime Prosperity Zone (MPZ) and nominating the Southeast Alaska Maritime Industrial Corridor (SEAMIC) for federal designation.

This resolution establishes a unified regional strategy centered on maritime dominance and industrial capacity. It aligns Wrangell's emerging shipyard and deepwater port development with Ketchikan's established ship repair capabilities to form a complementary corridor capable of supporting commercial fleets, federal assets, and national defense missions. The designation is intended to unlock enhanced access to federal funding, policy tools, and private investment, while reinforcing Southeast Alaska's strategic role in Arctic operations, fisheries enforcement, and maritime logistics. At its core, the resolution reflects a shared commitment to scaling maritime infrastructure through regional partnership—maximizing collective capacity rather than competing for limited opportunity.

- **Wrangell–Petersburg Joint Resolution – Responsible Energy Co-Management:** The Borough is also advancing a joint resolution with the Petersburg Borough focused on responsible economic development and coordinated energy management across shared hydroelectric resources. This resolution formalizes a proactive framework for collaboration as both communities pursue energy-intensive economic opportunities.

Specifically, the resolution affirms a shared commitment to responsibly utilizing the Tye Lake Hydroelectric Project, which provides approximately 24 megawatts of firm power to both communities through SEAPA. It establishes clear expectations for intercommunity communication regarding large energy users, coordination when evaluating projects that may impact regional load capacity, and accountability for securing supplemental generation if a community exceeds its allocated share of firm power. The resolution also emphasizes maintaining affordable and reliable energy for existing users while supporting sustainable economic growth, including emerging industries such as data infrastructure and other high-load sectors. Collectively, this agreement ensures that growth is pursued deliberately and collaboratively—protecting grid stability while enabling long-term economic expansion across Southeast Alaska.

State and Federal Engagement & Update

Congressmen Begich's Wrangell Visit

The City and Borough of Wrangell was pleased to host Congressman Nick Begich during his recent visit to the community. The visit provided an opportunity to highlight Wrangell's ongoing infrastructure investments, economic development priorities, and the strong alignment between local initiatives and federal interests.

During his time in Wrangell, Congressman Begich toured several key facilities, including the Public Safety Building, the Six-Mile Deepwater Port site, the SEAPA Switchyard, the Diesel Generation Plant, and the Wrangell Harbor Basin. These site visits provided a comprehensive look at both existing infrastructure and the projects currently underway to position Wrangell as a regional hub for maritime industry, energy development, and transportation.

The Congressman was also briefed on a range of priority initiatives outlined in the Borough's formal briefing memo, including the JAG Marine Group shipyard and homeport opportunity, the Borough's EDA Industry Transformation grant application, harbor improvements, and long-term transportation and resource development projects such as Bradfield Road. These discussions reinforced the importance of continued federal partnership in advancing projects that carry both regional economic and national strategic significance.

In addition to infrastructure and development discussions, Congressman Begich met with members of Wrangell's commercial fishing community to hear directly about industry challenges. A key topic of discussion was the ongoing impact of sea otter predation on Southeast Alaska fisheries. The Borough reiterated its support for federal policy reform, including the potential reintroduction of the Murkowski–Begich 2011 legislation (S.1453), which would amend the Marine Mammal Protection Act to allow for the sale of unaltered sea otter pelts. This approach represents one pathway toward restoring balance in nearshore ecosystems while supporting the economic viability of local fisheries.

The Borough appreciates Congressman Begich's time in Wrangell and his continued engagement on issues that are critical to the community's long-term economic stability and growth.

Federal Congressional Directed Spending (CDS) Requests

In accordance with RES 01-26-2013 the Borough submitted the following CDS requests to Senator Murkowski and Representative Begich

- **Wrangell Harbor Basin O&M Dredging — \$4,330,000**
 This request supports U.S. Army Corps of Engineers-led maintenance dredging of the Wrangell Harbor Basin in coordination with the Borough's \$25 million federally funded harbor replacement project. Dredging approximately 41,000 cubic yards of material will ensure safe navigation depths, improve marine transportation reliability, and sustain a harbor system that serves as a critical transportation lifeline for the community.
- **Wrangell Deepwater Port Subdivision Development — \$15,474,897**
 This project will advance development of the Six-Mile Deepwater Port into a shovel-ready industrial subdivision by constructing access roads, utility corridors, and a marine industrial laydown yard, while completing surveys, plats, and permitting. This investment is foundational to supporting major private-sector projects, including the JAG Marine shipyard, Alaska Marine Lines' cargo facility, and broader maritime industrial growth in Southeast Alaska.
- **Wrangell Diesel Power Plant Roof Replacement — \$1,136,243**
 This request will fund replacement of approximately 5,500 square feet of deteriorated roofing and structural upgrades at the Borough's diesel generation facility. The project is critical to protecting backup power infrastructure, ensuring reliability during hydroelectric shortfalls and emergencies, and improving safety conditions for operations staff.

State of Alaska Capital Project Submission and Information System (CAPSIS) Submissions

The Borough has advanced a comprehensive list of priority capital projects through the State of Alaska CAPSIS program, focused on strengthening core infrastructure, supporting economic development, and ensuring long-term community resilience:

- **Inner Harbor Replacement (SHMP) — \$5,000,000**
 This project will replace aging and failing float infrastructure within Wrangell's Inner Harbor with a modern, code-compliant facility. Improvements include new float systems, pilings, utilities, and fire protection, while expanding moorage capacity for 34'-40' vessels to meet current demand within the regional fleet.
- **Wrangell Harbor Basin Dredging — \$4,330,000**
 This request supports U.S. Army Corps of Engineers-led maintenance dredging of the

Wrangell Harbor Basin, coordinated with the Borough's federally funded harbor replacement project. Dredging will restore navigational depths and ensure continued safe and reliable marine access for the community. *(Aligned with FY27 CDS request.)*

- **McKinnon Street Rehabilitation (Storm Drain, Sidewalk, and Surfacing) — \$1,029,406**
 Reconstruction of approximately 280 feet of a key downtown corridor, including roadway surfacing, ADA-compliant sidewalks, and storm drainage improvements. The project also integrates replacement of aging water and sewer infrastructure critical to Wrangell's downtown business district.
- **Elevator Replacement – Public Safety Building — \$550,000**
 Replacement of the existing 40-year-old elevator system, which has exceeded its service life and poses operational and accessibility risks. This upgrade will ensure continued ADA compliance and reliable access to essential public safety, judicial, and emergency response functions.
- **Wastewater Treatment Plant Effluent Disinfection Upgrades — \$3,000,000**
 Funding to address regulatory requirements under the Borough's NPDES permit by implementing effluent disinfection systems. These upgrades are necessary to meet updated water quality standards and protect Wrangell's marine environment.
- **Shoemaker Harbor Boat Ramp Replacement (ADF&G Recreational Boating Access Program) — \$731,250**
 Replacement of the existing 208-foot concrete plank boat launch ramp, including structural improvements to enhance safety, durability, and usability across tidal conditions for both recreational and subsistence users.
- **Downtown Waterfront Planning — \$250,000**
 Planning, permitting, and conceptual design to advance implementation of Wrangell's Waterfront Master Plan. This effort will position priority projects for future construction, enhance public access, and stimulate economic activity along the downtown waterfront.
- ***SEAPA Wrangell Transformer — \$2,000,000 (Request from SEAPA)**
 Installation of a new 20-megawatt transformer to double Wrangell's electrical delivery capacity and improve grid resiliency. This project will support load growth, reduce reliance on diesel generation, and enable future industrial and energy-intensive development in the community.

Alaska Industrial Development and Export Authority (AIDEA)

On March 11, the Borough met with the Alaska Industrial Development and Export Authority (AIDEA) to begin discussions on structuring a capital stack for the proposed shipyard development

at the Six-Mile Deepwater Port. The conversation focused on identifying viable financing and partnership pathways to advance the project from planning into construction, recognizing the scale and strategic importance of the investment.

Discussions will continue following execution of a Non-Disclosure Agreement (NDA) with AIDEA, which will allow both parties to evaluate a range of potential funding strategies. These include support for matching requirements associated with a successful EDA grant, exploration of joint equity participation, and access to low-interest financing tools. AIDEA is expected to remain a critical partner in advancing the project, alongside anticipated federal participation from the U.S. Coast Guard and/or NOAA, as the Borough continues to position Wrangell as a key hub for maritime infrastructure and national security operations.

Alaska Board of Fisheries Advocacy – Proposal 170

The Borough recently submitted formal testimony to the Alaska Board of Fisheries in strong opposition to Proposal 170, which would reduce permitted hatchery egg take for pink and chum salmon by 25 percent. While concerns regarding interactions between hatchery and wild stocks are important and warrant continued study, this proposal takes a broad, one-size-fits-all approach that is not grounded in Alaska-specific, regionally applied data. The Borough supports continued investment in science, monitoring, and adaptive management; however, implementing sweeping reductions without a clear causal link to improved wild stock productivity introduces significant risk without demonstrated benefit. Alaska’s hatchery system is actively managed under a science-based framework, and decisions of this magnitude should be driven by targeted data, not generalized conclusions.

Wrangell’s position reflects the critical role hatcheries play in sustaining Southeast Alaska’s economy, food security, and way of life. Hatchery production provides stability for commercial fishermen and, in many years, represents the difference between a viable season and financial hardship—supporting not only permit holders, but also processors, tenders, and small businesses throughout the region. Hatcheries also help ensure harvest opportunity for subsistence users and provide accessible fisheries for sport and recreational use, all of which contribute to the social and economic fabric of our community. Additionally, raw fish tax revenues tied to harvest levels are essential to maintaining municipal services in small communities like Wrangell. For these reasons, the Borough advocated for a balanced, science-based approach that recognizes the complexity of factors impacting wild salmon—including ocean conditions, climate variability, predation, and bycatch—and urged the Board of Fisheries to reject Proposal 170 in favor of maintaining a stable and responsibly managed hatchery program. A copy of my written testimony is embedded in the Assembly packet.

Capital Projects & Maintenance

While the full Capital Projects Department report provides a comprehensive update on the Borough's nearly \$70 million portfolio, this year's focus is squarely on transitioning several priority projects into construction and delivering visible progress across the community.

At the forefront is the completion of Alder Top Village Subdivision, which is now in its final phase and expected to wrap up following required cultural resource work and final grading. This project remains a cornerstone for housing development and long-term community growth. In parallel, the Borough is preparing to commence construction on the Public Safety Building Rehabilitation, a critical investment in public safety infrastructure that will modernize and extend the life of this essential facility.

The Borough will also be advancing the District-wide School Major Maintenance and Renovations project, with construction anticipated to begin this year following final design and bidding. This work represents a significant reinvestment in educational facilities and long-term asset preservation. Additionally, the McKinnon Street Surface and Utilities Recapitalization project is expected to move into construction, addressing aging underground utilities while improving roadway and pedestrian infrastructure in the downtown core.

On the waterfront, the Borough is working toward initiating construction of the Downtown Waterfront Fill Project, a key component of the waterfront master plan, expanding access, and economic activity. Lastly, progress continues on the Trap and Skeet Range improvements, with design advancing and the project positioned to move toward construction as final coordination with partners and funding agencies is completed.

Collectively, these projects represent a coordinated push to deliver on long-planned infrastructure investments while laying the groundwork for broader economic development opportunities across Wrangell.

Finance Update

FY 2027 Budget Development

The Borough has initiated development of the FY 2027 budget, with department directors submitting proposed budgets on March 20. Administration is also working through insurance renewals while monitoring key cost pressures, including anticipated healthcare increases of at least 10 percent and rising energy costs driven by global instability. These conditions are expected to create continued upward pressure on shipping, goods, and service costs across the community. From an operating standpoint, the General Fund and Enterprise Funds are expected to remain relatively flat at FY 2026 service levels, reflecting a disciplined approach amid economic uncertainty. The reauthorization of Secure Rural Schools (SRS) is expected to provide approximately \$1.6 million in additional revenue, strengthening the Borough's financial position.

The primary focus of the FY 2027 budget will be capital investment. The Borough is advancing a significant pipeline of infrastructure projects—many of which are prerequisites to broader economic development opportunities. Administration is developing matching strategies to leverage state and federal funding while maintaining long-term financial stability, ensuring today's investments position Wrangell for sustained growth.

FY 2025 Audit

The Borough is currently working through the FY 2025 financial statement audit and Single Audit, including providing requested sample support and documentation to the auditors. The process is progressing as expected, and we anticipate completion of the audit in May. The Borough will also host BDO for a presentation on the audited financials prior to the end of the fiscal year.

Irene Ingle Public Library – Grant Success!

The Borough would like to extend its congratulations to Library Director Sarah Scambler for securing two additional grant awards in support of the Irene Ingle Public Library.

The first award, through the 2026 Camp Initiative—a highly competitive statewide program supported by the Mat-Su Health Foundation, Rasmuson Foundation, the George and Stephanie Suddock Foundation, and the Alaska Community Foundation—will fund \$20,000 of enhanced youth programming, day camps, and the purchase of library supplies. Out of 139 applications totaling more than \$3.3 million in requests, this award reflects the strength of Wrangell's commitment to serving local youth and expanding educational opportunities.

The second award, a \$10,000 grant from the American Library Association's Libraries Transforming Communities program, will support the purchase and installation of automatic door openers at the library—improving accessibility and ensuring the facility is welcoming and usable for all members of the community.

These awards are a direct reflection of Director Scambler's leadership and dedication to expanding services, improving accessibility, and enhancing the role of the library as a community hub.

Sales Tax Reform – Business Licensing & Compliance

The Borough will be bringing forward a proposed sales tax ordinance aimed at strengthening compliance and clarifying application of the code. The ordinance will require all businesses operating within the Borough to obtain a business license and will further define taxable services to ensure consistent interpretation and administration.

The intent of this update is to ensure that all businesses are operating in compliance with the Borough's sales tax code and that a fair and equitable playing field is maintained across the local

economy. By improving clarity and enforcement, the Borough can better support responsible business practices while protecting municipal revenues that fund essential services. The ordinance will also include reasonable accommodations for youth conducting small-scale business activities, recognizing the importance of encouraging entrepreneurship while maintaining appropriate regulatory balance.

School Contribution Model & Framing a Future of Accountability and Stewardship

The Borough recently held a joint work session with the Wrangell Public School District to align on long-term funding strategy, financial sustainability, and stewardship of shared public facilities. The discussion centered on establishing a more structured and accountable framework for local contributions, recognizing that maintaining sustainable operations will require clear policies, consistent communication, and a shared commitment to accountability between both entities.

Administration is currently developing a draft Memorandum of Understanding (MOU) to be brought forward for Assembly and School Board discussion. The proposed framework will tie local contributions to responsible financial practices, including maintaining appropriate fund balances, prioritizing near-term capital needs, and improving transparency through regular reporting. The goal is to create a durable partnership that ensures financial stability while responsibly stewarding public facilities and supporting long-term educational outcomes.

Public Safety Update

Hostile Intruder Tabletop

The Wrangell Police Department recently hosted a hostile intruder tabletop exercise at the Fire Hall, bringing together representatives from the Borough, School District, SEARHC, and local media. The exercise provided a valuable opportunity to walk through coordinated response protocols and identify gaps in communication, roles, and operational readiness. It was a productive session that helped underscore areas for improvement and how those deficiencies can be addressed moving forward.

Thank you to Chief Meek and Bunes for organizing and leading this important effort. Following the exercise, Borough Administration has developed a dedicated annex to be incorporated into the Emergency Operations Plan (EOP), strengthening preparedness and ensuring clearer coordination in the event of similar incidents.

Wrangell Volunteer Fire Department 4th of July Update

In honor of the 250th anniversary of the United States, the Wrangell Volunteer Fire Department will be moving the community fireworks display back to the evening of July 4th, returning to the

traditional Independence Day celebration. In recent years, the display had been held on July 3rd; however, this year's milestone provides a meaningful opportunity to celebrate on the Fourth itself.

The Borough appreciates the continued commitment of the Wrangell Volunteer Fire Department in organizing this event and helping bring the community together to celebrate our nation's history.

Borough Employment Opportunities

The following employment opportunities exist within the Borough. For information about any of the positions below, please visit www.wrangell.com/jobs:

- Power Generation Mechanic – Open and accepting applications
- Cruise Ship Facility Security Officer – Open and accepting applications
- *Contracted Project Manager – Solicitation to be released soon

City & Borough of Wrangell

BOROUGH MANAGER

PO Box 531, Wrangell, AK, 99929 | +1 (907) 874-2381
205 Brueger Street, Wrangell, AK, 99929



Date: March 10, 2026

To: Madam Chair and Members of the Alaska Board of Fisheries

From: Mason F. Villarma, Borough Manager

RE: Testimony to the Alaska Board of Fisheries – Opposition to Proposal 170

Madam Chair and Members of the Board,

My name is Mason Villarma, and I serve as the Borough Manager for the City and Borough of Wrangell, representing the people of our community.

Wrangell is home to approximately 60 Gillnet Permits, 7 Seine Permits, 59 Hand Troll Permits, and 50 Power Troll Permits. These fishermen are not only participants in our economy—they are the backbone of it. Commercial fishing in Wrangell provides jobs, income, and stability for working families, while also preserving a way of life that has defined our community for generations.

The City and Borough of Wrangell submits this letter in strong opposition to Proposal 170, which proposes a 25% reduction in permitted hatchery egg take for pink and chum salmon. This proposal mirrors prior efforts that have been rejected and continues to present the same fundamental concerns.

Proposal 170 represents a broad, one-size-fits-all reduction that is not grounded in Alaska-specific, regionally applied management data. While concerns regarding hatchery interactions with wild stocks are important and deserve continued study, this proposal relies heavily on generalized findings rather than clear, actionable evidence specific to Alaska's fisheries. Alaska's hatchery system operates under a well-established framework designed to prevent adverse impacts to wild stocks and is actively managed by the Alaska Department of Fish and Game using adaptive, science-based practices.

Most importantly, Proposal 170 fails to recognize the critical role hatcheries play in sustaining the economic and social fabric of Southeast Alaska. Hatchery production is not simply a supplement to our fisheries; it is one of the primary pillars keeping our regional fishing economy afloat.

For the commercial fleet, hatchery-supported returns provide stability in an increasingly uncertain industry. In many years, hatchery fish are the difference between a viable season and financial hardship. These fisheries support not only permit holders, but also deckhands, processors, tenders, fuel suppliers,

and small businesses throughout the region. A 25% reduction in egg take would directly translate to reduced harvest opportunity, lost income, and contraction across the entire maritime economy.

For subsistence users, hatcheries play a vital role in maintaining food security across Southeast Alaska. Salmon is not just an economic resource—it is a foundational food source for many of our residents. Hatchery production helps ensure that sufficient numbers of fish are available for harvest, particularly in years when wild returns are weak. Reducing hatchery output risks increasing pressure on wild stocks while simultaneously limiting access to critical subsistence resources.

For sport and recreational users, hatchery-supported fisheries provide accessible and reliable fishing opportunities that enhance quality of life for residents and support a growing visitor economy. These fisheries drive charter businesses, tourism activity, and local spending that benefit communities like Wrangell.

Additionally, the benefits of hatchery production extend directly to local governments through fisheries business tax revenues. These funds are essential for small Southeast communities, helping sustain basic public services, infrastructure, and community operations. A reduction in hatchery output would not only impact fishermen—it would reduce the revenues that allow our municipalities to function and serve our residents.

Proposal 170 attempts to address complex challenges facing wild salmon—including ocean conditions, climate variability, predation, and international bycatch—through a single, blunt regulatory action. Without a clear causal link demonstrating that a broad reduction in hatchery production will result in measurable improvements to wild stock productivity, this approach is speculative and carries significant economic risk.

Wrangell supports continued investment in science, monitoring, and adaptive management to ensure both hatchery and wild stock sustainability. However, Proposal 170 does not represent a targeted, evidence-based solution. Instead, it proposes a sweeping reduction that places disproportionate risk on Southeast Alaska communities without clear biological benefit.

For these reasons, the City and Borough of Wrangell strongly urges the Board to reject Proposal 170. Maintaining a stable, predictable, and responsibly managed hatchery program is essential to the economic health, food security, and long-term sustainability of our region.

Thank you for your consideration.

Sincerely,

Mason F. Villarma

Mason F. Villarma
Borough Manager

City and Borough of Wrangell

City & Borough of Wrangell
CAPITAL PROJECTS DEPARTMENT
Administrative Report



To: HONORABLE MAYOR AND MEMBERS OF THE ASSEMBLY
Cc: MASON VILLARMA, BOROUGH MANAGER
From: AMBER AL-HADDAD, CAPITAL PROJECTS DIRECTOR
Subject: CAPITAL PROJECTS DEPARTMENT REPORT
Date: MARCH 19, 2026

The Capital Projects Department directs the planning, management, and execution of the City and Borough of Wrangell's Capital Improvement Program (CIP). Currently, the department oversees a nearly \$70 million portfolio of infrastructure and major maintenance projects across all development phases, from initial permitting and design to final construction. This report highlights funded projects currently in progress and concludes with an overview of pending state and federal grant applications.

Projects in Construction/Implementation Phase

EDA FY2025 Disaster Supplemental Grant Program. The Preliminary Engineering Reports required to support our grant application to the Economic Development Administration (EDA) were complete in early February, and the consultants continued to provide support as needed throughout our grant development period. The three project applications were submitted to EDA on March 3rd.

Water Treatment Plant Improvements. Following completion of late 2025 change order work, punch list items, warranty items, and closeout requirements, we look forward to a one-year warranty inspection in cooperation with DOWL engineering and McG Constructors. We continue to work toward close out of the project with our federal funders, USDA, EDA, and SRF, as well as the Contractor, McG Constructors. Our one year warranty inspection is schedule for the week of April 13th.

Alder Top Village Subdivision Development, Ph II Roads and Utilities. This project is approximately 90% complete, requiring completion of the sewer line that is tied to the inadvertent discovery of a shell midden and final road grading, all of which will have to be performed after the work plan outlined in a Data Recovery Treatment Plan. The plan was written by TrueNorth Sustainable Design, in consultation with interested parties, including WCA, SHPO, ADOT, and Denali Commission. One the plan



was complete, the permit application to the SHPO and ADOT was requested by TrueNorth with the final permit being received on March 19, 2026.

TrueNorth will travel to Wrangell to perform the investigation and data recovery work as weather permits. They currently have a mid-April schedule for this work. The work of the contractor will follow completion of the data recovery effort.

11MW Power Generation Upgrades. The equipment has been ordered for the upgrades to the power plant's output capacity. The lead time for this equipment was expected, at the time of the order, to run approximately 42-48 weeks beyond April 2025; however, our recent updated ship date from the factory is now 6/26/2026. We are hopeful for the possibility of improving that timeline.

Above Ground Tank Install (Fuel/Storage Tank), Public Safety Building and High School. This project was awarded to Schmolck Mechanical and contracts, bonds and insurance is being finalized. 2026.

Projects Advancing to Construction Bidding Phase

Stikine Middle School Boiler Replacement. This project is part of the larger Wrangell Schools Renovations - 3 Site project, funded in part by the Department of Education and Borough. Due to the critical need to replace this boiler, due to increased leaking, the Department of Education allowed us to pursue this as a stand-alone project and issue its design and construction separate from the larger project. The project was released for construction bidding on March 10th. Bids are due by April 7th.

Projects in Planning and Design Phase

Public Safety Building Rehabilitation. NorthWind Architects, LLC. has finalized the 45% design level drawings and the cost estimate, which is similar to the conceptual cost estimate developed during their Preliminary Architectural Report development. At the 45% design development stage, the A&E team has not yet fully detailed the project. Coordination with the State Fire Marshal has begun, in an effort to ensure design criteria for the new peaked roof structure over the existing flat roofs is identified early in the design process.



Coordination with USDA continues in an effort to have the Congressional appropriations in the amount of \$2,438,000 obligated. Combined Borough and federal funding for the project is \$5,938,000.

Wrangell Schools Renovations (includes the Stikine Middle School Roof Replacement funded in part by CDBG). The LCG Lantech A&E team has advanced design to the 95% level in cooperation with Borough and School District staff review, and a cost estimate based on the final 95% level scope of work will be developed. As the 95% design and cost estimate are finalized, the A&E team will move to 100% design and construction contract document completion before releasing for construction bidding. We anticipate construction bidding to occur by late April 2026.

McKinnon Street Rehabilitation; Water and Sewer Utilities Replacement. PND completed their 50% design development and cost estimates in February and design efforts continue toward the 95% design level.

Associated with the nearly \$938,000 in federal funding appropriated for water and sewer systems under this project, we are required to pursue consultation for cultural and historical concerns. Through this consultation, the State Historical Preservation Office (SHPO) requested an architectural survey of the properties adjoining the project area, to determine their eligibility for the National Register of Historic Places within the area of potential effect. The downtown of Wrangell is considered a known historic area, eligible as a National Register of Historic Places as the *Wrangell Core Historic District*. The survey was conducted in late February and the report submitted to SHPO this week. SHPO has 30 days to review the report and the recommendations of the Architect, which is that three of the five buildings evaluated are eligible for the National Register of Historic Places as a contributing building to a greater Historic District. Further recommendations include that No adverse effects are anticipated on the contributing historic fabric to the Wrangell Core Historic District and no adverse effects are anticipated in the demolition of the existing McKinnon Street roadway or sidewalks.

6-Mile Deep-Water Port Environmental Site Assessment (ESA) Phase I and II. Nortech is developing their fee proposal for the Phase I Environmental Site assessment for the 40-acre site, as required under the Borough's Prospective Purchase Agreement with the State of Alaska, DEC.

Reservoir Bypass. The environmental permitting documents are under review by the federal agencies. Meanwhile, the design work has advanced to the 100% submittal level and plan review request was recently submitted to ADEC and the office of Dam Safety. Plans are still under review.



With the design complete and its associated cost updated, we will be able to develop the required grant application for the Congressional Direct Spending funding allocated for this work. The application, with environmental work complete, must be reviewed and approved before funding is made available and construction bidding can proceed.

Downtown Waterfront Tidelands Fill and Abutment. The Borough has commissioned PND Engineers to design the waterfront fill and abutment project, with upland survey fieldwork completed in February. Because a Metocean Study was not included in the original scope, Borough staff are currently researching historical fill and revetment projects to provide PND with necessary data on wave action and wind effects.

Additionally, further coordination with ACL is required regarding their facility design. Specifically, the Borough must determine the feasibility of shifting the facility inland and identify the appropriate transfer bridge type, as the existing CBW barge ramp may be too heavy for the Empress barge. Resolution of these items is necessary for PND to advance their design work.

WWTP Secondary Disinfection Analysis. The State Revolving Fund (SRF) loan in the amount of \$175,000 for the Alternatives Analysis has been executed, and we will develop the Request for Qualifications to competitively solicit proposals from engineering firms to perform this work.

On January 15, 2026, a \$10,000,000 Congressionally Directed Spending (CDS) appropriation was awarded to Wrangell for the Wastewater Treatment Plant Effluent Disinfection Facility. The Borough extends its sincere gratitude to Senator Murkowski and her team for their dedicated efforts in securing funding for vital infrastructure projects across Alaska, including this significant investment in Wrangell.

Sunset Gardens Cemetery Expansion and Columbarium. Design drawings and specifications have been received and require modifications. Although this project is not currently funded, as some of the more critical projects are released for bidding, we will move this project forward to 100% design complete and ready for construction bidding, following project funding.

40-Acre Deep Water Port Development. The \$421,000 grant from the Port Infrastructure Development Program (PIDP) will be used for project development planning activities including property survey, Phase II Environmental Analysis, permitting needs, preliminary engineering assessment of property bulkhead, and preliminary engineering assessment of utility extension requirement.

PND Engineers is under contract to perform a portion of this planning project, beginning with the required site survey. While originally



scheduled for early March, the survey has been delayed by persistent snow cover. PND will reschedule the Wrangell site visit as soon as the snow dissipates to ensure an accurate survey can be completed.

Skeet Range Improvements, Phase II. The Borough received the grant agreement from the Alaska Department of Fish & Game Hunter Safety program. The Assembly approved and MOU with the Wrangell Rod & Gun Club / Stikine Sportsmen Association who will collaborate on the project design. Following a kickoff meeting last week to review site conditions, the team has identified a preferred design direction. We are currently reviewing this approach with the funding agency to discuss minor budgetary adjustments. Once these modifications are confirmed, the Borough will solicit engineering services to begin the formal design and environmental review process.

Wrangell Harbor Basin Float System Replacement. Coordination continues between the RAISE grant team and the US Army Corps of Engineers (USACE) to align the Borough's project with the authorized navigation channel dredging. While the USACE awaits federal funding for their maintenance dredging, Borough administration is evaluating options to self-fund a portion of the USACE scope. This proactive strategy is intended to prevent delays if federal work plans do not materialize in time to meet the Borough's construction schedule, allowing us to maintain control over the project timeline.

Dam Safety and Stabilization Improvements. The Dam Stabilization Alternatives Analysis, conducted by Shannon & Wilson, has reached approximately 35% completion. The project will advance to the next design phase, including the environmental permitting phase, which will culminate in a biddable project package, developed in coordination with the DNR Dam Safety Office.

Eastern Channel Emergency Access Route. Staff have identified the site survey as the primary scope of work for the initial planning phase, which will be funded by the \$200,000 State of Alaska planning grant. The Borough is currently coordinating with the USFS for their project with WCA proposed to replace the Hermit Creek Bridge, as the USFS holds an easement on a section of this State-owned roadway. There is a significant opportunity to engage the USFS for long-term project sustainability, provided the work aligns with current federal administration initiatives.

Projects with Pending Funding Requests

EDA FY2025 Disaster Supplemental Grant Program. The three project applications were submitted to EDA on March 3rd with a total project cost



of approximately \$54,000,000. EDA reports that they received 3X the number of applications than expected. While EDA does not have a hard date by which they will release a notification of successful awardees, considering their multi-tiered and rigorous levels of review EDA is aiming for an August notification period.

The three projects are briefly outlined below:

1. Deep Water Port Site Development Project, a site development of the former 6-mile Silver bay Logging mill site for economic recovery through subdivision development to support the needs of future deep water port land occupants and their operations through reliable municipal infrastructure such as transportation access, water, sewer, and power utilities, standby power generation, and waterfront improvements.
2. Downtown Port Expansion, a project to enhance port infrastructure efficiency, improve vessel and pedestrian access, and facilitate economic development by expanding the City Dock infrastructure.
3. Wrangell Flume Replacement Project, a project to replace the flume that collects and delivers surface water to the upper reservoir. Replacing the deteriorate flume will reduce raw water loss, improve instream flows, and enhance reservoir water quality.

Congressional Direct Spending (CDS) Requests for FFY 2027. Following approval of Resolution 01-26-2013 establishing our Federal Priority Capital Projects for FFY2027, the Borough submitted funding requests for the following projects to Senator Murkoski for Congressional Direct Spending consideration and to Representative Begich for Community Project Funding consideration.

- Wrangell Harbor Basin Operations & Maintenance Dredging; Support for Programmatic Funding for the US Army Corps of Engineers Maintenance Dredging Program (\$4,330,000)
- Wrangell Deepwater Port Subdivision Development (\$15,500,000)
- Wrangell Diesel Power Plant Roof Replacement (\$1,136,243)

State of Alaska Legislative Capital Budget consideration for FFY 2027. Following approval of Resolution 01-26-2012 establishing our State Priority Capital Projects for FY2027, we the Borough submitted funding requests for the following projects through Designated Legislative Capital funding consideration.

- Inner Harbor Replacement
- Wrangell Harbor Basin Dredging



- McKinnon Street Rehabilitation: Storm Drain, Sidewalk and Roadway Surfacing
- Elevator Replacement: Public Safety Building
- Wastewater Treatment Plant Effluent Disinfection Improvements
- Shoemaker Harbor Boat Ramp Replacement
- Downtown Waterfront Plan Design

Wrangell

Legislative Capital Budget Account Summary

Priority	Project	State Funding Requested	Total Project Cost	TPS Number	Viewable By District
1.	Wrangell - Inner Harbor Replacement	\$5,000,000	\$12,118,601	65174	1, A
2.	Wrangell - Wrangell Harbor Basin Dredging	\$1,906,125	\$1,906,125	70476	1, A
3.	Wrangell - McKinnon Street Rehabilitation: Storm Drain,Sidewalk, and Surfacing	\$1,029,406	\$1,967,000	70477	1, A
4.	Wrangell - Elevator Replacement: Public Safety Building	\$555,000	\$561,950	70512	1, A
5.	Wrangell - Wastewater Treatment Plant Effluent Disinfection Improvements	\$3,000,000	\$13,215,000	67643	1, A
6.	Wrangell - Shoemaker Harbor Boat Ramp Replacement	\$731,250	\$978,000	70511	1, A
7.	Wrangell - Downtown Waterfront Plan Design	\$750,000	\$762,000	69576	1, A

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10003-04	Silvia Greuter	\$0.00	\$390.23	\$0.00	\$0.00	\$0.00	\$0.00	\$390.23
10010-09	Michael Schwartz	\$0.00	\$411.75	\$88.25	\$0.00	\$0.00	\$0.00	\$500.00
10011-03	Shelterdeck Storage	\$0.00	\$30.37	\$0.00	\$0.00	\$0.00	\$0.00	\$30.37
10012-02	Gadd Enterprises LL	\$0.00	\$26.32	\$25.63	\$9.05	\$0.00	\$0.00	\$61.00
10016-05	Randy L Backman	\$0.00	(\$2,311.25)	\$0.00	\$0.00	\$0.00	\$0.00	(\$2,311.25)
10020-02	Muskeg Meadows	\$0.00	\$16.71	\$0.00	\$0.00	\$0.00	\$0.00	\$16.71
10021-02	Muskeg Meadows	\$0.00	\$195.68	\$0.00	\$0.00	\$0.00	\$0.00	\$195.68
10025-02	Alaska Airlines co	\$0.00	\$331.36	\$0.00	\$0.00	\$0.00	\$0.00	\$331.36
10026-01	Alaska Airlines co	\$0.00	\$2,307.40	\$0.00	\$0.00	\$0.00	\$0.00	\$2,307.40
10027-03	C&D Deliveries	\$0.00	\$900.93	\$0.00	\$0.00	\$0.00	\$0.00	\$900.93
10028-01	Temsco Helicopters	\$0.00	\$542.78	\$0.00	\$0.00	\$0.00	\$0.00	\$542.78
10029-02	Faa / Amz 110	\$0.00	\$847.20	\$0.00	\$0.00	\$0.00	\$0.00	\$847.20
10036-02	Timothy Hunt	\$0.00	\$394.20	\$0.00	\$0.00	\$0.00	\$0.00	\$394.20
10038-03	Patrick McManus	\$0.00	\$433.22	\$0.00	\$0.00	\$0.00	\$0.00	\$433.22
10041-07	Teresa R. Redman	\$0.00	\$394.06	\$29.90	\$0.00	\$0.00	\$0.00	\$423.96
10043-02	Marisa Fulgham	\$0.00	\$322.81	\$0.00	\$0.00	\$0.00	\$0.00	\$322.81
10044-05	Tyler Janssen	\$0.00	\$366.85	\$0.00	\$0.00	\$0.00	\$0.00	\$366.85
10064-26	Albert Rinehart	\$0.00	\$392.86	\$0.00	\$0.00	\$0.00	\$0.00	\$392.86
10065-02	Nellmarie Rose Chur	\$0.00	\$481.52	\$0.00	\$0.00	\$0.00	\$0.00	\$481.52
10067-02	Mike Allen Jr	\$0.00	\$424.88	\$0.00	\$0.00	\$0.00	\$0.00	\$424.88
10068-01	Marilyn Mork	\$0.00	\$393.62	\$0.00	\$0.00	\$0.00	\$0.00	\$393.62
10070-01	Tom Gillen Sr.	\$0.00	\$258.36	\$0.20	\$0.00	\$0.00	\$0.00	\$258.56
10072-12	Jonah M Link	\$0.00	\$485.56	\$559.64	\$0.00	\$0.00	\$0.00	\$1,045.20
10073-04	Aaron Angerman	\$0.00	\$486.88	\$0.00	\$0.00	\$0.00	\$0.00	\$486.88
10076-22	Erica T Maiquis	\$0.00	\$482.98	\$0.00	\$0.00	\$0.00	\$0.00	\$482.98
10079-03	Charles Ercolin	\$0.00	\$428.77	\$0.00	\$0.00	\$0.00	\$0.00	\$428.77
10081-02	Marjy Wood	\$0.00	\$583.39	\$0.00	\$0.00	\$0.00	\$0.00	\$583.39
10083-01	John Hall	\$0.00	\$262.59	\$0.00	\$0.00	\$0.00	\$0.00	\$262.59
10085-01	Laurie Broad	\$0.00	\$230.79	\$0.00	\$0.00	\$0.00	\$0.00	\$230.79
10089-01	Dave Andresen	\$0.00	\$443.40	\$0.00	\$0.00	\$0.00	\$0.00	\$443.40
10091-02	Erin Andresen	\$0.00	\$408.99	\$0.00	\$0.00	\$0.00	\$0.00	\$408.99
10095-07	James C. Nelson	\$0.00	\$510.46	\$0.00	\$0.00	\$0.00	\$0.00	\$510.46
10101-04	Clay Hammer	\$0.00	\$543.70	\$0.00	\$0.00	\$0.00	\$0.00	\$543.70
10102-22	Shaleen Kuntz	\$0.00	\$496.79	\$149.21	\$0.00	\$0.00	\$0.00	\$646.00
10103-16	Sara Gadd	\$0.00	\$554.63	\$114.50	\$0.00	\$0.00	\$0.00	\$669.13
10107-09	Robert Lippert	\$0.00	\$321.42	\$0.00	\$0.00	\$0.00	\$0.00	\$321.42
10108-03	Dan Trail	\$0.00	\$293.88	\$0.00	\$0.00	\$0.00	\$0.00	\$293.88
10114-13	Danika C Smith	\$0.00	\$340.34	\$221.71	\$0.00	\$0.00	\$0.00	\$562.05

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10115-05	Shelby Smith	\$0.00	(\$150.40)	(\$35.60)	\$0.00	\$0.00	\$0.00	(\$186.00)
10116-18	Jacob Hammer	\$0.00	\$374.00	\$0.00	\$0.00	\$0.00	\$0.00	\$374.00
10117-06	Patricia Ann MacDon	\$0.00	\$216.95	\$0.00	\$0.00	\$0.00	\$0.00	\$216.95
10121-10	Dorthea Rooney	\$0.00	(\$300.00)	(\$5.84)	\$0.00	\$0.00	\$0.00	(\$305.84)
10124-06	William J Bahleda	\$0.00	(\$30.60)	\$0.00	\$0.00	\$0.00	\$0.00	(\$30.60)
10126-17	Kaytlyn C Bruce	\$0.00	\$3.67	\$3.67	\$4.77	\$8.44	\$417.18	\$437.73
10128-05	David Bryner	\$0.00	\$286.77	\$13.23	\$0.00	\$0.00	\$0.00	\$300.00
10130-01	Danette Grover	\$0.00	\$372.42	\$0.00	\$0.00	\$0.00	\$0.00	\$372.42
10132-20	Tony M Curtis	\$0.00	\$379.55	\$0.00	\$0.00	\$0.00	\$0.00	\$379.55
10133-09	Gary J Buethe	\$0.00	\$290.84	\$0.00	\$0.00	\$0.00	\$0.00	\$290.84
10134-09	Brandon Kenfield	\$0.00	\$433.34	\$442.37	\$0.00	\$0.00	\$0.00	\$875.71
10136-03	Amber L Hillberry	\$0.00	\$420.73	\$20.35	\$0.00	\$0.00	\$0.00	\$441.08
10140-15	Michael J Lewis	\$0.00	\$7.99	\$7.99	\$7.99	\$7.99	\$976.30	\$1,008.26
10144-11	John C Schroeder	\$0.00	\$413.39	\$0.00	\$0.00	\$0.00	\$0.00	\$413.39
10145-10	Elizabeth Wirt	\$0.00	\$249.42	\$0.00	\$0.00	\$0.00	\$0.00	\$249.42
10149-01	Donna J. McKay	\$0.00	\$431.82	\$468.22	\$138.46	\$0.00	\$0.00	\$1,038.50
10153-04	Pearl Elain Baker	\$0.00	\$330.04	\$0.00	\$0.00	\$0.00	\$0.00	\$330.04
10154-07	John Waddington	\$0.00	\$0.00	\$0.00	(\$577.18)	\$0.00	\$0.00	(\$577.18)
10155-02	Dawn Copeland	\$0.00	\$24.27	\$0.00	\$0.00	\$0.00	\$0.00	\$24.27
10156-04	Briana Schilling	\$0.00	\$125.00	\$0.00	\$0.00	\$0.00	\$0.00	\$125.00
10157-18	Katlyn A Howell	\$0.00	\$318.97	\$11.17	\$0.00	\$0.00	\$0.00	\$330.14
10160-07	Thomas E Brown Jr	\$0.00	\$281.29	\$0.00	\$0.00	\$0.00	\$0.00	\$281.29
10161-01	Alonso Degrande Jr	\$0.00	\$574.97	\$713.85	\$0.00	\$0.00	\$0.00	\$1,288.82
10165-02	Theresa Allen	\$0.00	\$767.34	\$0.00	\$0.00	\$0.00	\$0.00	\$767.34
10170-02	Priscilla Harvey	\$0.00	\$351.04	\$416.62	\$0.00	\$0.00	\$0.00	\$767.66
10176-02	James Stough Jr	\$0.00	\$5.29	\$5.29	\$5.29	\$133.08	\$485.92	\$634.87
10176-03	Heather R Lorenz	\$0.00	\$322.87	\$0.00	\$0.00	\$0.00	\$0.00	\$322.87
10177-17	Royce R Rath	\$0.00	\$297.08	\$0.00	\$0.00	\$0.00	\$0.00	\$297.08
10182-01	Patricia Overbay	\$0.00	\$528.75	\$0.00	\$0.00	\$0.00	\$0.00	\$528.75
10183-01	Keith Appleman	\$0.00	\$590.54	\$0.00	\$0.00	\$0.00	\$0.00	\$590.54
10185-09	Amy Price	\$0.00	\$360.79	\$0.00	\$0.00	\$0.00	\$0.00	\$360.79
10188-02	Robbie Marshall	\$0.00	\$646.75	\$0.00	\$0.00	\$0.00	\$0.00	\$646.75
10189-02	Carmen Villarma	\$0.00	\$177.26	\$0.00	\$0.00	\$0.00	\$0.00	\$177.26
10191-04	Carmen Villarma	\$0.00	\$589.91	\$0.00	\$0.00	\$0.00	\$0.00	\$589.91
10192-07	Ken & Kimmie Smith	\$0.00	\$356.00	\$0.00	\$0.00	\$0.00	\$0.00	\$356.00
10194-27	Gablehouse Rentals	\$0.00	\$264.78	\$0.00	\$0.00	\$0.00	\$0.00	\$264.78
10195-12	Gablehouse Rentals	\$0.00	\$433.41	\$0.00	\$0.00	\$0.00	\$0.00	\$433.41
10196-21	Rebecca Jean Werber	\$0.00	\$297.48	\$0.00	\$0.00	\$0.00	\$0.00	\$297.48

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10199-09	Mike Matney	\$0.00	\$253.23	\$0.00	\$0.00	\$0.00	\$0.00	\$253.23
10200-05	Mike Matney	\$0.00	\$40.62	\$0.00	\$0.00	\$0.00	\$0.00	\$40.62
10202-02	Wrangell Extended S	\$0.00	\$284.87	\$0.00	\$0.00	\$0.00	\$0.00	\$284.87
10203-02	Wrangell Extended S	\$0.00	\$400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$400.00
10205-01	Dot & Pf	\$0.00	\$690.22	\$0.00	\$0.00	\$0.00	\$0.00	\$690.22
10206-03	Donna Paul	\$0.00	\$632.12	\$0.00	\$0.00	\$0.00	\$0.00	\$632.12
10208-01	GCI Cable Inc.	\$0.00	\$313.64	\$0.00	\$0.00	\$0.00	\$0.00	\$313.64
10210-19	J.R. O'Riley	\$0.00	\$260.47	\$0.00	\$0.00	\$0.00	\$0.00	\$260.47
10212-02	Patrick McMurren	\$0.00	\$601.67	\$0.00	\$0.00	\$0.00	\$0.00	\$601.67
10216-07	Mason F Villarma	\$0.00	\$268.42	\$0.00	\$0.00	\$0.00	\$0.00	\$268.42
10217-01	Priscilla Gail Otte	\$0.00	\$298.33	\$0.00	\$0.00	\$0.00	\$0.00	\$298.33
10225-01	Jonelle Bjorge	\$0.00	\$387.19	\$349.23	\$269.89	\$0.00	\$0.00	\$1,006.31
10228-03	James Stough	\$0.00	\$308.28	\$0.00	\$0.00	\$0.00	\$0.00	\$308.28
10229-02	McKenna L Harding	\$0.00	\$327.89	\$80.11	\$0.00	\$0.00	\$0.00	\$408.00
10230-02	Samuel R Privett II	\$0.00	\$389.10	\$0.00	\$0.00	\$0.00	\$0.00	\$389.10
10234-03	Raymond A Hayes	\$0.00	\$497.72	\$0.00	\$0.00	\$0.00	\$0.00	\$497.72
10236-02	Megan Powell	\$0.00	\$770.91	\$0.00	\$0.00	\$0.00	\$0.00	\$770.91
10240-01	Angerman Rental	\$0.00	\$22.64	\$0.00	\$0.00	\$0.00	\$0.00	\$22.64
10241-05	Jennifer Lee Dozier	\$0.00	(\$50.60)	\$0.00	\$0.00	\$0.00	\$0.00	(\$50.60)
10242-06	Darian T Burley	\$0.00	\$386.81	\$0.00	\$0.00	\$0.00	\$0.00	\$386.81
10243-22	Brook McHolland	\$0.00	\$414.31	\$0.00	\$0.00	\$0.00	\$0.00	\$414.31
10244-01	Denice C Armstrong	\$0.00	\$0.00	(\$575.00)	\$0.00	\$0.00	(\$1,307.58)	(\$1,882.58)
10245-01	Elsie Bailey	\$0.00	\$412.57	\$0.00	\$0.00	\$0.00	\$0.00	\$412.57
10246-03	Kelsey J Martinsen	\$0.00	\$454.90	\$0.00	\$0.00	\$0.00	\$0.00	\$454.90
10247-07	Erik L Scheib	\$0.00	\$200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200.00
10248-01	Ken Davidson Sr	\$0.00	\$584.22	\$0.00	\$0.00	\$0.00	\$0.00	\$584.22
10249-10	Mike Matney	\$0.00	\$649.10	\$0.00	\$0.00	\$0.00	\$0.00	\$649.10
10251-01	Joe Kuntz	\$0.00	\$405.21	\$0.00	\$0.00	\$0.00	\$0.00	\$405.21
10252-01	Lurine McGee	\$0.00	\$158.35	\$0.00	\$0.00	\$0.00	\$0.00	\$158.35
10253-08	Sharlene Joseph	\$0.00	\$442.93	\$364.51	\$47.79	\$0.00	\$0.00	\$855.23
10257-10	Christopher K Marti	\$0.00	\$418.33	\$0.00	\$0.00	\$0.00	\$0.00	\$418.33
10258-02	Jillian Privett	\$0.00	\$727.66	\$0.00	\$0.00	\$0.00	\$0.00	\$727.66
10259-04	Rebekah Gile	\$0.00	\$561.88	\$0.00	\$0.00	\$0.00	\$0.00	\$561.88
10260-06	Wrangell IGA Inc	\$0.00	\$417.37	\$0.00	\$0.00	\$0.00	\$0.00	\$417.37
10261-09	Wrangell IGA Inc	\$0.00	\$433.58	\$0.00	\$0.00	\$0.00	\$0.00	\$433.58
10262-01	Jean S Brown	\$0.00	\$579.50	\$0.00	\$0.00	\$0.00	\$0.00	\$579.50
10263-02	Mercedes Angerman R	\$0.00	\$304.73	\$0.00	\$0.00	\$0.00	\$0.00	\$304.73
10264-01	Mercedes D Angerman	\$0.00	\$588.07	\$0.00	\$0.00	\$0.00	\$0.00	\$588.07

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10265-01	Mercedes D Angerman	\$0.00	\$17.03	\$0.00	\$0.00	\$0.00	\$0.00	\$17.03
10267-01	Oliver Buness	\$0.00	\$715.66	\$0.00	\$0.00	\$0.00	\$0.00	\$715.66
10268-01	Sumi J Angerman	\$0.00	\$312.93	\$0.00	\$0.00	\$0.00	\$0.00	\$312.93
10269-06	Richard Churchill	\$0.00	\$373.49	\$373.71	\$0.00	\$0.00	\$0.00	\$747.20
10270-02	Christy R Gardner	\$0.00	\$487.99	\$0.00	\$0.00	\$0.00	\$0.00	\$487.99
10275-05	Jon Abrahamson	\$0.00	\$225.57	\$474.35	\$0.00	\$0.00	\$0.00	\$699.92
10276-01	Olga Norris	\$0.00	\$357.86	\$0.00	\$0.00	\$0.00	\$0.00	\$357.86
10277-02	Ottesen's Ace Hardw	\$0.00	\$1,576.54	\$2,028.55	\$0.00	\$0.00	\$0.00	\$3,605.09
10278-02	Ottesen's Ace Hardw	\$0.00	\$250.66	\$279.08	\$0.00	\$0.00	\$0.00	\$529.74
10282-07	Andrew Scambler	\$0.00	\$486.85	\$0.00	\$0.00	\$0.00	\$0.00	\$486.85
10283-02	Alaska Power Teleph	\$0.00	\$1,364.60	\$0.00	\$0.00	\$0.00	\$0.00	\$1,364.60
10286-01	Jack Urata	\$0.00	\$534.47	\$0.00	\$0.00	\$0.00	\$0.00	\$534.47
10287-04	Angerman's Outlet	\$0.00	\$654.53	\$0.00	\$0.00	\$0.00	\$0.00	\$654.53
10289-02	Jethro Rentals	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
10290-01	Angerman's Inc.	\$0.00	\$1,353.12	\$0.00	\$0.00	\$0.00	\$0.00	\$1,353.12
10291-02	Angerman's Inc.	\$0.00	\$12.96	\$0.00	\$0.00	\$0.00	\$0.00	\$12.96
10292-05	North Star Ventures	\$0.00	\$2,100.36	\$0.00	\$0.00	\$0.00	\$0.00	\$2,100.36
10293-03	North Star Ventures	\$0.00	\$3,217.52	\$0.00	\$0.00	\$0.00	\$0.00	\$3,217.52
10295-03	North Star Ventures	\$0.00	\$915.14	\$0.00	\$0.00	\$0.00	\$0.00	\$915.14
10298-03	North Star Ventures	\$0.00	\$115.86	\$0.00	\$0.00	\$0.00	\$0.00	\$115.86
10299-04	Southeast Auto & Ma	\$0.00	\$700.23	\$0.00	\$0.00	\$0.00	\$0.00	\$700.23
10300-05	Alaska Waters	\$0.00	\$507.39	\$0.00	\$0.00	\$0.00	\$0.00	\$507.39
10310-05	Wrangell Properties	\$0.00	\$1,252.78	\$0.00	\$0.00	\$0.00	\$0.00	\$1,252.78
10313-02	LNМ Services	\$0.00	\$503.41	\$0.00	\$0.00	\$0.00	\$0.00	\$503.41
10314-02	B.P.O.E.	\$0.00	\$2,297.97	\$0.00	\$0.00	\$0.00	\$0.00	\$2,297.97
10317-02	Wells Fargo Bank C/	\$0.00	\$845.18	\$0.00	\$0.00	\$0.00	\$0.00	\$845.18
10318-20	Arctic Chiropractic	\$0.00	\$567.51	\$0.00	\$0.00	\$0.00	\$0.00	\$567.51
10319-02	Arctic Chiropractic	\$0.00	\$370.71	\$0.00	\$0.00	\$0.00	\$0.00	\$370.71
10320-20	Arctic Chiropractic	\$0.00	\$483.35	\$0.00	\$0.00	\$0.00	\$0.00	\$483.35
10323-15	John H Mason	\$0.00	\$377.89	\$0.00	\$0.00	\$0.00	\$0.00	\$377.89
10324-22	Maliyah M Bilyeu	\$0.00	\$231.72	\$233.17	\$5.46	\$0.00	\$0.00	\$470.35
10325-34	WIMBERLEY-CURTIS IN	\$0.00	\$97.97	\$0.00	\$0.00	\$0.00	\$0.00	\$97.97
10326-20	Susan Boswell	\$0.00	\$234.15	\$0.00	\$0.00	\$0.00	\$0.00	\$234.15
10328-14	Brian Herman	\$0.00	\$147.94	\$0.00	\$0.00	\$0.00	\$0.00	\$147.94
10329-13	WIMBERLEY-CURTIS IN	\$0.00	\$259.22	\$0.00	\$0.00	\$0.00	\$0.00	\$259.22
10330-05	Wrangell Sentinel	\$0.00	\$240.70	\$0.00	\$0.00	\$0.00	\$0.00	\$240.70
10331-14	WIMBERLEY-CURTIS IN	\$0.00	\$82.32	\$0.00	\$0.00	\$0.00	\$0.00	\$82.32
10342-02	WIMBERLEY-CURTIS IN	\$0.00	\$48.83	\$0.00	\$0.00	\$0.00	\$0.00	\$48.83

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10343-02	WIMBERLEY-CURTIS IN	\$0.00	\$284.44	\$0.00	\$0.00	\$0.00	\$0.00	\$284.44
10344-02	WIMBERLEY-CURTIS IN	\$0.00	\$228.74	\$0.00	\$0.00	\$0.00	\$0.00	\$228.74
10345-02	WIMBERLEY-CURTIS IN	\$0.00	\$265.64	\$0.00	\$0.00	\$0.00	\$0.00	\$265.64
10346-04	WIMBERLEY-CURTIS IN	\$0.00	\$352.55	\$0.00	\$0.00	\$0.00	\$0.00	\$352.55
10347-02	WIMBERLEY-CURTIS IN	\$0.00	\$87.62	\$0.00	\$0.00	\$0.00	\$0.00	\$87.62
10348-02	WIMBERLEY-CURTIS IN	\$0.00	\$45.11	\$0.00	\$0.00	\$0.00	\$0.00	\$45.11
10349-02	WIMBERLEY-CURTIS IN	\$0.00	\$35.80	\$0.00	\$0.00	\$0.00	\$0.00	\$35.80
10353-13	Alisha M Mora	\$0.00	\$356.22	\$400.26	\$0.00	\$0.00	\$0.00	\$756.48
10354-03	Alisha M Mora	\$0.00	\$648.51	\$595.76	\$0.00	\$0.00	\$0.00	\$1,244.27
10355-04	Rayme's Bar #2	\$0.00	\$1,608.77	\$0.00	\$0.00	\$0.00	\$0.00	\$1,608.77
10356-04	Rayme's Bar #2	\$0.00	\$855.85	\$0.00	\$0.00	\$0.00	\$0.00	\$855.85
10357-03	Rock N Road Const.	\$0.00	(\$125.00)	\$0.00	\$0.00	\$0.00	\$0.00	(\$125.00)
10358-28	April S Young	\$0.00	\$392.95	\$369.39	\$0.00	\$0.00	\$0.00	\$762.34
10360-32	Kyla A Teat	\$0.00	\$318.22	\$0.00	\$0.00	\$0.00	\$0.00	\$318.22
10361-45	Jessy Tramontana	\$0.00	\$250.74	\$0.00	\$0.00	\$0.00	\$0.00	\$250.74
10362-02	Joy Dicey Phillips	\$0.00	\$81.18	\$0.00	\$0.00	\$0.00	\$0.00	\$81.18
10363-05	Melville B Bjorge	\$0.00	\$623.42	\$0.00	\$0.00	\$0.00	\$0.00	\$623.42
10365-01	Stikine Drug	\$0.00	\$640.01	\$0.00	\$0.00	\$0.00	\$0.00	\$640.01
10368-32	Wally Morales	\$0.00	\$309.56	\$310.61	\$50.94	\$0.00	\$0.00	\$671.11
10371-12	Bill Grover	\$0.00	\$395.55	\$4.75	\$0.00	\$0.00	\$0.00	\$400.30
10373-16	Leigh Chandler	\$0.00	\$322.12	\$0.00	\$0.00	\$0.00	\$0.00	\$322.12
10375-04	Bill Grover	\$0.00	\$608.56	\$38.00	\$0.00	\$0.00	\$0.00	\$646.56
10376-03	Laughing Star Hobbi	\$0.00	\$474.00	\$0.00	\$0.00	\$0.00	\$0.00	\$474.00
10377-25	Claire M Froehlich	\$0.00	\$293.60	\$0.00	\$0.00	\$0.00	\$0.00	\$293.60
10378-17	Colette Czarnecki	\$0.00	\$250.49	\$0.00	\$0.00	\$0.00	\$0.00	\$250.49
10379-14	Sebabi S Leballo	\$0.00	\$363.15	\$0.00	\$0.00	\$0.00	\$0.00	\$363.15
10380-06	Syliva C Rooney	\$0.00	\$497.54	\$0.00	\$0.00	\$0.00	\$0.00	\$497.54
10382-09	Nic's Place	\$0.00	\$730.61	\$0.00	\$0.00	\$0.00	\$0.00	\$730.61
10383-02	Diamond C	\$0.00	\$431.12	\$0.00	\$0.00	\$0.00	\$0.00	\$431.12
10387-02	Diamond C	\$0.00	\$292.68	\$0.00	\$0.00	\$0.00	\$0.00	\$292.68
10388-02	Diamond C	\$0.00	\$176.97	\$0.00	\$0.00	\$0.00	\$0.00	\$176.97
10389-03	Wrangell Cooperativ	\$0.00	\$24.78	\$0.00	\$0.00	\$0.00	\$0.00	\$24.78
10390-03	Wrangell Cooperativ	\$0.00	\$718.46	\$0.00	\$0.00	\$0.00	\$0.00	\$718.46
10393-02	Wrangell IGA Inc	\$0.00	\$7,271.41	\$0.00	\$0.00	\$0.00	\$0.00	\$7,271.41
10395-14	Spenser Dean Stavee	\$0.00	\$447.37	\$0.00	\$0.00	\$0.00	\$0.00	\$447.37
10397-03	James Edens	\$0.00	\$492.17	\$0.00	\$0.00	\$0.00	\$0.00	\$492.17
10400-13	Magnolia Beauty Bar	\$0.00	\$414.06	\$0.00	\$0.00	\$0.00	\$0.00	\$414.06
102-05	Zak's Cafe	\$0.00	\$612.15	\$0.00	\$0.00	\$0.00	\$0.00	\$612.15

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10403-06	Katherine George-By	\$0.00	\$303.86	\$0.00	\$0.00	\$0.00	\$0.00	\$303.86
10405-21	Noah N Grant	\$0.00	\$250.42	\$0.00	\$0.00	\$0.00	\$0.00	\$250.42
10407-11	Churchill Rental	\$0.00	\$115.08	\$0.00	\$0.00	\$0.00	\$0.00	\$115.08
10409-06	River's Mouth LLC	\$0.00	\$362.81	\$0.00	\$0.00	\$0.00	\$0.00	\$362.81
10410-25	Sharon E Gronlund	\$0.00	\$188.04	\$0.00	\$0.00	\$0.00	\$0.00	\$188.04
10411-21	Zee McManus	\$0.00	\$223.41	\$0.00	\$0.00	\$0.00	\$0.00	\$223.41
10412-08	Richard M. Johnson	\$0.00	\$241.90	\$70.59	\$0.00	\$0.00	\$0.00	\$312.49
10414-07	Churchill Rental	\$0.00	\$55.04	\$0.00	\$0.00	\$0.00	\$0.00	\$55.04
10415-01	GCI Cable Inc.	\$0.00	\$33.47	\$0.00	\$0.00	\$0.00	\$0.00	\$33.47
10416-01	Robert Wickman	\$0.00	\$379.29	\$0.00	\$0.00	\$0.00	\$0.00	\$379.29
10419-01	City Market Inc.	\$0.00	\$6,536.25	\$0.00	\$0.00	\$0.00	\$0.00	\$6,536.25
10420-01	The Bay Company	\$0.00	\$0.97	\$0.00	\$0.00	\$0.00	\$0.00	\$0.97
10422-02	City Market Inc.	\$0.00	\$637.16	\$0.00	\$0.00	\$0.00	\$0.00	\$637.16
10423-01	Sentry Hardware & M	\$0.00	\$919.66	\$0.00	\$0.00	\$0.00	\$0.00	\$919.66
10424-01	Sentry Hardware & M	\$0.00	\$1,549.60	\$0.00	\$0.00	\$0.00	\$0.00	\$1,549.60
10425-10	Kevin M McCallister	\$0.00	\$658.97	\$453.72	\$0.00	\$0.00	\$0.00	\$1,112.69
10431-01	Arrowhead Transfer	\$0.00	\$759.47	\$0.00	\$0.00	\$0.00	\$0.00	\$759.47
10432-01	Arrowhead Transfer	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
10441-03	Superior Marine LLC	\$0.00	\$803.85	\$0.00	\$0.00	\$0.00	\$0.00	\$803.85
10442-24	Drew Eyon	\$0.00	\$391.64	\$422.47	\$0.00	\$0.00	\$0.00	\$814.11
10444-21	Vickie Black	\$0.00	\$235.54	\$102.60	\$0.00	\$0.00	\$0.00	\$338.14
10448-19	Terri McGee	\$0.00	\$233.49	\$0.00	\$0.00	\$0.00	\$0.00	\$233.49
10450-46	Carla Ann Eldridge	\$0.00	\$400.22	\$436.32	\$0.00	\$0.00	\$0.00	\$836.54
10458-16	Jerry H Knapp Jr	\$0.00	\$315.85	\$5.68	\$0.00	\$0.00	\$0.00	\$321.53
10459-01	Mark & Nola Walker	\$0.00	\$234.53	\$0.00	\$0.00	\$0.00	\$0.00	\$234.53
10460-08	Beth Massin	\$0.00	\$353.79	\$390.83	\$0.00	\$0.00	\$0.00	\$744.62
10461-47	Jazmyn Wright	\$0.00	\$215.07	\$0.00	\$0.00	\$0.00	\$0.00	\$215.07
10463-25	Ford NW Curtis	\$0.00	\$231.50	\$0.00	\$0.00	\$0.00	\$0.00	\$231.50
10465-43	Christopher E McCow	\$0.00	\$255.54	\$0.00	\$0.00	\$0.00	\$0.00	\$255.54
10467-05	Steve Miller	\$0.00	\$607.68	\$0.00	\$0.00	\$0.00	\$0.00	\$607.68
10471-01	Barbara Neyman	\$0.00	\$439.95	\$0.00	\$0.00	\$0.00	\$0.00	\$439.95
10474-01	Harry M Churchill	\$0.00	\$371.22	\$0.00	\$0.00	\$0.00	\$0.00	\$371.22
10478-03	Joseph C Delabruce	\$0.00	\$420.39	\$0.00	\$0.00	\$0.00	\$0.00	\$420.39
10479-32	Noah B Stewart	\$0.00	\$348.54	\$0.00	\$0.00	\$0.00	\$0.00	\$348.54
10480-30	Michael E Rooney	\$0.00	\$262.02	\$0.00	\$0.00	\$0.00	\$0.00	\$262.02
10481-28	Kristofer Vasquez-K	\$0.00	\$246.25	\$0.00	\$0.00	\$0.00	\$0.00	\$246.25
10483-29	Anna Marie Allen	\$0.00	\$222.54	\$0.00	\$0.00	\$0.00	\$0.00	\$222.54
10485-05	Sara B Aleksieva	\$0.00	\$99.65	\$5.65	\$5.65	\$16.26	\$637.36	\$764.57

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Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10487-01	Kstk	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$3,474.45)	(\$3,474.45)
10488-03	Tamra Claggett	\$0.00	\$244.60	\$0.00	\$0.00	\$0.00	\$0.00	\$244.60
10489-12	Rowen L Wiederspohn	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
10490-11	Mercedes M Morgan	\$0.00	\$255.18	\$0.00	\$0.00	\$0.00	\$0.00	\$255.18
10491-02	Roland B Wimberley	\$0.00	\$1.48	\$1.48	\$1.48	\$1.48	\$169.23	\$175.15
10493-15	Trey M Nini	\$0.00	\$880.21	\$0.00	\$0.00	\$0.00	\$0.00	\$880.21
10494-01	Wrangell High Schoo	\$0.00	\$15,287.91	\$0.00	\$0.00	\$0.00	\$0.00	\$15,287.91
10497-01	DOT&PF Southcoast S	\$0.00	\$15.63	\$0.00	\$0.00	\$0.00	\$0.00	\$15.63
10498-01	Wrangell Public Sch	\$0.00	\$1,863.26	\$0.00	\$0.00	\$0.00	\$0.00	\$1,863.26
10503-16	Christopher Freeman	\$0.00	\$1.73	\$1.73	\$1.73	\$1.73	\$209.83	\$216.75
10503-17	Elsie Bailey	\$0.00	\$47.26	\$0.00	\$0.00	\$0.00	\$0.00	\$47.26
10503-18	Ahmadou Bamba Lo	\$0.00	\$259.36	\$0.00	\$0.00	\$0.00	\$0.00	\$259.36
10505-06	Mert Everson	\$0.00	\$319.47	\$0.00	\$0.00	\$0.00	\$0.00	\$319.47
10507-01	Elsie Bailey	\$0.00	\$325.98	\$0.00	\$0.00	\$0.00	\$0.00	\$325.98
10508-12	Erin R Galla	\$0.00	\$292.77	\$0.00	\$0.00	\$0.00	\$0.00	\$292.77
10510-03	Ethel Lane	\$0.00	\$121.75	\$0.00	\$0.00	\$0.00	\$0.00	\$121.75
10512-01	Einar Haaseth	\$0.00	\$530.82	\$0.00	\$0.00	\$0.00	\$0.00	\$530.82
10513-01	Jeff Rooney	\$0.00	\$393.74	\$0.00	\$0.00	\$0.00	\$0.00	\$393.74
10514-29	Maxmo Rentals LLC	\$0.00	\$237.31	\$0.00	\$0.00	\$0.00	\$0.00	\$237.31
10515-01	Presbyterian Church	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$22,484.52)	(\$22,484.52)
10516-03	Presbyterian Manse	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$504.00)	(\$504.00)
10517-01	St. Rose of Lima Ca	\$0.00	\$0.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.10
10519-01	Jody & Elsie Lindle	\$0.00	\$614.81	\$0.00	\$0.00	\$0.00	\$0.00	\$614.81
10521-03	Grace Cano	\$0.00	\$4.71	\$4.71	\$4.71	\$4.71	\$562.95	\$581.79
10522-03	Philip D Powers	\$0.00	\$859.33	\$0.00	\$0.00	\$0.00	\$0.00	\$859.33
10523-03	Wayne St John	\$0.00	\$488.20	\$0.00	\$0.00	\$0.00	\$0.00	\$488.20
10529-05	Marie Davidson	\$0.00	\$0.00	\$0.84	\$0.00	\$0.00	\$0.00	\$0.84
10529-06	Caroline Jean Atter	\$0.00	\$244.26	\$0.00	\$0.00	\$0.00	\$0.00	\$244.26
10531-02	Jeff Abrahamson	\$0.00	\$209.88	\$0.00	\$0.00	\$0.00	\$0.00	\$209.88
10532-01	Lynn D Maxand	\$0.00	\$505.63	\$0.00	\$0.00	\$0.00	\$0.00	\$505.63
10533-01	Jeff Angerman	\$0.00	\$586.61	\$0.00	\$0.00	\$0.00	\$0.00	\$586.61
10534-16	Kevin Skeek	\$0.00	\$392.42	\$0.00	\$0.00	\$0.00	\$0.00	\$392.42
10536-02	Kenneth R Lewis Jr	\$0.00	\$438.80	\$0.00	\$0.00	\$0.00	\$0.00	\$438.80
10537-02	Teddy V. Williams	\$0.00	\$187.03	\$0.00	\$0.00	\$0.00	\$0.00	\$187.03
10538-06	Rob Hayes	\$0.00	\$683.84	\$0.00	\$0.00	\$0.00	\$0.00	\$683.84
10539-16	Gary W Harriger	\$0.00	\$585.53	\$0.00	\$0.00	\$0.00	\$0.00	\$585.53
10540-01	Mike Lockabey	\$0.00	\$231.89	\$0.00	\$0.00	\$0.00	\$0.00	\$231.89
10541-01	Mike Lockabey	\$0.00	\$185.99	\$0.00	\$0.00	\$0.00	\$0.00	\$185.99

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10545-14	Capricia D Hill	\$0.00	\$7.27	\$7.27	\$7.27	\$7.27	\$898.11	\$927.19
10547-11	Peter M Chaille	\$0.00	\$689.35	\$0.00	\$0.00	\$0.00	\$0.00	\$689.35
10549-13	Katlyn Powell	\$0.00	\$527.91	\$0.00	\$0.00	\$0.00	\$0.00	\$527.91
10550-01	Vivian Grossardt	\$0.00	\$427.19	\$0.00	\$0.00	\$0.00	\$0.00	\$427.19
10551-09	Wrangell Properties	\$0.00	\$48.76	\$0.00	\$0.00	\$0.00	\$0.00	\$48.76
10552-03	Mike Ottesen	\$0.00	\$491.60	\$0.00	\$0.00	\$0.00	\$0.00	\$491.60
10553-10	Kade J Torgramsen	\$0.00	\$749.80	\$0.00	\$0.00	\$0.00	\$0.00	\$749.80
10555-30	Cathy Carlson	\$0.00	\$245.72	\$203.86	\$0.00	\$0.00	\$0.00	\$449.58
10557-06	Randy Churchill	\$0.00	\$812.40	\$0.00	\$0.00	\$0.00	\$0.00	\$812.40
10559-03	Asia White	\$0.00	\$176.23	\$0.00	\$0.00	\$0.00	\$0.00	\$176.23
10560-05	Chere L Klein-Enrig	\$0.00	\$266.34	\$0.00	\$0.00	\$0.00	\$0.00	\$266.34
10563-01	Walter Moorhead	\$0.00	\$287.06	\$0.00	\$0.00	\$0.00	\$0.00	\$287.06
10565-01	Walter White	\$0.00	\$698.10	\$0.00	\$0.00	\$0.00	\$0.00	\$698.10
10566-02	Steve Thomassen Jr	\$0.00	\$1,104.51	\$333.23	\$0.00	\$0.00	\$0.00	\$1,437.74
10569-01	Karl Gladsjo	\$0.00	\$577.63	\$0.00	\$0.00	\$0.00	\$0.00	\$577.63
10571-04	Gig Decker	\$0.00	\$533.15	\$642.62	\$0.00	\$0.00	\$0.00	\$1,175.77
10572-03	Gig Decker	\$0.00	\$124.10	\$151.01	\$0.00	\$0.00	\$0.00	\$275.11
10573-02	Mike Barnes	\$0.00	\$313.01	\$0.00	\$0.00	\$0.00	\$0.00	\$313.01
10574-03	Paul Southland	\$0.00	\$706.14	\$0.00	\$0.00	\$0.00	\$0.00	\$706.14
10575-01	Tom Sims	\$0.00	\$781.72	\$0.00	\$0.00	\$0.00	\$0.00	\$781.72
10576-05	Michael J Ottesen	\$0.00	\$272.22	\$0.00	\$0.00	\$0.00	\$0.00	\$272.22
10579-02	Ryan Edgley	\$0.00	\$4.39	\$110.60	\$266.64	\$0.00	\$0.00	\$381.63
10581-01	Ivan Simonek	\$0.00	\$265.08	\$0.00	\$0.00	\$0.00	\$0.00	\$265.08
10582-18	Nancy B Guthrie	\$0.00	\$208.53	\$0.00	\$0.00	\$0.00	\$0.00	\$208.53
10586-07	Jeremy J Powell	\$0.00	\$248.08	\$0.00	\$0.00	\$0.00	\$0.00	\$248.08
10587-02	Kjell Nore Jr	\$0.00	(\$500.00)	\$0.00	\$0.00	\$0.00	\$0.00	(\$500.00)
10588-04	Jordan Buness	\$0.00	\$709.57	\$0.00	\$0.00	\$0.00	\$0.00	\$709.57
10589-01	Steve Beers	\$0.00	\$308.90	\$0.00	\$0.00	\$0.00	\$0.00	\$308.90
10601-05	Rick Matney	\$0.00	\$139.60	\$0.00	\$0.00	\$0.00	\$0.00	\$139.60
10603-19	Scott Brown	\$0.00	\$551.26	\$0.00	\$0.00	\$0.00	\$0.00	\$551.26
10604-04	James Early	\$0.00	\$514.95	\$0.00	\$0.00	\$0.00	\$0.00	\$514.95
10606-06	James C Gillen Jr	\$0.00	\$185.27	\$0.00	\$0.00	\$0.00	\$0.00	\$185.27
10608-02	Ralph Walden	\$0.00	\$414.76	\$0.00	\$0.00	\$0.00	\$0.00	\$414.76
10611-03	Bruce McQueen	\$0.00	\$310.99	\$0.00	\$0.00	\$0.00	\$0.00	\$310.99
10612-01	AT&T c/o Cass Infom	\$0.00	\$583.25	\$0.00	\$0.00	\$0.00	\$0.00	\$583.25
10613-08	Dustin Johnson	\$0.00	\$423.53	\$0.00	\$0.00	\$0.00	\$0.00	\$423.53
10616-03	Michael J Hoyt	\$0.00	\$690.44	\$0.00	\$0.00	\$0.00	\$0.00	\$690.44
10619-03	Dave Miller	\$0.00	\$793.60	\$918.13	\$0.00	\$0.00	\$0.00	\$1,711.73

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10620-01	Roberta Floyd	\$0.00	\$361.34	\$0.00	\$0.00	\$0.00	\$0.00	\$361.34
10621-08	Amanda Johnson	\$0.00	\$517.06	\$593.77	\$0.00	\$0.00	\$0.00	\$1,110.83
10625-07	Steve Prysunka	\$0.00	\$241.12	\$0.00	\$0.00	\$0.00	\$0.00	\$241.12
10626-02	Steve Prysunka	\$0.00	\$954.49	\$0.00	\$0.00	\$0.00	\$0.00	\$954.49
10627-01	Chet Powell Sr	\$0.00	\$468.94	\$0.00	\$0.00	\$0.00	\$0.00	\$468.94
10630-01	Dick Angerman	\$0.00	\$336.30	\$0.00	\$0.00	\$0.00	\$0.00	\$336.30
10633-01	Ed Harding	\$0.00	\$342.98	\$0.00	\$0.00	\$0.00	\$0.00	\$342.98
10635-05	Brooke Reynolds	\$0.00	\$332.97	\$0.00	\$0.00	\$0.00	\$0.00	\$332.97
10638-43	Messmer Holdings LL	\$0.00	\$1.39	\$157.92	\$0.00	\$0.00	\$0.00	\$159.31
10638-44	Bryana B Ratliff	\$0.00	\$297.27	\$0.00	\$0.00	\$0.00	\$0.00	\$297.27
10641-31	Tristan Botsford	\$0.00	\$342.99	\$0.00	\$0.00	\$0.00	\$0.00	\$342.99
10642-29	Brittney A Holder	\$0.00	\$543.96	\$0.00	\$0.00	\$0.00	\$0.00	\$543.96
10643-22	John E F Washington	\$0.00	\$315.57	\$203.40	\$0.00	\$0.00	\$0.00	\$518.97
10644-13	Taylor Stavee	\$0.00	\$6.73	\$6.73	\$6.73	\$6.73	\$803.66	\$830.58
10645-49	Alicia M Armstrong	\$0.00	\$237.45	\$0.00	\$0.00	\$0.00	\$0.00	\$237.45
10647-01	Jason Clark	\$0.00	\$520.79	\$0.00	\$0.00	\$0.00	\$0.00	\$520.79
10650-08	William R Burr	\$0.00	\$525.18	\$0.00	\$0.00	\$0.00	\$0.00	\$525.18
10651-17	Heather A Kaminsky	\$0.00	\$473.65	\$0.00	\$0.00	\$0.00	\$0.00	\$473.65
10652-02	Wayne Easterly	\$0.00	\$693.93	\$480.81	\$0.00	\$0.00	\$0.00	\$1,174.74
10653-01	Sandy Churchill	\$0.00	\$342.56	\$0.00	\$0.00	\$0.00	\$0.00	\$342.56
10655-08	April Hutchinson	\$0.00	\$261.89	\$0.00	\$0.00	\$0.00	\$0.00	\$261.89
10657-06	April Hutchinson	\$0.00	\$424.63	\$0.00	\$0.00	\$0.00	\$0.00	\$424.63
10658-01	Richard Oliver	\$0.00	\$493.09	\$0.00	\$0.00	\$0.00	\$0.00	\$493.09
10660-01	Jan Martin	\$0.00	\$475.26	\$0.00	\$0.00	\$0.00	\$0.00	\$475.26
10661-02	Yvonne Powers	\$0.00	\$467.04	\$0.00	\$0.00	\$0.00	\$0.00	\$467.04
10701-08	FV/TOUCHDOWN	\$0.00	\$142.12	\$163.78	\$0.00	\$0.00	\$0.00	\$305.90
10706-02	Bob Stedman	\$0.00	\$0.00	\$0.00	(\$339.69)	\$0.00	\$0.00	(\$339.69)
10707-02	Michael Bauer	\$0.00	\$120.51	\$0.00	\$0.00	\$0.00	\$0.00	\$120.51
10708-02	Stan Guggenbickler	\$0.00	\$94.61	\$0.00	\$0.00	\$0.00	\$0.00	\$94.61
10710-04	Greg & Carrie McCor	\$0.00	\$217.95	\$0.00	\$0.00	\$0.00	\$0.00	\$217.95
10713-07	Charles J Kanieski	\$0.00	\$133.24	\$0.00	\$0.00	\$0.00	\$0.00	\$133.24
10716-10	Samuel M Armstrong	\$0.00	\$118.49	\$0.00	\$0.00	\$0.00	\$0.00	\$118.49
10717-05	Patrick J Freeman	\$0.00	\$167.52	\$0.00	\$0.00	\$0.00	\$0.00	\$167.52
10718-02	Winston J. Davies	\$0.00	\$146.74	\$0.00	\$0.00	\$0.00	\$0.00	\$146.74
10719-04	William R Tonsgard	\$0.00	\$107.32	\$0.00	\$0.00	\$0.00	\$0.00	\$107.32
10720-04	Matthew M Houser	\$0.00	\$85.14	\$0.00	\$0.00	\$0.00	\$0.00	\$85.14
10721-04	Gunner J Rowland	\$0.00	\$48.98	\$0.00	\$0.00	\$0.00	\$0.00	\$48.98
10722-05	Heather R Lorenz	\$0.00	\$17.80	\$0.00	\$0.00	\$0.00	\$0.00	\$17.80

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10723-03	Ken Hoover	\$0.00	\$370.46	\$0.00	\$0.00	\$0.00	\$0.00	\$370.46
10725-01	Paul Southland	\$0.00	\$80.96	\$0.00	\$0.00	\$0.00	\$0.00	\$80.96
10727-05	John Verhey	\$0.00	\$45.42	\$0.00	\$0.00	\$0.00	\$0.00	\$45.42
10728-05	Randy Easterly	\$0.00	\$84.06	\$0.00	\$0.00	\$0.00	\$0.00	\$84.06
10729-03	Sam R Prysunka	\$0.00	\$37.04	\$0.00	\$0.00	\$0.00	\$0.00	\$37.04
10731-07	Kevin D Anderson	\$0.00	\$52.09	\$0.00	\$0.00	\$0.00	\$0.00	\$52.09
10732-05	David Wolten	\$0.00	\$86.84	\$0.00	\$0.00	\$0.00	\$0.00	\$86.84
10735-06	Dale Erickson	\$0.00	\$148.60	\$0.00	\$0.00	\$0.00	\$0.00	\$148.60
10736-06	Meghann E Welsh	\$0.00	\$158.83	\$0.00	\$0.00	\$0.00	\$0.00	\$158.83
10737-07	James R Teich	\$0.00	\$164.27	\$0.00	\$0.00	\$0.00	\$0.00	\$164.27
10738-04	Robert T Proulx	\$0.00	\$111.48	\$120.51	\$0.00	\$0.00	\$0.00	\$231.99
10739-03	Chris Johnson	\$0.00	\$109.50	\$0.00	\$0.00	\$0.00	\$0.00	\$109.50
10740-01	Tom Sims	\$0.00	\$79.39	\$0.00	\$0.00	\$0.00	\$0.00	\$79.39
10742-01	Ron Opheim	\$0.00	\$107.32	\$0.00	\$0.00	\$0.00	\$0.00	\$107.32
10743-01	Alan Reeves	\$0.00	\$115.86	\$0.00	\$0.00	\$0.00	\$0.00	\$115.86
10744-01	Chris Guggenbickler	\$0.00	\$0.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.07
10745-07	Richard Scott Phill	\$0.00	\$65.28	\$0.00	\$0.00	\$0.00	\$0.00	\$65.28
10746-07	Eric Kading	\$0.00	\$269.30	\$0.00	\$0.00	\$0.00	\$0.00	\$269.30
10747-12	Alan D Norman	\$0.00	\$117.72	\$0.00	\$0.00	\$0.00	\$0.00	\$117.72
10748-02	Ryan Kelly	\$0.00	\$100.65	\$0.00	\$0.00	\$0.00	\$0.00	\$100.65
10749-03	Bill Wakefield	\$0.00	\$174.35	\$0.00	\$0.00	\$0.00	\$0.00	\$174.35
10750-03	LeRoy Christiansen	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
10752-06	James J Freeman	\$0.00	\$249.60	\$0.00	\$0.00	\$0.00	\$0.00	\$249.60
10754-05	Artha W Deruyter	\$0.00	\$170.78	\$0.00	\$0.00	\$0.00	\$0.00	\$170.78
10755-04	Tyler Janssen	\$0.00	\$69.94	\$0.00	\$0.00	\$0.00	\$0.00	\$69.94
10757-08	Herbert James Gasse	\$0.00	\$169.85	\$0.00	\$0.00	\$0.00	\$0.00	\$169.85
10758-05	Tim Sawyer	\$0.00	\$163.03	\$0.00	\$0.00	\$0.00	\$0.00	\$163.03
10759-10	Allan K Fisher	\$0.00	\$163.50	\$0.00	\$0.00	\$0.00	\$0.00	\$163.50
10760-18	Robert T Proulx	\$0.00	\$199.28	\$240.60	\$0.00	\$0.00	\$0.00	\$439.88
10762-19	Ryan Studley	\$0.00	\$124.70	\$0.00	\$0.00	\$0.00	\$0.00	\$124.70
10763-15	Christopher Wiita	\$0.00	\$59.86	\$0.00	\$0.00	\$0.00	\$0.00	\$59.86
10764-07	Tom Brady	\$0.00	\$166.90	\$0.00	\$0.00	\$0.00	\$0.00	\$166.90
10766-10	F/V VENUS LLC	\$0.00	\$67.60	\$0.00	\$0.00	\$0.00	\$0.00	\$67.60
10767-13	Duane King	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$929.51)	(\$929.51)
10771-01	F/V VENUS LLC	\$0.00	\$132.31	\$0.00	\$0.00	\$0.00	\$0.00	\$132.31
10772-05	Caleb Evans Warren	\$0.00	\$20.91	\$0.00	\$0.00	\$0.00	\$0.00	\$20.91
10773-06	Dana Pratt	\$0.00	\$145.80	\$0.00	\$0.00	\$0.00	\$0.00	\$145.80
10776-05	John G Ross	\$0.00	\$0.00	(\$19.95)	\$0.00	\$0.00	\$0.00	(\$19.95)

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10777-01	Ken Vorisek	\$0.00	\$217.33	\$0.00	\$0.00	\$0.00	\$0.00	\$217.33
10779-02	Loren Lewis	\$0.00	\$0.00	(\$76.85)	(\$113.56)	\$0.00	\$0.00	(\$190.41)
10780-04	Ken Rice	\$0.00	\$33.32	\$0.00	\$0.00	\$0.00	\$0.00	\$33.32
10781-05	Robert E Johnson	\$0.00	\$100.34	\$0.00	\$0.00	\$0.00	\$0.00	\$100.34
10782-03	Mark Hinkie	\$0.00	\$146.42	\$0.00	\$0.00	\$0.00	\$0.00	\$146.42
10783-03	Antonio Lee Silva	\$0.00	\$79.39	\$0.00	\$0.00	\$0.00	\$0.00	\$79.39
10785-04	Donald A Lassila	\$0.00	\$132.47	\$0.00	\$0.00	\$0.00	\$0.00	\$132.47
10787-03	5 Star Fish LLC	\$0.00	\$114.62	\$0.00	\$0.00	\$0.00	\$0.00	\$114.62
10788-02	Tanner Smith	\$0.00	\$371.86	\$0.00	\$0.00	\$0.00	\$0.00	\$371.86
10790-05	Jeff Huber	\$0.00	\$209.72	\$0.00	\$0.00	\$0.00	\$0.00	\$209.72
10791-01	Alaska Coastal Adve	\$0.00	\$26.02	\$0.00	\$0.00	\$0.00	\$0.00	\$26.02
10793-02	Patrick Lennon	\$0.00	\$177.92	\$0.00	\$0.00	\$0.00	\$0.00	\$177.92
10794-03	Fernand M Espiau	\$0.00	\$18.43	\$0.00	\$0.00	\$0.00	\$0.00	\$18.43
10795-04	Mark Stevens	\$0.00	\$40.46	\$0.00	\$0.00	\$0.00	\$0.00	\$40.46
10797-12	Steve Helgeson	\$0.00	\$179.63	\$0.00	\$0.00	\$0.00	\$0.00	\$179.63
10798-03	Barrie Hutchinson	\$0.00	\$76.76	\$0.00	\$0.00	\$0.00	\$0.00	\$76.76
10802-04	Gabe Winter	\$0.00	\$141.45	\$0.00	\$0.00	\$0.00	\$0.00	\$141.45
10805-02	Daniel Melling	\$0.00	\$154.03	\$0.00	\$0.00	\$0.00	\$0.00	\$154.03
10809-10	Joseph W Holden	\$0.00	\$0.00	(\$850.00)	\$0.00	\$0.00	(\$1.60)	(\$851.60)
10810-04	Matt K Erickson	\$0.00	\$76.14	\$0.00	\$0.00	\$0.00	\$0.00	\$76.14
10811-05	William Armstrong	\$0.00	\$44.18	\$0.00	\$0.00	\$0.00	\$0.00	\$44.18
10813-04	Eric G Morrow	\$0.00	\$66.98	\$0.00	\$0.00	\$0.00	\$0.00	\$66.98
10814-11	Michael Louis McCar	\$0.00	\$257.98	\$0.00	\$0.00	\$0.00	\$0.00	\$257.98
10815-07	Michael A Firari Jr	\$0.00	\$0.00	\$0.00	(\$6.75)	\$0.00	\$0.00	(\$6.75)
10816-05	Brian Peterman	\$0.00	\$396.22	\$0.00	\$0.00	\$0.00	\$0.00	\$396.22
10817-05	Superior Marine Ser	\$0.00	\$154.96	\$0.00	\$0.00	\$0.00	\$0.00	\$154.96
10821-07	Brenda Schwartz Yea	\$0.00	\$105.31	\$0.00	\$0.00	\$0.00	\$0.00	\$105.31
10874-02	Louel Rentals	\$0.00	\$28.78	\$0.00	\$0.00	\$0.00	\$0.00	\$28.78
10877-03	Paul McIntyre	\$0.00	\$502.39	\$0.00	\$0.00	\$0.00	\$0.00	\$502.39
10885-02	Robert Molinek	\$0.00	\$439.95	\$0.00	\$0.00	\$0.00	\$0.00	\$439.95
10886-03	Travis Bangs	\$0.00	\$909.22	\$0.00	\$0.00	\$0.00	\$0.00	\$909.22
10887-08	Leona Davidson	\$0.00	\$346.34	\$341.00	\$0.00	\$0.00	\$0.00	\$687.34
10890-03	Winston J. Davies	\$0.00	\$844.63	\$0.00	\$0.00	\$0.00	\$0.00	\$844.63
10894-13	Alan Reeves	\$0.00	\$522.42	\$0.00	\$0.00	\$0.00	\$0.00	\$522.42
10895-02	Alan And Deanna Ree	\$0.00	\$695.99	\$0.00	\$0.00	\$0.00	\$0.00	\$695.99
10901-03	David R Oliver	\$0.00	\$350.77	\$0.00	\$0.00	\$0.00	\$0.00	\$350.77
10903-01	Larraine A Kagee	\$0.00	\$142.19	\$0.00	\$0.00	\$0.00	\$0.00	\$142.19
10907-01	Carrie Wallace	\$0.00	\$336.16	\$0.00	\$0.00	\$0.00	\$0.00	\$336.16

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10910-05	Dale Parkinson	\$0.00	\$240.55	\$0.00	\$0.00	\$0.00	\$0.00	\$240.55
10913-04	Sarah B Sedgemore	\$0.00	\$492.98	\$0.00	\$0.00	\$0.00	\$0.00	\$492.98
10915-05	Robert T Proulx	\$0.00	\$249.69	\$258.19	\$0.00	\$0.00	\$0.00	\$507.88
10916-08	Daniel Rohr	\$0.00	\$564.80	\$0.00	\$0.00	\$0.00	\$0.00	\$564.80
10917-01	Russ McGee	\$0.00	\$274.39	\$0.00	\$0.00	\$0.00	\$0.00	\$274.39
10918-02	Max Dalton	\$0.00	\$483.12	\$0.00	\$0.00	\$0.00	\$0.00	\$483.12
10921-04	Matthew M Houser	\$0.00	\$304.45	\$0.00	\$0.00	\$0.00	\$0.00	\$304.45
10929-07	William G Shilts	\$0.00	\$76.13	\$0.00	\$0.00	\$0.00	\$0.00	\$76.13
10939-13	Sonja L Skellen	\$0.00	\$470.81	\$385.99	\$0.00	\$0.00	\$0.00	\$856.80
10941-14	Makena M Hammer	\$0.00	\$312.66	\$0.00	\$0.00	\$0.00	\$0.00	\$312.66
10942-11	Briana Schilling	\$0.00	\$0.00	(\$125.00)	\$0.00	\$0.00	\$0.00	(\$125.00)
10943-07	Kenneth Orrin Hoyt	\$0.00	\$458.93	\$0.00	\$0.00	\$0.00	\$0.00	\$458.93
10944-05	Charley Hamley	\$0.00	\$355.24	\$0.00	\$0.00	\$0.00	\$0.00	\$355.24
10949-01	Chuck Meissner Jr	\$0.00	\$360.30	\$200.00	\$0.00	\$0.00	\$0.00	\$560.30
10950-01	Maxlyn Wiederspohn	\$0.00	\$0.00	\$0.00	(\$1,616.00)	\$0.00	(\$4,004.94)	(\$5,620.94)
10953-02	Patty J Kautz	\$0.00	\$522.89	\$0.00	\$0.00	\$0.00	\$0.00	\$522.89
10954-01	Bryant Benjamin	\$0.00	\$454.33	\$0.00	\$0.00	\$0.00	\$0.00	\$454.33
10955-07	Jennifer H Davies	\$0.00	\$417.99	\$0.00	\$0.00	\$0.00	\$0.00	\$417.99
10959-01	The Church Of Jesus	\$0.00	\$728.01	\$0.00	\$0.00	\$0.00	\$0.00	\$728.01
10962-06	Kalene M Harrison	\$0.00	\$488.37	\$0.00	\$0.00	\$0.00	\$0.00	\$488.37
10966-01	Johnson Constructio	\$0.00	\$999.01	\$0.00	\$0.00	\$0.00	\$0.00	\$999.01
10967-02	Johnson Constructio	\$0.00	\$287.76	\$0.00	\$0.00	\$0.00	\$0.00	\$287.76
10968-01	Keene Kohrt	\$0.00	\$182.90	\$0.00	\$0.00	\$0.00	\$0.00	\$182.90
10969-01	Keene Kohrt	\$0.00	\$260.91	\$0.00	\$0.00	\$0.00	\$0.00	\$260.91
10970-01	Rob Hayes	\$0.00	\$331.79	\$0.00	\$0.00	\$0.00	\$0.00	\$331.79
10971-06	Keeleigh Rose Solve	\$0.00	\$547.84	\$0.00	\$0.00	\$0.00	\$0.00	\$547.84
10972-01	Edward R Rilatos Jr	\$0.00	\$458.70	\$0.00	\$0.00	\$0.00	\$0.00	\$458.70
10974-02	Kathleen Harding	\$0.00	\$402.36	\$0.00	\$0.00	\$0.00	\$0.00	\$402.36
10975-03	Kathleen Harding	\$0.00	\$208.54	\$0.00	\$0.00	\$0.00	\$0.00	\$208.54
10976-04	Richard Petticrew	\$0.00	\$308.21	\$0.00	\$0.00	\$0.00	\$0.00	\$308.21
10977-01	Steve Gile	\$0.00	\$440.76	\$323.15	\$0.00	\$0.00	\$0.00	\$763.91
10978-03	Terry Sherer	\$0.00	\$10.70	\$0.00	\$0.00	\$0.00	\$0.00	\$10.70
10979-02	Terry Sherer	\$0.00	\$385.98	\$0.00	\$0.00	\$0.00	\$0.00	\$385.98
10983-08	Calleigh L Miller	\$0.00	\$446.04	\$0.00	\$0.00	\$0.00	\$0.00	\$446.04
10984-01	Jennifer Miller	\$0.00	\$17.95	\$0.00	\$0.00	\$0.00	\$0.00	\$17.95
10985-01	Wallace L Schmidt	\$0.00	\$280.39	\$0.00	\$0.00	\$0.00	\$0.00	\$280.39
10987-02	Antony L Belback	\$0.00	\$460.93	\$0.00	\$0.00	\$0.00	\$0.00	\$460.93
10988-02	Myrna Torgramsen II	\$0.00	\$0.00	(\$801.67)	\$0.00	\$0.00	\$0.00	(\$801.67)

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
10995-40	Logan J Ritchie	\$0.00	\$221.71	\$213.08	\$0.00	\$0.00	\$0.00	\$434.79
10996-32	William J Bahleda	\$0.00	\$220.06	\$0.00	\$0.00	\$0.00	\$0.00	\$220.06
10999-05	Kevin Fish	\$0.00	\$478.44	\$0.00	\$0.00	\$0.00	\$0.00	\$478.44
11007-12	Gillen Rentals	\$0.00	(\$11.81)	\$0.00	\$0.00	\$0.00	\$0.00	(\$11.81)
11007-13	Mindy M Meissner	\$0.00	\$416.83	\$0.00	\$0.00	\$0.00	\$0.00	\$416.83
11011-08	Donald J Stevens	\$0.00	\$481.23	\$61.71	\$0.00	\$0.00	\$0.00	\$542.94
11012-09	Maliyah M Bilyeu	\$0.00	\$4.21	\$4.21	\$4.21	\$4.21	\$488.34	\$505.18
11015-12	Joseph L Bond	\$0.00	\$5.05	\$124.23	\$0.00	\$0.00	\$0.00	\$129.28
11016-06	Shannon Lindley	\$0.00	\$225.80	\$0.00	\$0.00	\$0.00	\$0.00	\$225.80
11017-01	Norm & Frances Degn	\$0.00	\$378.39	\$0.00	\$0.00	\$0.00	\$0.00	\$378.39
11018-13	William Shanks	\$0.00	\$3.06	\$3.06	\$3.06	\$3.06	\$358.88	\$371.12
11019-10	Randy L Backman	\$0.00	(\$2,962.83)	\$0.00	\$0.00	\$0.00	\$0.00	(\$2,962.83)
11020-08	Irene Buethe	\$0.00	\$320.72	\$0.00	\$0.00	\$0.00	\$0.00	\$320.72
11027-01	Doug Schwartz	\$0.00	\$342.70	\$0.00	\$0.00	\$0.00	\$0.00	\$342.70
11035-01	Kstk	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$975.29)	(\$975.29)
11394-01	Pacific Seafoods Wr	\$0.00	\$600.36	\$0.00	\$0.00	\$0.00	\$0.00	\$600.36
11396-02	Alaska Power Teleph	\$0.00	\$69.62	\$0.00	\$0.00	\$0.00	\$0.00	\$69.62
11397-05	Benjamiin H Merry	\$0.00	\$321.97	\$0.00	\$0.00	\$0.00	\$0.00	\$321.97
11398-03	Jake Harris	\$0.00	\$518.05	\$0.00	\$0.00	\$0.00	\$0.00	\$518.05
11399-02	Stephen Cole	\$0.00	\$550.48	\$0.00	\$0.00	\$0.00	\$0.00	\$550.48
11400-01	Greg & Carrie McCor	\$0.00	\$423.50	\$0.00	\$0.00	\$0.00	\$0.00	\$423.50
11401-01	George Woodbury	\$0.00	\$200.13	\$0.00	\$0.00	\$0.00	\$0.00	\$200.13
11403-04	Leland Purvis	\$0.00	\$13.67	\$0.00	\$0.00	\$0.00	\$0.00	\$13.67
11405-08	Richard Oliver	\$0.00	\$230.08	\$0.00	\$0.00	\$0.00	\$0.00	\$230.08
11406-04	Haig Demerjian	\$0.00	\$511.96	\$0.00	\$0.00	\$0.00	\$0.00	\$511.96
11407-12	Lindsey McConachie	\$0.00	\$340.67	\$0.00	\$0.00	\$0.00	\$0.00	\$340.67
11408-24	Diana M Ellison	\$0.00	\$285.39	\$0.00	\$0.00	\$0.00	\$0.00	\$285.39
11411-03	Jason G Fode	\$0.00	\$520.81	\$0.00	\$0.00	\$0.00	\$0.00	\$520.81
11413-03	Dwane Ballou	\$0.00	\$386.23	\$0.00	\$0.00	\$0.00	\$0.00	\$386.23
11415-03	Bruce Ward	\$0.00	\$16.01	\$0.00	\$0.00	\$0.00	\$0.00	\$16.01
11416-05	Jacob C Rushmore	\$0.00	\$432.21	\$0.00	\$0.00	\$0.00	\$0.00	\$432.21
11417-03	Dan Deboer	\$0.00	\$415.39	\$240.48	\$0.00	\$0.00	\$0.00	\$655.87
11420-10	Myron St Clair	\$0.00	\$454.22	\$0.00	\$0.00	\$0.00	\$0.00	\$454.22
11421-03	Katie Ludwigsen	\$0.00	\$581.90	\$0.00	\$0.00	\$0.00	\$0.00	\$581.90
11423-03	Michael J Buness	\$0.00	\$445.48	\$0.00	\$0.00	\$0.00	\$0.00	\$445.48
11426-04	Nathan Stearns	\$0.00	\$561.76	\$0.00	\$0.00	\$0.00	\$0.00	\$561.76
11427-05	Ron Opheim	\$0.00	\$376.44	\$0.00	\$0.00	\$0.00	\$0.00	\$376.44
11429-21	Anthony Anzalone	\$0.00	\$375.39	\$0.00	\$0.00	\$0.00	\$0.00	\$375.39

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
11436-01	Judith Bakeberg	\$0.00	\$453.06	\$0.00	\$0.00	\$0.00	\$0.00	\$453.06
11439-02	V. Alan Cummings	\$0.00	\$0.04	\$0.00	\$0.00	\$0.00	\$0.00	\$0.04
11447-12	Dan Melling	\$0.00	\$277.24	\$0.00	\$0.00	\$0.00	\$0.00	\$277.24
11448-01	Dave Miller	\$0.00	\$298.05	\$203.64	\$0.00	\$0.00	\$0.00	\$501.69
11452-04	Leif Larsson	\$0.00	\$497.13	\$0.00	\$0.00	\$0.00	\$0.00	\$497.13
11455-02	Tanner Smith	\$0.00	\$480.26	\$0.00	\$0.00	\$0.00	\$0.00	\$480.26
11456-02	Michael Symons	\$0.00	\$249.52	\$0.00	\$0.00	\$0.00	\$0.00	\$249.52
11458-01	Richard Buhler	\$0.00	\$424.38	\$0.00	\$0.00	\$0.00	\$0.00	\$424.38
11467-01	Mark Robinson	\$0.00	\$259.68	\$0.00	\$0.00	\$0.00	\$0.00	\$259.68
11468-02	E. Robert Naumann	\$0.00	\$350.24	\$0.00	\$0.00	\$0.00	\$0.00	\$350.24
11469-13	Jessica C Bray	\$0.00	\$330.72	\$0.00	\$0.00	\$0.00	\$0.00	\$330.72
11470-01	Ernest Bliss	\$0.00	\$274.82	\$0.00	\$0.00	\$0.00	\$0.00	\$274.82
11471-04	Ron Johnson	\$0.00	\$0.00	\$0.00	\$0.00	(\$417.35)	\$0.00	(\$417.35)
11473-03	Ron Johnson	\$0.00	\$0.00	\$0.00	\$0.00	(\$1,414.91)	\$0.00	(\$1,414.91)
11481-01	Steve Helgeson	\$0.00	\$906.76	\$0.00	\$0.00	\$0.00	\$0.00	\$906.76
11483-01	Rhoda Fochtman	\$0.00	\$747.17	\$300.00	\$0.00	\$0.00	\$0.00	\$1,047.17
11485-01	Deborah Lee Glass	\$0.00	\$85.01	\$0.00	\$0.00	\$0.00	\$0.00	\$85.01
11486-05	Jordan L. Glass	\$0.00	\$68.59	\$0.00	\$0.00	\$0.00	\$0.00	\$68.59
11487-01	Kathleen Ann St Cla	\$0.00	\$351.43	\$0.00	\$0.00	\$0.00	\$0.00	\$351.43
11488-03	David R Jellum	\$0.00	\$332.22	\$0.00	\$0.00	\$0.00	\$0.00	\$332.22
11491-01	Lisa M Lebo	\$0.00	\$211.33	\$0.00	\$0.00	\$0.00	\$0.00	\$211.33
11493-01	Tom Fisher	\$0.00	\$101.35	\$0.00	\$0.00	\$0.00	\$0.00	\$101.35
11494-12	Christina Purviance	\$0.00	\$376.59	\$0.00	\$0.00	\$0.00	\$0.00	\$376.59
11495-02	Stacy Altepeter	\$0.00	(\$300.00)	(\$119.25)	\$0.00	\$0.00	\$0.00	(\$419.25)
11499-05	Jimmy Pritchett	\$0.00	\$329.37	\$0.00	\$0.00	\$0.00	\$0.00	\$329.37
11500-03	Olivia L Strano	\$0.00	\$297.94	\$0.00	\$0.00	\$0.00	\$0.00	\$297.94
11504-02	Eric B Lee	\$0.00	\$161.81	\$0.00	\$0.00	\$0.00	\$0.00	\$161.81
11505-04	David Scott Davidso	\$0.00	\$393.33	\$0.00	\$0.00	\$0.00	\$0.00	\$393.33
11506-01	James McComas	\$0.00	\$518.79	\$0.00	\$0.00	\$0.00	\$0.00	\$518.79
11507-12	Caleb Purviance	\$0.00	\$278.84	\$0.00	\$0.00	\$0.00	\$0.00	\$278.84
11508-02	Elizabeth Guyor	\$0.00	\$447.47	\$0.00	\$0.00	\$0.00	\$0.00	\$447.47
11509-01	Greg Wood	\$0.00	\$595.74	\$0.00	\$0.00	\$0.00	\$0.00	\$595.74
11514-01	Tom Rooney	\$0.00	\$141.08	\$0.00	\$0.00	\$0.00	\$0.00	\$141.08
11516-06	Wolfe S Larsen	\$0.00	\$124.95	\$0.00	\$0.00	\$0.00	\$0.00	\$124.95
11517-02	Les Woodward	\$0.00	\$218.65	\$0.00	\$0.00	\$0.00	\$0.00	\$218.65
11520-04	Patricia A Green	\$0.00	\$287.59	\$0.00	\$0.00	\$0.00	\$0.00	\$287.59
11524-04	Holly Padilla	\$0.00	\$216.61	\$0.00	\$0.00	\$0.00	\$0.00	\$216.61
11525-04	Robert J Dalrymple	\$0.00	\$399.17	\$0.00	\$0.00	\$0.00	\$0.00	\$399.17

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
11527-03	Melody Hazel	\$0.00	\$461.74	\$0.00	\$0.00	\$0.00	\$0.00	\$461.74
11528-03	Rodney D Rhoades	\$0.00	\$264.61	\$332.37	\$304.07	\$96.85	\$0.00	\$997.90
11529-01	Andrea Kizziar	\$0.00	\$357.15	\$120.09	\$0.00	\$0.00	\$0.00	\$477.24
11531-01	John Verhey	\$0.00	\$166.40	\$0.00	\$0.00	\$0.00	\$0.00	\$166.40
11532-02	Jamie Rusaw	\$0.00	\$180.73	\$190.04	\$0.00	\$0.00	\$0.00	\$370.77
11534-01	Paul & Carol Rushmo	\$0.00	\$490.01	\$0.00	\$0.00	\$0.00	\$0.00	\$490.01
11535-02	Chris & Dixie Booke	\$0.00	\$562.61	\$0.00	\$0.00	\$0.00	\$0.00	\$562.61
11540-03	Robert Lemke	\$0.00	\$438.26	\$447.66	\$0.00	\$0.00	\$0.00	\$885.92
11547-01	Earl Ray Stokes	\$0.00	\$313.35	\$0.00	\$0.00	\$0.00	\$0.00	\$313.35
11550-07	Brett R Abrahamson	\$0.00	\$288.09	\$0.00	\$0.00	\$0.00	\$0.00	\$288.09
11552-04	Helen C Peters-Totz	\$0.00	\$456.62	\$0.00	\$0.00	\$0.00	\$0.00	\$456.62
11563-02	Brooke Leslie	\$0.00	\$590.54	\$0.00	\$0.00	\$0.00	\$0.00	\$590.54
11566-05	Shawn Curley	\$0.00	\$1.60	\$190.08	\$0.00	\$0.00	\$0.00	\$191.68
11566-06	Shawn Curley	\$0.00	\$255.71	\$0.00	\$0.00	\$0.00	\$0.00	\$255.71
11567-01	Roxanna L Coblentz	\$0.00	\$360.00	\$187.62	\$0.00	\$0.00	\$0.00	\$547.62
11569-04	Bonnie Allen	\$0.00	\$256.20	\$0.00	\$0.00	\$0.00	\$0.00	\$256.20
11570-02	Bruce Smith Sr	\$0.00	\$502.99	\$0.00	\$0.00	\$0.00	\$0.00	\$502.99
11571-14	Michael Bahleda	\$0.00	\$412.57	\$0.00	\$0.00	\$0.00	\$0.00	\$412.57
11572-02	Brandon Whitaker	\$0.00	\$693.26	\$0.00	\$0.00	\$0.00	\$0.00	\$693.26
11573-01	Maureen Maxand	\$0.00	\$599.64	\$0.00	\$0.00	\$0.00	\$0.00	\$599.64
11574-03	Maureen Maxand	\$0.00	\$10.70	\$0.00	\$0.00	\$0.00	\$0.00	\$10.70
11575-22	Deanna Gross	\$0.00	\$338.95	\$0.00	\$0.00	\$0.00	\$0.00	\$338.95
11576-04	David Silva	\$0.00	\$570.24	\$0.00	\$0.00	\$0.00	\$0.00	\$570.24
11578-01	Harold Bailey	\$0.00	\$253.23	\$0.00	\$0.00	\$0.00	\$0.00	\$253.23
11584-01	Wrangell Cooperativ	\$0.00	\$23.31	\$0.00	\$0.00	\$0.00	\$0.00	\$23.31
11595-32	Jordan R Crowley	\$0.00	\$208.80	\$0.00	\$0.00	\$0.00	\$0.00	\$208.80
11597-11	Mark Stevens	\$0.00	\$201.80	\$0.00	\$0.00	\$0.00	\$0.00	\$201.80
11598-15	Alisha M Mora	\$0.00	\$255.24	\$261.23	\$0.00	\$0.00	\$0.00	\$516.47
11599-01	Churchill Rental	\$0.00	\$747.20	\$0.00	\$0.00	\$0.00	\$0.00	\$747.20
11600-01	Churchill Rental	\$0.00	\$378.26	\$0.00	\$0.00	\$0.00	\$0.00	\$378.26
11601-01	Churchill Rental	\$0.00	\$221.05	\$0.00	\$0.00	\$0.00	\$0.00	\$221.05
11603-07	Alaska Marine Lines	\$0.00	\$37.66	\$0.00	\$0.00	\$0.00	\$0.00	\$37.66
11605-06	Alaska Marine Lines	\$0.00	\$43.87	\$0.00	\$0.00	\$0.00	\$0.00	\$43.87
11620-03	Dave's Welding and	\$0.00	\$514.92	\$510.43	\$0.00	\$0.00	\$0.00	\$1,025.35
11621-13	Louel Rentals	\$0.00	\$10.70	\$0.00	\$0.00	\$0.00	\$0.00	\$10.70
11633-09	Kristin M Mill	\$0.00	\$364.68	\$0.00	\$0.00	\$0.00	\$0.00	\$364.68
11635-01	Jenkins Welding LLC	\$0.00	\$539.48	\$0.00	\$0.00	\$0.00	\$0.00	\$539.48
11636-03	Shevaun A Meggitt	\$0.00	\$81.32	\$0.00	\$0.00	\$0.00	\$0.00	\$81.32

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Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
11638-02	Wrangell Boat Shop	\$0.00	\$0.44	\$50.00	\$0.00	\$0.00	\$0.00	\$50.44
11638-03	Georgia M Selfridge	\$0.00	\$852.16	\$0.00	\$0.00	\$0.00	\$0.00	\$852.16
11640-03	Larissa Siekawitch	\$0.00	\$10.70	\$0.00	\$0.00	\$0.00	\$0.00	\$10.70
11641-06	Dave Ellis	\$0.00	\$299.31	\$0.00	\$0.00	\$0.00	\$0.00	\$299.31
11642-03	Tom Robinson	\$0.00	\$311.68	\$0.00	\$0.00	\$0.00	\$0.00	\$311.68
11645-01	Twyla Nore	\$0.00	\$579.02	\$0.00	\$0.00	\$0.00	\$0.00	\$579.02
11647-01	Brian Ashton	\$0.00	\$173.39	\$0.00	\$0.00	\$0.00	\$0.00	\$173.39
11649-03	Brian Herman	\$0.00	\$390.03	\$0.00	\$0.00	\$0.00	\$0.00	\$390.03
11650-13	Bryan Allen	\$0.00	\$369.83	\$0.00	\$0.00	\$0.00	\$0.00	\$369.83
11656-02	Randy Easterly	\$0.00	\$650.68	\$0.00	\$0.00	\$0.00	\$0.00	\$650.68
11657-07	Laura Massin	\$0.00	\$251.17	\$275.52	\$0.00	\$0.00	\$0.00	\$526.69
11659-12	Laura Massin	\$0.00	\$111.67	\$86.08	\$0.00	\$0.00	\$0.00	\$197.75
11660-01	Patty Gilbert	\$0.00	\$666.67	\$0.00	\$0.00	\$0.00	\$0.00	\$666.67
11662-01	Joel Peterman	\$0.00	\$497.08	\$0.00	\$0.00	\$0.00	\$0.00	\$497.08
11666-17	Bertha M Marsh	\$0.00	\$474.46	\$0.00	\$0.00	\$0.00	\$0.00	\$474.46
11668-06	Larissa Siekawitch	\$0.00	\$860.25	\$0.00	\$0.00	\$0.00	\$0.00	\$860.25
11670-15	Nancy Delpero	\$0.00	\$291.24	\$0.00	\$0.00	\$0.00	\$0.00	\$291.24
11678-25	James J Freeman	\$0.00	\$596.27	\$0.00	\$0.00	\$0.00	\$0.00	\$596.27
11679-04	John Yeager	\$0.00	\$818.23	\$0.00	\$0.00	\$0.00	\$0.00	\$818.23
11681-17	Earon K Gross	\$0.00	\$779.77	\$985.53	\$0.00	\$0.00	\$0.00	\$1,765.30
11682-34	Alejandro Calvillo	\$0.00	\$280.80	\$0.00	\$0.00	\$0.00	\$0.00	\$280.80
11684-18	The Bay Company	\$0.00	\$316.95	\$347.81	\$0.00	\$0.00	\$0.00	\$664.76
11685-02	Lawrey Upholstery	\$0.00	\$100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100.00
11685-07	Lisa O'Keefe	\$0.00	\$316.94	\$0.00	\$0.00	\$0.00	\$0.00	\$316.94
11686-01	Roxanna Petticrew	\$0.00	\$1.62	\$0.00	\$0.00	\$0.00	\$0.00	\$1.62
11688-01	Clara Haley	\$0.00	\$347.31	\$0.00	\$0.00	\$0.00	\$0.00	\$347.31
11695-06	Island Salon	\$0.00	\$360.77	\$0.00	\$0.00	\$0.00	\$0.00	\$360.77
11696-04	Bonnie Ritchie	\$0.00	\$174.97	\$0.00	\$0.00	\$0.00	\$0.00	\$174.97
11697-02	Bonnie Ritchie	\$0.00	\$18.90	\$0.00	\$0.00	\$0.00	\$0.00	\$18.90
11698-02	Bonnie Ritchie	\$0.00	\$556.08	\$0.00	\$0.00	\$0.00	\$0.00	\$556.08
11701-03	Bonnie Ritchie	\$0.00	\$321.95	\$0.00	\$0.00	\$0.00	\$0.00	\$321.95
11702-01	Kelly Buness	\$0.00	\$436.62	\$0.00	\$0.00	\$0.00	\$0.00	\$436.62
11703-09	Karri Buness	\$0.00	\$428.37	\$0.00	\$0.00	\$0.00	\$0.00	\$428.37
11704-11	Lynn D Maxand	\$0.00	\$445.82	\$0.00	\$0.00	\$0.00	\$0.00	\$445.82
11705-01	John Agostine	\$0.00	\$585.04	\$0.00	\$0.00	\$0.00	\$0.00	\$585.04
11707-01	Lauran Woolery	\$0.00	\$643.80	\$0.00	\$0.00	\$0.00	\$0.00	\$643.80
11708-10	Valerie K Massie	\$0.00	\$368.30	\$0.00	\$0.00	\$0.00	\$0.00	\$368.30
11710-02	Samuel R Privett II	\$0.00	\$463.64	\$0.00	\$0.00	\$0.00	\$0.00	\$463.64

Accounts Receivable Aging Report

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
11711-02	Gablehouse Rentals	\$0.00	\$546.00	\$0.00	\$0.00	\$0.00	\$0.00	\$546.00
11715-02	Joseph Hommel	\$0.00	\$573.75	\$0.00	\$0.00	\$0.00	\$0.00	\$573.75
11716-03	Petro Marine Servic	\$0.00	\$555.43	\$0.00	\$0.00	\$0.00	\$0.00	\$555.43
11717-02	Petro Marine Servic	\$0.00	\$425.61	\$0.00	\$0.00	\$0.00	\$0.00	\$425.61
11718-01	Shirley Wimberley	\$0.00	\$876.96	\$0.00	\$0.00	\$0.00	\$0.00	\$876.96
11719-04	Richard Teague	\$0.00	\$15.68	\$0.00	\$0.00	\$0.00	\$0.00	\$15.68
11720-01	Robert Prunella	\$0.00	\$443.81	\$513.82	\$0.00	\$0.00	\$0.00	\$957.63
11721-01	Jeff Jabusch	\$0.00	\$645.17	\$0.00	\$0.00	\$0.00	\$0.00	\$645.17
11722-02	Josh Blatchley	\$0.00	\$336.44	\$0.00	\$0.00	\$0.00	\$0.00	\$336.44
11726-01	Charles Petticrew	\$0.00	\$328.37	\$0.00	\$0.00	\$0.00	\$0.00	\$328.37
11729-02	Michelle D Thomasse	\$0.00	\$733.58	\$898.98	\$0.00	\$0.00	\$0.00	\$1,632.56
11731-03	Harry L Churchill	\$0.00	\$308.15	\$0.00	\$0.00	\$0.00	\$0.00	\$308.15
11732-01	Dave Brown	\$0.00	\$700.04	\$0.00	\$0.00	\$0.00	\$0.00	\$700.04
11734-01	Mark Pempek	\$0.00	\$692.62	\$0.00	\$0.00	\$0.00	\$0.00	\$692.62
11735-02	Jeanna Wittwer	\$0.00	\$80.35	\$0.00	\$0.00	\$0.00	\$0.00	\$80.35
11736-01	Eric Kading	\$0.00	\$322.67	\$0.00	\$0.00	\$0.00	\$0.00	\$322.67
11737-07	Eric Kading	\$0.00	\$24.63	\$0.00	\$0.00	\$0.00	\$0.00	\$24.63
11740-01	Kaer Trucking	\$0.00	\$117.10	\$0.00	\$0.00	\$0.00	\$0.00	\$117.10
11741-01	Wayne Kaer	\$0.00	\$218.26	\$0.00	\$0.00	\$0.00	\$0.00	\$218.26
11742-11	Augustine Ruhri	\$0.00	\$277.88	\$0.00	\$0.00	\$0.00	\$0.00	\$277.88
11743-02	Alaska Waters	\$0.00	\$702.02	\$0.00	\$0.00	\$0.00	\$0.00	\$702.02
11744-02	Touchpoint Alaska M	\$0.00	\$795.91	\$0.00	\$0.00	\$0.00	\$0.00	\$795.91
11747-04	Charles Haubrich	\$0.00	\$989.79	\$0.00	\$0.00	\$0.00	\$0.00	\$989.79
11748-05	Alisha D Seward	\$0.00	\$629.02	\$0.00	\$0.00	\$0.00	\$0.00	\$629.02
11749-01	Doug McCloskey	\$0.00	\$443.39	\$0.00	\$0.00	\$0.00	\$0.00	\$443.39
11750-02	Gigi Torgramsen	\$0.00	\$1,070.82	\$0.00	\$0.00	\$0.00	\$0.00	\$1,070.82
11754-01	Wrangell Senior Mai	\$0.00	\$319.42	\$0.00	\$0.00	\$0.00	\$0.00	\$319.42
11755-01	Wrangell Senior Apa	\$0.00	\$4,303.70	\$0.00	\$0.00	\$0.00	\$0.00	\$4,303.70
11756-01	DOT&PF Southcoast S	\$0.00	\$33.32	\$0.00	\$0.00	\$0.00	\$0.00	\$33.32
11757-01	Tlingit & Haida Hea	\$0.00	\$438.93	\$0.00	\$0.00	\$0.00	\$0.00	\$438.93
11758-01	Wrangell Elementary	\$0.00	\$2,316.24	\$0.00	\$0.00	\$0.00	\$0.00	\$2,316.24
11759-01	Wrangell Public Sch	\$0.00	\$1,160.64	\$0.00	\$0.00	\$0.00	\$0.00	\$1,160.64
11762-02	Job Montoy	\$0.00	\$539.11	\$0.00	\$0.00	\$0.00	\$0.00	\$539.11
11763-02	Glen Decker	\$0.00	\$504.37	\$0.00	\$0.00	\$0.00	\$0.00	\$504.37
11764-02	Kadin Corporation	\$0.00	\$49.31	\$0.00	\$0.00	\$0.00	\$0.00	\$49.31
11765-04	Geoffrey Stutz	\$0.00	\$359.56	\$373.15	\$0.00	\$0.00	\$0.00	\$732.71
11766-01	Kadin Corporation	\$0.00	\$375.27	\$0.00	\$0.00	\$0.00	\$0.00	\$375.27
11772-08	Bernie Massin	\$0.00	\$389.34	\$0.00	\$0.00	\$0.00	\$0.00	\$389.34

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Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
11774-01	DOT&PF Southcoast S	\$0.00	\$25.20	\$0.00	\$0.00	\$0.00	\$0.00	\$25.20
11775-08	Dorianne Sprehe	\$0.00	\$435.34	\$0.00	\$0.00	\$0.00	\$0.00	\$435.34
11776-03	Kyle R Lewis	\$0.00	\$423.16	\$0.00	\$0.00	\$0.00	\$0.00	\$423.16
11779-02	Ruby McMurren	\$0.00	\$308.32	\$0.00	\$0.00	\$0.00	\$0.00	\$308.32
11780-02	Barre Gadd	\$0.00	\$478.14	\$0.00	\$0.00	\$0.00	\$0.00	\$478.14
11781-01	Diane Lightner	\$0.00	\$534.50	\$0.00	\$0.00	\$0.00	\$0.00	\$534.50
11782-09	Alexander J Riordan	\$0.00	\$467.68	\$0.00	\$0.00	\$0.00	\$0.00	\$467.68
11783-10	Tony Massin	\$0.00	\$529.78	\$0.00	\$0.00	\$0.00	\$0.00	\$529.78
11981-02	Kathryn A Betterton	\$0.00	(\$196.46)	\$0.00	\$0.00	\$0.00	\$0.00	(\$196.46)
11982-01	Kay Larson	\$0.00	\$532.78	\$0.00	\$0.00	\$0.00	\$0.00	\$532.78
11983-06	Chris Stewart	\$0.00	\$535.33	\$0.00	\$0.00	\$0.00	\$0.00	\$535.33
11985-06	Tlingit & Haida Reg	\$0.00	\$852.48	\$0.00	\$0.00	\$0.00	\$0.00	\$852.48
11988-06	Tlingit & Haida Reg	\$0.00	\$108.58	\$0.00	\$0.00	\$0.00	\$0.00	\$108.58
11989-08	Jennifer Ludwigsen	\$0.00	\$122.48	\$87.61	\$0.00	\$0.00	\$0.00	\$210.09
11990-05	Bart L. Churchill	\$0.00	\$35.91	\$0.00	\$0.00	\$0.00	\$0.00	\$35.91
11991-04	Tlingit & Haida Reg	\$0.00	\$19.92	\$0.00	\$0.00	\$0.00	\$0.00	\$19.92
11992-08	Krysta Gillen	\$0.00	\$160.47	\$0.00	\$0.00	\$0.00	\$0.00	\$160.47
11993-05	Tlingit & Haida Reg	\$0.00	\$256.84	\$0.00	\$0.00	\$0.00	\$0.00	\$256.84
11994-02	Amy Ferdinand	\$0.00	\$168.47	\$0.00	\$0.00	\$0.00	\$0.00	\$168.47
11996-06	Rebecca L Mork	\$0.00	\$3.85	\$0.00	\$0.00	\$0.00	\$0.00	\$3.85
11997-05	Bonnie Ritchie	\$0.00	\$268.81	\$0.00	\$0.00	\$0.00	\$0.00	\$268.81
11999-02	Fred E Elmore	\$0.00	\$285.39	\$0.00	\$0.00	\$0.00	\$0.00	\$285.39
12000-05	Tlingit & Haida Reg	\$0.00	\$223.64	\$0.00	\$0.00	\$0.00	\$0.00	\$223.64
12001-03	Arthur Larsen	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$197.70)	(\$197.70)
12008-08	Adrienne McLaughlin	\$0.00	\$537.69	\$600.65	\$511.38	\$0.00	\$0.00	\$1,649.72
12009-01	American Legion	\$0.00	\$701.27	\$0.00	\$0.00	\$0.00	\$0.00	\$701.27
12011-20	Andrea Gillen	\$0.00	\$250.07	\$0.00	\$0.00	\$0.00	\$0.00	\$250.07
12017-02	Garnet Rentals LLC	\$0.00	\$1,774.15	\$0.00	\$0.00	\$0.00	\$0.00	\$1,774.15
12018-14	Christy G Park	\$0.00	\$217.73	\$0.00	\$0.00	\$0.00	\$0.00	\$217.73
12020-06	Artha W Deruyter	\$0.00	\$574.73	\$0.00	\$0.00	\$0.00	\$0.00	\$574.73
12022-01	Shirley Clark	\$0.00	\$404.78	\$0.00	\$0.00	\$0.00	\$0.00	\$404.78
12023-02	Frank Roppel	\$0.00	\$556.90	\$0.00	\$0.00	\$0.00	\$0.00	\$556.90
12025-06	Jean Arnold	\$0.00	\$414.41	\$0.00	\$0.00	\$0.00	\$0.00	\$414.41
12029-07	Traci W Elison	\$0.00	\$506.06	\$0.00	\$0.00	\$0.00	\$0.00	\$506.06
12033-01	Craig Villarma	\$0.00	\$420.75	\$0.00	\$0.00	\$0.00	\$0.00	\$420.75
12035-01	Harborlight Church	\$0.00	\$599.88	\$0.00	\$0.00	\$0.00	\$0.00	\$599.88
12036-04	Michael J Lockabey	\$0.00	\$532.18	\$0.00	\$0.00	\$0.00	\$0.00	\$532.18
12038-07	Alyssa Carmichael	\$0.00	\$80.49	\$0.00	\$0.00	\$0.00	\$0.00	\$80.49

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
12039-18	Michelle Lopez	\$0.00	\$66.51	\$39.23	\$0.00	\$0.00	\$0.00	\$105.74
12040-21	Maylee M Martin	\$0.00	\$66.62	\$0.00	\$0.00	\$0.00	\$0.00	\$66.62
12042-01	Alaska Housing Fina	\$0.00	\$3,612.22	\$0.00	\$0.00	\$0.00	\$0.00	\$3,612.22
12044-31	Deborah Lynn Davis	\$0.00	\$29.10	\$0.00	\$0.00	\$0.00	\$0.00	\$29.10
12046-20	Aundria Martin	\$0.00	\$77.21	\$0.00	\$0.00	\$0.00	\$0.00	\$77.21
12049-22	Clinton J. Boon	\$0.00	\$37.14	\$0.00	\$0.00	\$0.00	\$0.00	\$37.14
12051-01	Alaska Housing Fina	\$0.00	\$7,437.99	\$0.00	\$0.00	\$0.00	\$0.00	\$7,437.99
12052-06	Zachariah D Carroll	\$0.00	\$13.13	\$0.00	\$0.00	\$0.00	\$0.00	\$13.13
12053-16	Tessa Appleman	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$989.54)	(\$989.54)
12055-07	Jessie M Franks III	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$656.48)	(\$656.48)
12056-01	Alaska Housing Fina	\$0.00	\$49.12	\$0.00	\$0.00	\$0.00	\$0.00	\$49.12
12057-19	Alaska Housing Fina	\$0.00	\$13.88	\$0.00	\$0.00	\$0.00	\$0.00	\$13.88
12059-21	Nicole Webster	\$0.00	\$8.26	\$0.00	\$0.00	\$0.00	\$0.00	\$8.26
12061-19	Leah Liukkonen	\$0.00	\$33.26	\$0.00	\$0.00	\$0.00	\$0.00	\$33.26
12065-16	Justin S Crandall	\$0.00	\$0.87	\$0.87	\$0.87	\$0.87	\$100.32	\$103.80
12065-18	Idelisse M Torres	\$0.00	\$27.95	\$0.00	\$0.00	\$0.00	\$0.00	\$27.95
12066-15	Jodie Perez	\$0.00	\$20.51	\$0.00	\$0.00	\$0.00	\$0.00	\$20.51
12069-01	Alaska Housing Fina	\$0.00	\$2,334.43	\$0.00	\$0.00	\$0.00	\$0.00	\$2,334.43
12071-15	Dante J Deang	\$0.00	\$80.76	\$0.00	\$0.00	\$0.00	\$0.00	\$80.76
12072-13	Jessie Brady	\$0.00	(\$0.33)	\$0.00	\$0.00	\$0.00	\$0.00	(\$0.33)
12073-14	Shamika L Jones	\$0.00	\$0.47	\$0.47	\$0.47	\$0.47	\$58.38	\$60.26
12075-18	Dianne L Simpson	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$1,542.69)	(\$1,542.69)
12077-13	John M Bilbrey	\$0.00	\$15.84	\$0.00	\$0.00	\$0.00	\$0.00	\$15.84
12078-01	Alaska Housing Fina	\$0.00	\$2,406.42	\$0.00	\$0.00	\$0.00	\$0.00	\$2,406.42
12081-04	Michael McLaughlin	\$0.00	\$30.27	\$0.00	\$0.00	\$0.00	\$0.00	\$30.27
12085-32	Vanessa Aitken	\$0.00	\$3.29	\$0.00	\$0.00	\$0.00	\$0.00	\$3.29
12086-17	Christopher V Byfor	\$0.00	\$22.97	\$0.00	\$0.00	\$0.00	\$0.00	\$22.97
12087-01	Alaska Housing Fina	\$0.00	\$2,299.87	\$0.00	\$0.00	\$0.00	\$0.00	\$2,299.87
12089-07	Alaska Housing Fina	\$0.00	\$36.35	\$0.00	\$0.00	\$0.00	\$0.00	\$36.35
12090-03	Honey Campbell	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$2,902.74)	(\$2,902.74)
12091-17	Kathleen Dow	\$0.00	\$39.23	\$0.00	\$0.00	\$0.00	\$0.00	\$39.23
12093-06	Susan Beebe	\$0.00	\$42.05	\$0.00	\$0.00	\$0.00	\$0.00	\$42.05
12094-04	Samuel Campus	\$0.00	\$38.07	\$0.00	\$0.00	\$0.00	\$0.00	\$38.07
12095-15	Thomas J Soeurt	\$0.00	\$29.87	\$0.00	\$0.00	\$0.00	\$0.00	\$29.87
12096-01	Alaska Housing Fina	\$0.00	\$2,261.06	\$0.00	\$0.00	\$0.00	\$0.00	\$2,261.06
12098-01	Sueann Guggenbickle	\$0.00	\$737.19	\$0.00	\$0.00	\$0.00	\$0.00	\$737.19
12103-02	Bert McCay	\$0.00	\$667.24	\$0.00	\$0.00	\$0.00	\$0.00	\$667.24
104-16	Pml Eye Opener Rent	\$0.00	\$333.66	\$0.00	\$0.00	\$0.00	\$0.00	\$333.66

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Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
12106-37	Austin Levi Ratliff	\$0.00	\$211.84	\$0.00	\$0.00	\$0.00	\$0.00	\$211.84
12107-05	Johnson Rental	\$0.00	\$324.48	\$0.00	\$0.00	\$0.00	\$0.00	\$324.48
12109-02	Johnson Rental	\$0.00	\$251.14	\$0.00	\$0.00	\$0.00	\$0.00	\$251.14
12110-02	James & Lisa Brooks	\$0.00	\$432.48	\$0.00	\$0.00	\$0.00	\$0.00	\$432.48
12112-04	David Roane Jr.	\$0.00	\$550.72	\$0.00	\$0.00	\$0.00	\$0.00	\$550.72
12113-07	Damon R Roher	\$0.00	\$355.02	\$0.00	\$0.00	\$0.00	\$0.00	\$355.02
12114-01	Nancy Seimears	\$0.00	\$615.96	\$0.00	\$0.00	\$0.00	\$0.00	\$615.96
12118-25	Duane Ricker	\$0.00	\$247.58	\$0.00	\$0.00	\$0.00	\$0.00	\$247.58
12119-06	Darren Easterly	\$0.00	\$508.62	\$0.00	\$0.00	\$0.00	\$0.00	\$508.62
12120-14	Jeremy S Welch	\$0.00	\$453.98	\$0.00	\$0.00	\$0.00	\$0.00	\$453.98
12124-01	Brent Mill	\$0.00	\$604.34	\$0.00	\$0.00	\$0.00	\$0.00	\$604.34
12125-05	Noah Baker	\$0.00	\$489.90	\$0.00	\$0.00	\$0.00	\$0.00	\$489.90
12126-07	Bridgette Petticrew	\$0.00	\$279.66	\$0.00	\$0.00	\$0.00	\$0.00	\$279.66
12129-06	David W Brown	\$0.00	\$555.77	\$0.00	\$0.00	\$0.00	\$0.00	\$555.77
12130-02	Jason Rooney	\$0.00	\$403.74	\$0.00	\$0.00	\$0.00	\$0.00	\$403.74
12131-09	Rabecca L Lehnherr	\$0.00	\$384.91	\$368.35	\$0.00	\$0.00	\$0.00	\$753.26
12133-07	Lacey Soeteber	\$0.00	\$442.28	\$0.00	\$0.00	\$0.00	\$0.00	\$442.28
12139-03	TK'S Mini Mart	\$0.00	\$1,535.44	\$1,518.35	\$0.00	\$0.00	\$0.00	\$3,053.79
12140-01	Alaska Wireless Net	\$0.00	\$448.03	\$0.00	\$0.00	\$0.00	\$0.00	\$448.03
12141-06	Rabecca L Lehnherr	\$0.00	\$544.97	\$759.07	\$61.90	\$0.00	\$0.00	\$1,365.94
12288-03	Randy L Backman	\$0.00	(\$1,501.75)	\$0.00	\$0.00	\$0.00	\$0.00	(\$1,501.75)
12291-12	Wrangell Cooperativ	\$0.00	\$466.33	\$0.00	\$0.00	\$0.00	\$0.00	\$466.33
12293-02	Chuck Hay	\$0.00	\$681.42	\$0.00	\$0.00	\$0.00	\$0.00	\$681.42
12294-03	Randy L Backman	\$0.00	(\$1,102.09)	\$0.00	\$0.00	\$0.00	\$0.00	(\$1,102.09)
12295-02	Don Sorric	\$0.00	\$503.36	\$0.00	\$0.00	\$0.00	\$0.00	\$503.36
12296-02	Tlingit & Haida Reg	\$0.00	\$571.23	\$0.00	\$0.00	\$0.00	\$0.00	\$571.23
12297-04	Christopher J Miera	\$0.00	\$786.69	\$780.87	\$0.00	\$0.00	\$0.00	\$1,567.56
12298-05	Leanna Nash	\$0.00	\$496.35	\$0.00	\$0.00	\$0.00	\$0.00	\$496.35
12303-01	DOT&PF Southcoast S	\$0.00	\$138.58	\$0.00	\$0.00	\$0.00	\$0.00	\$138.58
12308-03	Pacific Seafoods Wr	\$0.00	\$460.32	\$0.00	\$0.00	\$0.00	\$0.00	\$460.32
12311-05	Lorena Cano	\$0.00	\$306.54	\$0.00	\$0.00	\$0.00	\$0.00	\$306.54
12315-03	Alexandra McMurren	\$0.00	\$410.16	\$0.00	\$0.00	\$0.00	\$0.00	\$410.16
12319-10	Wayne St John	\$0.00	\$486.60	\$0.00	\$0.00	\$0.00	\$0.00	\$486.60
12321-09	Wayne St John	\$0.00	\$214.31	\$212.45	\$210.60	\$0.00	\$0.00	\$637.36
12323-15	Pacific Seafoods Wr	\$0.00	\$414.31	\$0.00	\$0.00	\$0.00	\$0.00	\$414.31
12327-19	Wayne St John	\$0.00	\$0.46	\$0.46	\$0.46	\$0.46	\$52.00	\$53.84
12328-10	Juan Antonio Beltr	\$0.00	\$320.68	\$497.50	\$0.00	\$0.00	\$0.00	\$818.18
12330-07	Dennis L Neff	\$0.00	\$426.45	\$0.00	\$0.00	\$0.00	\$0.00	\$426.45

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
12331-01	Gordon Lively	\$0.00	(\$0.52)	\$0.00	\$0.00	\$0.00	\$0.00	(\$0.52)
12332-01	Nancy L Opsal	\$0.00	\$445.86	\$454.79	\$305.21	\$0.00	\$0.00	\$1,205.86
12333-01	Brian Cooper	\$0.00	\$231.58	\$253.23	\$0.00	\$0.00	\$0.00	\$484.81
12334-03	Matthew F Barker	\$0.00	\$202.16	\$191.43	\$0.00	\$0.00	\$0.00	\$393.59
12336-06	Linda A. Churchill	\$0.00	\$276.46	\$0.00	\$0.00	\$0.00	\$0.00	\$276.46
12337-05	Robert J Wilton Jr	\$0.00	\$447.43	\$0.00	\$0.00	\$0.00	\$0.00	\$447.43
12340-03	David McHolland	\$0.00	\$342.28	\$0.00	\$0.00	\$0.00	\$0.00	\$342.28
12342-18	Pacific Seafoods Wr	\$0.00	\$410.49	\$0.00	\$0.00	\$0.00	\$0.00	\$410.49
12343-13	Darren P Shilts	\$0.00	\$210.60	\$0.00	\$0.00	\$0.00	\$0.00	\$210.60
12344-07	Max Dalton	\$0.00	\$214.47	\$0.00	\$0.00	\$0.00	\$0.00	\$214.47
12348-11	Wayne St John	\$0.00	\$6.04	\$6.04	\$6.04	\$6.04	\$695.97	\$720.13
12350-08	Stan Guggenbickler	\$0.00	\$540.14	\$0.00	\$0.00	\$0.00	\$0.00	\$540.14
12352-13	Trevor Guggenbickle	\$0.00	\$484.20	\$588.05	\$0.00	\$0.00	\$0.00	\$1,072.25
12354-08	Pacific Seafoods Wr	\$0.00	\$405.21	\$0.00	\$0.00	\$0.00	\$0.00	\$405.21
12355-07	Jerry H Knapp Jr	\$0.00	\$1.06	\$1.06	\$1.06	\$24.43	\$100.57	\$128.18
12355-08	Jennifer A Luzzo	\$0.00	\$499.19	\$354.64	\$0.00	\$0.00	\$0.00	\$853.83
12356-03	Betty Newman	\$0.00	\$353.13	\$0.00	\$0.00	\$0.00	\$0.00	\$353.13
12357-01	Jerry Knapp	\$0.00	\$403.74	\$436.16	\$0.00	\$0.00	\$0.00	\$839.90
12358-03	Pacific Seafoods Wr	\$0.00	\$750.18	\$0.00	\$0.00	\$0.00	\$0.00	\$750.18
12360-10	Joseph W Mork	\$0.00	\$301.65	\$327.54	\$17.27	\$0.00	\$0.00	\$646.46
12362-06	Jacob Soeteber	\$0.00	\$266.61	\$0.00	\$0.00	\$0.00	\$0.00	\$266.61
12363-11	Traci Lynn Meyer	\$0.00	\$127.65	\$0.00	\$0.00	\$0.00	\$0.00	\$127.65
12379-04	Breakaway Adventure	\$0.00	\$38.28	\$0.00	\$0.00	\$0.00	\$0.00	\$38.28
12382-04	John C Schroeder	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12390-13	John Verhey	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12392-11	Dorianne Sprehe	\$0.00	\$97.39	\$0.00	\$0.00	\$0.00	\$0.00	\$97.39
12396-09	Gigi Torgramsen	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12398-08	Sterling Glenn	\$0.00	\$12.99	\$0.00	\$0.00	\$0.00	\$0.00	\$12.99
12400-04	John Verhey	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12408-10	Howard Mcvicker Est	\$0.00	\$71.49	\$0.00	\$0.00	\$0.00	\$0.00	\$71.49
12411-02	Jonathan E Watts	\$0.00	\$1.66	\$1.71	\$1.56	\$1.43	\$0.07	\$6.43
12412-22	Brad Sobjack	\$0.00	\$37.66	\$0.00	\$0.00	\$0.00	\$0.00	\$37.66
12417-09	Christopher J Miera	\$0.00	\$12.99	\$16.87	\$0.00	\$0.00	\$0.00	\$29.86
12419-05	Dan Herr	\$0.00	\$5.12	\$0.00	\$0.00	\$0.00	\$0.00	\$5.12
12421-04	Michael Nealson	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$57.00)	(\$57.00)
12422-03	Hans Borve	\$0.00	\$29.60	\$0.00	\$0.00	\$0.00	\$0.00	\$29.60
12432-18	Blake K Byers	\$0.00	\$31.39	\$79.55	\$0.00	\$0.00	\$0.00	\$110.94
12433-14	Wrangell Cooperativ	\$0.00	(\$88.00)	\$0.00	\$0.00	\$0.00	\$0.00	(\$88.00)

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
12447-03	Joshua Jenkins	\$0.00	\$35.76	\$33.31	\$15.94	\$0.00	\$0.00	\$85.01
12448-03	James Jenkins	\$0.00	\$162.16	\$202.40	\$0.00	\$0.00	\$0.00	\$364.56
12449-01	The Bay Company	\$0.00	\$13.61	\$0.00	\$0.00	\$0.00	\$0.00	\$13.61
12450-09	Brian Herman	\$0.00	\$13.31	\$0.00	\$0.00	\$0.00	\$0.00	\$13.31
12458-06	Anthony Guggenbickl	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12459-03	Jon Abrahamson	\$0.00	\$27.65	\$96.56	\$0.00	\$0.00	\$0.00	\$124.21
12461-03	Peter S Ford	\$0.00	\$136.49	\$0.00	\$0.00	\$0.00	\$0.00	\$136.49
12469-04	Chuck Hay	\$0.00	\$40.77	\$0.00	\$0.00	\$0.00	\$0.00	\$40.77
12473-16	Lauren Rogers	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$153.95)	(\$153.95)
12474-06	Lane Fitzjarrald	\$0.00	\$50.41	\$54.57	\$0.00	\$0.00	\$0.00	\$104.98
12475-06	Nancy Hungerford	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$627.78)	(\$627.78)
12477-06	Amy J Meschnark	\$0.00	\$101.65	\$41.84	\$0.00	\$0.00	\$0.00	\$143.49
12479-01	Jack Urata	\$0.00	\$30.99	\$0.00	\$0.00	\$0.00	\$0.00	\$30.99
12496-10	Lance Mark Young	\$0.00	\$50.55	\$0.00	\$0.00	\$0.00	\$0.00	\$50.55
12506-04	Brandon J Allison	\$0.00	(\$897.05)	\$0.00	\$0.00	\$0.00	\$0.00	(\$897.05)
12508-01	Charles Petticrew	\$0.00	\$103.92	\$0.00	\$0.00	\$0.00	\$0.00	\$103.92
12511-07	James Thompson	\$0.00	\$301.11	\$0.00	\$0.00	\$0.00	\$0.00	\$301.11
12514-04	Greg Wood	\$0.00	\$172.33	\$0.00	\$0.00	\$0.00	\$0.00	\$172.33
12520-01	Wayne Kaer	\$0.00	\$64.50	\$0.00	\$0.00	\$0.00	\$0.00	\$64.50
12521-06	Selleck Gadd	\$0.00	\$15.70	\$13.42	\$12.84	\$0.00	\$0.00	\$41.96
12523-01	Randy Churchill	\$0.00	\$128.89	\$0.00	\$0.00	\$0.00	\$0.00	\$128.89
12525-04	Tim Buness	\$0.00	\$158.68	\$0.00	\$0.00	\$0.00	\$0.00	\$158.68
12528-04	Shirley Wimberley	\$0.00	\$75.37	\$0.00	\$0.00	\$0.00	\$0.00	\$75.37
12529-05	Samuel R Privett II	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12531-05	Alaska Waters	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12533-10	Andrea Laughlin	\$0.00	\$122.07	\$0.00	\$0.00	\$0.00	\$0.00	\$122.07
12535-07	David W Brown	\$0.00	\$14.55	\$0.00	\$0.00	\$0.00	\$0.00	\$14.55
12536-08	Alaska Waters	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12537-07	Alaska Waters	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12538-02	Gig Decker	\$0.00	\$32.70	\$193.91	\$0.00	\$0.00	\$0.00	\$226.61
12539-05	Harold Bailey	\$0.00	\$19.52	\$0.00	\$0.00	\$0.00	\$0.00	\$19.52
12548-14	Robert Jurries	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$103.85)	(\$103.85)
12552-04	Michelle D Thomasse	\$0.00	\$13.79	\$66.89	\$0.00	\$0.00	\$0.00	\$80.68
12553-04	Jason Rooney	\$0.00	\$55.81	\$0.00	\$0.00	\$0.00	\$0.00	\$55.81
12556-04	Joe Janssen	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$266.43)	(\$266.43)
12558-15	USDI Bureau of Land	\$0.00	\$18.75	\$19.05	\$0.00	\$0.00	\$0.00	\$37.80
12563-05	Wayne McHolland	\$0.00	\$86.50	\$84.21	\$0.00	\$0.00	\$0.00	\$170.71
12566-06	Haig Demerjian	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84

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Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
12567-04	Josh Miethe	\$0.00	\$95.87	\$0.00	\$0.00	\$0.00	\$0.00	\$95.87
12568-04	Thomas Stammer	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12569-12	William R Tonsgard	\$0.00	\$167.68	\$0.00	\$0.00	\$0.00	\$0.00	\$167.68
12575-06	Arthur LLC	\$0.00	\$61.87	\$0.00	\$0.00	\$0.00	\$0.00	\$61.87
12579-04	Katie Ludwigsen	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12581-03	Harry Buchea	\$0.00	(\$200.00)	\$0.00	\$0.00	\$0.00	(\$106.84)	(\$306.84)
12582-04	Shane W Westergard	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$149.22)	(\$149.22)
12583-06	Kenneth J Brull	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12585-09	Jason Dunbar	\$0.00	\$29.91	\$0.00	\$0.00	\$0.00	\$0.00	\$29.91
12588-06	Thomas Loners	\$0.00	\$130.13	\$0.00	\$0.00	\$0.00	\$0.00	\$130.13
12589-06	Robert W Lukinich	\$0.00	\$75.67	\$0.00	\$0.00	\$0.00	\$0.00	\$75.67
12593-07	David P Kilpatrick	\$0.00	\$13.40	\$13.29	\$13.18	\$13.07	\$25.79	\$78.73
12595-08	Robert B Luce	\$0.00	\$140.53	\$0.00	\$0.00	\$0.00	\$0.00	\$140.53
12599-06	Raymond E Holmquist	\$0.00	\$321.90	\$0.00	\$0.00	\$0.00	\$0.00	\$321.90
12600-07	James MR Woodruff	\$0.00	\$38.59	\$0.00	\$0.00	\$0.00	\$0.00	\$38.59
12602-09	Josh Miethe	\$0.00	\$66.21	\$0.00	\$0.00	\$0.00	\$0.00	\$66.21
12603-14	Kim A Peterson	\$0.00	\$175.91	\$0.00	\$0.00	\$0.00	\$0.00	\$175.91
12605-08	Samuel D Woodbridge	\$0.00	\$163.50	\$0.00	\$0.00	\$0.00	\$0.00	\$163.50
12607-07	Walter Moorhead	\$0.00	\$111.99	\$0.00	\$0.00	\$0.00	\$0.00	\$111.99
12608-07	Robert Bargatze	\$0.00	(\$150.00)	(\$22.04)	\$0.00	\$0.00	\$0.00	(\$172.04)
12609-12	Tom Fisher	\$0.00	\$82.97	\$0.00	\$0.00	\$0.00	\$0.00	\$82.97
12610-11	Jacob C Rushmore	\$0.00	\$114.62	\$0.00	\$0.00	\$0.00	\$0.00	\$114.62
12612-08	Don Huber	\$0.00	\$27.73	\$0.00	\$0.00	\$0.00	\$0.00	\$27.73
12614-08	Rob Hayes	\$0.00	\$117.57	\$0.00	\$0.00	\$0.00	\$0.00	\$117.57
12615-04	Abe Mcintyre	\$0.00	\$109.53	\$110.74	\$0.00	\$0.00	\$0.00	\$220.27
12616-14	Jeffrey Soles	\$0.00	\$42.01	\$0.00	\$0.00	\$0.00	\$0.00	\$42.01
12622-07	Dave Goodrich	\$0.00	\$278.61	\$0.00	\$0.00	\$0.00	\$0.00	\$278.61
12623-06	Richard W Ellis	\$0.00	\$96.47	\$0.00	\$0.00	\$0.00	\$0.00	\$96.47
12625-09	Jared T Jillie	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
12626-06	Bruce Ward	\$0.00	\$34.87	\$0.00	\$0.00	\$0.00	\$0.00	\$34.87
12627-05	Terry Rowland	\$0.00	\$68.54	\$0.00	\$0.00	\$0.00	\$0.00	\$68.54
12637-11	Robert Lemke	\$0.00	\$84.58	\$41.70	\$0.00	\$0.00	\$0.00	\$126.28
12641-09	Larry Kline	\$0.00	\$49.46	\$0.00	\$0.00	\$0.00	\$0.00	\$49.46
12642-09	Isaac Chen	\$0.00	\$96.62	\$0.00	\$0.00	\$0.00	\$0.00	\$96.62
12643-03	Paul Mcintyre	\$0.00	\$103.82	\$0.00	\$0.00	\$0.00	\$0.00	\$103.82
12644-04	Gregg L Cook	\$0.00	\$12.99	\$0.00	\$0.00	\$0.00	\$0.00	\$12.99
12645-13	Clay Culbert	\$0.00	\$168.76	\$0.00	\$0.00	\$0.00	\$0.00	\$168.76
12649-05	George Stoican	\$0.00	\$14.39	\$0.00	\$0.00	\$0.00	\$0.00	\$14.39

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
12650-10	Mary S Ver Hoef	\$0.00	\$65.44	\$0.00	\$0.00	\$0.00	\$0.00	\$65.44
12652-10	Lee Higbee	\$0.00	(\$228.74)	\$0.00	\$0.00	\$0.00	\$0.00	(\$228.74)
12653-06	JIM H LETTS	\$0.00	\$54.89	\$0.00	\$0.00	\$0.00	\$0.00	\$54.89
12656-05	Enviro-Tech Diving	\$0.00	\$313.36	\$0.00	\$0.00	\$0.00	\$0.00	\$313.36
12697-01	DOT&PF Southcoast S	\$0.00	\$58.40	\$0.00	\$0.00	\$0.00	\$0.00	\$58.40
12704-01	Dan Doak	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$83.30)	(\$83.30)
12758-01	Rob Hayes	\$0.00	\$415.01	\$0.00	\$0.00	\$0.00	\$0.00	\$415.01
12803-01	Ron Sowle	\$0.00	\$10.70	\$0.00	\$0.00	\$0.00	\$0.00	\$10.70
12835-01	Larraine A Kagee	\$0.00	\$67.41	\$0.00	\$0.00	\$0.00	\$0.00	\$67.41
12995-01	James Rowland	\$0.00	\$394.22	\$0.00	\$0.00	\$0.00	\$0.00	\$394.22
12996-02	Diamond C	\$0.00	\$1,114.84	\$0.00	\$0.00	\$0.00	\$0.00	\$1,114.84
13001-04	Dave's Welding and	\$0.00	\$1,172.95	\$1,690.41	\$0.00	\$0.00	\$0.00	\$2,863.36
13002-01	Charles Petticrew	\$0.00	\$422.37	\$0.00	\$0.00	\$0.00	\$0.00	\$422.37
13004-02	Dustin Phillips	\$0.00	\$849.81	\$0.00	\$0.00	\$0.00	\$0.00	\$849.81
13005-01	Shirley Clark	\$0.00	\$334.03	\$0.00	\$0.00	\$0.00	\$0.00	\$334.03
13006-01	Denice C Armstrong	\$0.00	\$0.00	(\$400.00)	\$0.00	\$0.00	(\$1,464.54)	(\$1,864.54)
13011-01	Walter Moorhead	\$0.00	\$179.67	\$0.00	\$0.00	\$0.00	\$0.00	\$179.67
13012-01	Roger Haverstock	\$0.00	\$504.92	\$0.00	\$0.00	\$0.00	\$0.00	\$504.92
13015-01	Doug McCloskey	\$0.00	\$92.59	\$0.00	\$0.00	\$0.00	\$0.00	\$92.59
13018-01	Doug McCloskey	\$0.00	\$212.11	\$0.00	\$0.00	\$0.00	\$0.00	\$212.11
13024-01	Earl Ray Stokes	\$0.00	\$373.72	\$0.00	\$0.00	\$0.00	\$0.00	\$373.72
13029-02	Randi Brady	\$0.00	\$83.04	\$0.00	\$0.00	\$0.00	\$0.00	\$83.04
13037-14	Alisha M Mora	\$0.00	\$155.63	\$198.81	\$0.00	\$0.00	\$0.00	\$354.44
13041-01	Keene Kohrt	\$0.00	\$327.71	\$0.00	\$0.00	\$0.00	\$0.00	\$327.71
13048-01	Ron Rice	\$0.00	\$302.31	\$0.00	\$0.00	\$0.00	\$0.00	\$302.31
13049-01	Tlingit & Haida Hea	\$0.00	\$232.42	\$0.00	\$0.00	\$0.00	\$0.00	\$232.42
13050-04	Wrangell Fitness	\$0.00	\$141.49	\$0.00	\$0.00	\$0.00	\$0.00	\$141.49
13051-01	Island Of Faith Lut	\$0.00	\$276.45	\$0.00	\$0.00	\$0.00	\$0.00	\$276.45
13054-03	David Powell	\$0.00	\$423.51	\$0.00	\$0.00	\$0.00	\$0.00	\$423.51
13062-03	Breakaway Adventure	\$0.00	\$131.97	\$0.00	\$0.00	\$0.00	\$0.00	\$131.97
13063-24	Lorne Cook	\$0.00	\$0.00	\$200.00	\$300.00	\$0.00	\$0.00	\$500.00
13066-01	Alaska Vistas	\$0.00	\$95.97	\$0.00	\$0.00	\$0.00	\$0.00	\$95.97
13067-02	Donna Massin	\$0.00	\$448.35	\$0.00	\$0.00	\$0.00	\$0.00	\$448.35
13070-02	Thomas Loners	\$0.00	\$495.79	\$0.00	\$0.00	\$0.00	\$0.00	\$495.79
13073-02	Jon Powell	\$0.00	\$661.72	\$0.00	\$0.00	\$0.00	\$0.00	\$661.72
13088-01	Dewayne Tomal	\$0.00	\$201.29	\$0.00	\$0.00	\$0.00	\$0.00	\$201.29
13091-01	Karl Gladsjo	\$0.00	\$166.90	\$0.00	\$0.00	\$0.00	\$0.00	\$166.90
095-01	Mel Zachary	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$14.40)	(\$14.40)

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
13096-01	Charles S Jenkins	\$0.00	\$439.72	\$0.00	\$0.00	\$0.00	\$0.00	\$439.72
13097-04	Harold Martindale	\$0.00	\$678.97	\$0.00	\$0.00	\$0.00	\$0.00	\$678.97
13100-02	Ron Johnson	\$0.00	\$0.00	\$0.00	\$0.00	(\$373.00)	\$0.00	(\$373.00)
13101-06	Craig Purviance	\$0.00	\$340.61	\$0.00	\$0.00	\$0.00	\$0.00	\$340.61
13102-02	Tom Lalonde	\$0.00	\$696.81	\$0.00	\$0.00	\$0.00	\$0.00	\$696.81
13104-02	Doug McCloskey	\$0.00	\$16.25	\$0.00	\$0.00	\$0.00	\$0.00	\$16.25
13106-05	Rhonda Christian	\$0.00	\$235.79	\$0.00	\$0.00	\$0.00	\$0.00	\$235.79
13107-11	Superior Marine Ser	\$0.00	\$465.63	\$0.00	\$0.00	\$0.00	\$0.00	\$465.63
13108-01	La Donna Botsford	\$0.00	\$319.61	\$0.00	\$0.00	\$0.00	\$0.00	\$319.61
13110-01	AT&T c/o Cass Infom	\$0.00	\$362.69	\$0.00	\$0.00	\$0.00	\$0.00	\$362.69
13112-04	Tom Foust	\$0.00	\$362.92	\$0.00	\$0.00	\$0.00	\$0.00	\$362.92
13120-01	Tlingit & Haida Reg	\$0.00	\$20.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20.00
13122-03	WIMBERLEY-CURTIS IN	\$0.00	\$60.01	\$0.00	\$0.00	\$0.00	\$0.00	\$60.01
13123-01	DOT&PF Southcoast S	\$0.00	\$369.14	\$0.00	\$0.00	\$0.00	\$0.00	\$369.14
13126-01	Alaska Power Teleph	\$0.00	\$41.54	\$0.00	\$0.00	\$0.00	\$0.00	\$41.54
13129-01	Pacific Seafoods Wr	\$0.00	\$3,888.46	\$0.00	\$0.00	\$0.00	\$0.00	\$3,888.46
13131-11	Charles Lee Romane	\$0.00	\$289.05	\$317.76	\$151.90	\$0.00	\$0.00	\$758.71
13135-01	The Bay Company	\$0.00	\$674.28	\$0.00	\$0.00	\$0.00	\$0.00	\$674.28
13137-01	The Bay Company	\$0.00	\$808.46	\$0.00	\$0.00	\$0.00	\$0.00	\$808.46
13140-03	Ethan Petticrew	\$0.00	\$385.01	\$0.00	\$0.00	\$0.00	\$0.00	\$385.01
13142-12	Jayne Fritzingler	\$0.00	\$469.05	\$0.00	\$0.00	\$0.00	\$0.00	\$469.05
13145-10	Joaquin LW Morelli	\$0.00	\$710.11	\$219.79	\$0.00	\$0.00	\$0.00	\$929.90
13147-01	Kstk	\$0.00	(\$105.34)	\$0.00	\$0.00	\$0.00	\$0.00	(\$105.34)
13149-07	Steve Marshall	\$0.00	\$10.35	\$222.02	\$395.84	\$371.62	\$208.16	\$1,207.99
13150-13	Nathan A Dalton	\$0.00	\$190.52	\$0.00	\$0.00	\$0.00	\$0.00	\$190.52
13151-07	Michael J Lockabey	\$0.00	\$82.35	\$0.00	\$0.00	\$0.00	\$0.00	\$82.35
13154-01	McGraw Landfill Acc	\$0.00	\$0.00	\$0.00	\$0.47	\$0.00	\$0.00	\$0.47
13157-02	Neil Dunton	\$0.00	\$439.03	\$0.00	\$0.00	\$0.00	\$0.00	\$439.03
13161-04	Bruce Ward	\$0.00	\$403.95	\$0.00	\$0.00	\$0.00	\$0.00	\$403.95
13162-28	Heather D Richter	\$0.00	\$417.41	\$0.00	\$0.00	\$0.00	\$0.00	\$417.41
13164-03	All American Mechan	\$0.00	\$96.43	\$0.00	\$0.00	\$0.00	\$0.00	\$96.43
13169-01	Jennifer Miller	\$0.00	\$416.49	\$0.00	\$0.00	\$0.00	\$0.00	\$416.49
13170-04	Clay Hammer	\$0.00	\$144.88	\$0.00	\$0.00	\$0.00	\$0.00	\$144.88
13171-01	Tim Bunes	\$0.00	\$538.28	\$0.00	\$0.00	\$0.00	\$0.00	\$538.28
13172-08	Kathleen Thomas	\$0.00	\$347.29	\$0.00	\$0.00	\$0.00	\$0.00	\$347.29
13177-03	Tyler James Gillen	\$0.00	(\$114.94)	\$0.00	\$0.00	\$0.00	\$0.00	(\$114.94)
13184-02	Rolland Howell	\$0.00	\$338.79	\$0.00	\$0.00	\$0.00	\$0.00	\$338.79
13191-03	Trident Seafoods Co	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$118.75)	(\$118.75)

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
13192-02	Nicole Taylor	\$0.00	\$42.23	\$133.62	\$0.00	\$0.00	\$0.00	\$175.85
13195-02	Pacific Seafoods Wr	\$0.00	\$140.17	\$0.00	\$0.00	\$0.00	\$0.00	\$140.17
13199-02	April Stephens	\$0.00	\$420.41	\$0.00	\$0.00	\$0.00	\$0.00	\$420.41
13200-05	Lorraine Allen	\$0.00	\$449.62	\$0.00	\$0.00	\$0.00	\$0.00	\$449.62
13202-01	Randy Easterly	\$0.00	\$68.38	\$0.00	\$0.00	\$0.00	\$0.00	\$68.38
13203-03	Daniel Melling	\$0.00	\$57.80	\$0.00	\$0.00	\$0.00	\$0.00	\$57.80
13206-06	John W Archambeau	\$0.00	\$426.27	\$0.00	\$0.00	\$0.00	\$0.00	\$426.27
13207-01	Einar Haaseth	\$0.00	\$10.87	\$0.00	\$0.00	\$0.00	\$0.00	\$10.87
13208-02	James M Rixen	\$0.00	(\$102.38)	\$0.00	\$0.00	\$0.00	\$0.00	(\$102.38)
13209-01	Pacific Seafoods Wr	\$0.00	\$179.26	\$0.00	\$0.00	\$0.00	\$0.00	\$179.26
13210-02	Pacific Seafoods Wr	\$0.00	\$648.02	\$0.00	\$0.00	\$0.00	\$0.00	\$648.02
13211-01	Faa / Amz 110	\$0.00	\$81.02	\$0.00	\$0.00	\$0.00	\$0.00	\$81.02
13212-02	Petro Marine Servic	\$0.00	\$157.44	\$0.00	\$0.00	\$0.00	\$0.00	\$157.44
13213-01	Terry Rowland	\$0.00	\$361.08	\$0.00	\$0.00	\$0.00	\$0.00	\$361.08
13214-02	Alaska Power Teleph	\$0.00	\$216.78	\$0.00	\$0.00	\$0.00	\$0.00	\$216.78
13215-07	Dwight Yancey	\$0.00	\$680.01	\$0.00	\$0.00	\$0.00	\$0.00	\$680.01
13216-03	Alicia M Armstrong	\$0.00	\$204.14	\$0.00	\$0.00	\$0.00	\$0.00	\$204.14
13217-01	Gary Allen Jr	\$0.00	\$805.04	\$0.00	\$0.00	\$0.00	\$0.00	\$805.04
13220-01	North Star Bone Yar	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
13221-03	Jeff Matney	\$0.00	\$647.63	\$0.00	\$0.00	\$0.00	\$0.00	\$647.63
13222-01	Marilyn Brayton	\$0.00	\$275.97	\$0.00	\$0.00	\$0.00	\$0.00	\$275.97
13223-01	GCI Cable Inc.	\$0.00	\$1,626.40	\$0.00	\$0.00	\$0.00	\$0.00	\$1,626.40
13224-01	Alaska Power Teleph	\$0.00	\$68.69	\$0.00	\$0.00	\$0.00	\$0.00	\$68.69
13225-01	Jenkins Welding LLC	\$0.00	\$415.61	\$0.00	\$0.00	\$0.00	\$0.00	\$415.61
13230-06	Sarah R Cowan	\$0.00	\$10.60	\$10.60	\$10.60	\$10.60	\$1,275.40	\$1,317.80
13231-17	Annette J Wetherill	\$0.00	\$355.65	\$180.40	\$0.00	\$0.00	\$0.00	\$536.05
13232-01	Pacific Seafoods Wr	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
13238-01	Island Of Faith Lut	\$0.00	\$448.26	\$0.00	\$0.00	\$0.00	\$0.00	\$448.26
13246-02	Superior Marine Ser	\$0.00	\$2,335.35	\$0.00	\$0.00	\$0.00	\$0.00	\$2,335.35
13252-01	Duane King	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$555.89)	(\$555.89)
13255-11	Steve G Miller	\$0.00	\$316.55	\$0.00	\$0.00	\$0.00	\$0.00	\$316.55
13257-01	Mike Allen Jr	\$0.00	\$232.65	\$0.00	\$0.00	\$0.00	\$0.00	\$232.65
13258-01	Stikine Drug	\$0.00	\$934.92	\$0.00	\$0.00	\$0.00	\$0.00	\$934.92
13261-08	Sarah B Sedgemore	\$0.00	\$129.04	\$0.00	\$0.00	\$0.00	\$0.00	\$129.04
13262-02	Adf&G Commercial Fi	\$0.00	\$23.02	\$0.00	\$0.00	\$0.00	\$0.00	\$23.02
13263-02	ADF&G Commercial Fi	\$0.00	\$12.00	\$0.00	\$0.00	\$0.00	\$0.00	\$12.00
13267-01	Eric Kading	\$0.00	\$431.00	\$0.00	\$0.00	\$0.00	\$0.00	\$431.00
13271-02	Richard Teague	\$0.00	\$152.29	\$0.00	\$0.00	\$0.00	\$0.00	\$152.29

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Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
13272-01	Tom Gillen Sr.	\$0.00	\$346.69	\$0.00	\$0.00	\$0.00	\$0.00	\$346.69
13274-01	Robert Lee Wiedersp	\$0.00	\$360.73	\$0.00	\$0.00	\$0.00	\$0.00	\$360.73
13276-01	Frank Murkowski	\$0.00	\$16.50	\$0.00	\$0.00	\$0.00	\$0.00	\$16.50
13282-01	Christie Jamieson	\$0.00	\$584.42	\$0.00	\$0.00	\$0.00	\$0.00	\$584.42
13285-01	Harborlight Church	\$0.00	\$1,266.31	\$0.00	\$0.00	\$0.00	\$0.00	\$1,266.31
13287-01	Maxlyn Wiederspohn	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$3,559.79)	(\$3,559.79)
13288-02	Terell Courson	\$0.00	\$436.84	\$0.00	\$0.00	\$0.00	\$0.00	\$436.84
13289-02	Terell Courson	\$0.00	\$195.20	\$0.00	\$0.00	\$0.00	\$0.00	\$195.20
13293-02	Ruby McMurren	\$0.00	\$233.16	\$0.00	\$0.00	\$0.00	\$0.00	\$233.16
13295-01	Robert Lee Wiedersp	\$0.00	\$335.99	\$0.00	\$0.00	\$0.00	\$0.00	\$335.99
13299-01	Tim Bunes	\$0.00	\$324.95	\$0.00	\$0.00	\$0.00	\$0.00	\$324.95
13313-12	Sean Cummins	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
13318-01	Brett Woodbury	\$0.00	\$396.72	\$0.00	\$0.00	\$0.00	\$0.00	\$396.72
13319-01	Brett Woodbury	\$0.00	\$589.16	\$0.00	\$0.00	\$0.00	\$0.00	\$589.16
13320-02	WIMBERLEY-CURTIS IN	\$0.00	\$971.39	\$0.00	\$0.00	\$0.00	\$0.00	\$971.39
13321-02	Johnson Constructio	\$0.00	\$625.05	\$0.00	\$0.00	\$0.00	\$0.00	\$625.05
13322-02	Robert Bue	\$0.00	\$594.55	\$0.00	\$0.00	\$0.00	\$0.00	\$594.55
13326-01	John McGill	\$0.00	\$368.80	\$0.00	\$0.00	\$0.00	\$0.00	\$368.80
13327-01	George Woodbury	\$0.00	\$653.00	\$0.00	\$0.00	\$0.00	\$0.00	\$653.00
13328-01	Frank Murkowski	\$0.00	\$235.33	\$0.00	\$0.00	\$0.00	\$0.00	\$235.33
13329-02	Mike Barnes	\$0.00	\$230.39	\$0.00	\$0.00	\$0.00	\$0.00	\$230.39
13331-03	Darian T Burley	\$0.00	\$356.93	\$0.00	\$0.00	\$0.00	\$0.00	\$356.93
13332-01	Dick Angerman	\$0.00	\$453.32	\$0.00	\$0.00	\$0.00	\$0.00	\$453.32
13333-05	Chere L Klein-Enrig	\$0.00	\$151.61	\$0.00	\$0.00	\$0.00	\$0.00	\$151.61
13335-01	Olga Norris	\$0.00	\$563.06	\$0.00	\$0.00	\$0.00	\$0.00	\$563.06
13340-01	Angerman Rental	\$0.00	\$618.61	\$0.00	\$0.00	\$0.00	\$0.00	\$618.61
13341-03	James Stough	\$0.00	\$355.31	\$0.00	\$0.00	\$0.00	\$0.00	\$355.31
13342-01	Wallace L Schmidt	\$0.00	\$127.68	\$0.00	\$0.00	\$0.00	\$0.00	\$127.68
13346-02	Michael A Firari Jr	\$0.00	\$0.00	\$0.00	(\$18.48)	\$0.00	\$0.00	(\$18.48)
13346-03	Rock N Road Const.	\$0.00	\$0.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.20
13351-05	Tideline Constructi	\$0.00	\$382.87	\$0.00	\$0.00	\$0.00	\$0.00	\$382.87
13355-05	Robert J Murphy	\$0.00	\$76.76	\$0.00	\$0.00	\$0.00	\$0.00	\$76.76
13360-29	Kirk Barnes	\$0.00	\$19.26	\$0.00	\$0.00	\$0.00	\$0.00	\$19.26
13361-31	Kelly R Warren	\$0.00	\$621.16	\$967.01	\$0.00	\$0.00	\$0.00	\$1,588.17
13362-31	Luke Lester	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
13367-35	John Yeager	\$0.00	\$123.31	\$0.00	\$0.00	\$0.00	\$0.00	\$123.31
13369-35	Dave's Welding and	\$0.00	\$130.28	\$263.09	\$0.00	\$0.00	\$0.00	\$393.37
1339-03	William Auger	\$0.00	\$0.00	(\$6.13)	\$0.00	\$0.00	\$0.00	(\$6.13)

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Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
13840-02	Shevaun A Meggitt	\$0.00	\$506.55	\$0.00	\$0.00	\$0.00	\$0.00	\$506.55
13841-01	City Market Inc.	\$0.00	\$2,524.76	\$3,354.70	\$0.00	\$0.00	\$0.00	\$5,879.46
13842-03	David R Jellum	\$0.00	\$184.96	\$0.00	\$0.00	\$0.00	\$0.00	\$184.96
13861-03	Robert Lee Wiedersp	\$0.00	\$105.93	\$0.00	\$0.00	\$0.00	\$0.00	\$105.93
13863-08	Tom A Fisher	\$0.00	\$80.61	\$2.09	\$0.00	\$0.00	\$0.00	\$82.70
13866-07	Jeffrey E Gorton	\$0.00	\$186.76	\$0.00	\$0.00	\$0.00	\$0.00	\$186.76
13867-05	Jeffery W Sedgemore	\$0.00	\$371.86	\$0.00	\$0.00	\$0.00	\$0.00	\$371.86
13868-05	John Agostine	\$0.00	\$286.05	\$0.00	\$0.00	\$0.00	\$0.00	\$286.05
13869-03	Patrick Connor	\$0.00	\$36.42	\$0.00	\$0.00	\$0.00	\$0.00	\$36.42
13870-02	Jene Vredevoogd	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$291.60)	(\$291.60)
13876-05	Jay P Lysne	\$0.00	\$356.34	\$0.00	\$0.00	\$0.00	\$0.00	\$356.34
13879-22	Doug Wakefield	\$0.00	\$126.72	\$0.00	\$0.00	\$0.00	\$0.00	\$126.72
13880-11	Wrangell Boat Shop	\$0.00	\$271.29	\$63.41	\$0.00	\$0.00	\$0.00	\$334.70
13887-29	William D Neil	\$0.00	\$121.59	\$0.00	\$0.00	\$0.00	\$0.00	\$121.59
13890-04	Joseph W Holden	\$0.00	\$0.00	(\$150.00)	\$0.00	\$0.00	(\$137.47)	(\$287.47)
13895-01	Scott Young	\$0.00	\$391.00	\$402.61	\$0.00	\$0.00	\$0.00	\$793.61
13898-10	Rolf R Thiele	\$0.00	\$39.68	\$0.00	\$0.00	\$0.00	\$0.00	\$39.68
13899-16	David M Hunz	\$0.00	\$161.31	\$0.00	\$0.00	\$0.00	\$0.00	\$161.31
13903-04	Thomas R Sigmond	\$0.00	\$2.75	\$2.75	\$147.42	\$166.28	\$0.00	\$319.20
13904-14	Thomas R Sigmond	\$0.00	\$36.49	\$0.00	\$0.00	\$0.00	\$0.00	\$36.49
13908-07	Charles Kelly	\$0.00	\$126.41	\$0.00	\$0.00	\$0.00	\$0.00	\$126.41
13910-01	Doug McCloskey	\$0.00	\$37.24	\$0.00	\$0.00	\$0.00	\$0.00	\$37.24
13911-02	Patrick McMurren	\$0.00	\$13.61	\$0.00	\$0.00	\$0.00	\$0.00	\$13.61
13914-04	Peter M Chaille	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
13919-28	William R Tonsgard	\$0.00	\$73.35	\$0.00	\$0.00	\$0.00	\$0.00	\$73.35
13921-03	Triton Alaska Inc	\$0.00	\$40.62	\$0.00	\$0.00	\$0.00	\$0.00	\$40.62
13922-08	David Bartlett	\$0.00	\$239.98	\$0.00	\$0.00	\$0.00	\$0.00	\$239.98
13923-05	John Yeager	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
13936-01	Olen Ettswold	\$0.00	\$77.46	\$0.00	\$0.00	\$0.00	\$0.00	\$77.46
13937-03	Lisa VonBargen	\$0.00	\$215.63	\$0.00	\$0.00	\$0.00	\$0.00	\$215.63
13938-02	Timothy J Dodson	\$0.00	\$172.77	\$0.00	\$0.00	\$0.00	\$0.00	\$172.77
13940-08	Kenneth J Brull	\$0.00	\$300.33	\$0.00	\$0.00	\$0.00	\$0.00	\$300.33
13941-04	Gregory R Blair	\$0.00	\$48.43	\$0.00	\$0.00	\$0.00	\$0.00	\$48.43
13943-04	Arlen D Norwood	\$0.00	\$80.43	\$0.00	\$0.00	\$0.00	\$0.00	\$80.43
13945-03	John F Murtaugh	\$0.00	\$72.15	\$0.00	\$0.00	\$0.00	\$0.00	\$72.15
13946-02	Wrangell Roadhouse	\$0.00	\$200.67	\$0.00	\$0.00	\$0.00	\$0.00	\$200.67
13947-01	Dan J Thompson	\$0.00	\$21.40	\$0.00	\$0.00	\$0.00	\$0.00	\$21.40
13948-02	Ellen Zahorik	\$0.00	\$544.38	\$0.00	\$0.00	\$0.00	\$0.00	\$544.38

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Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
13951-08	Ruth E Purviance	\$0.00	\$763.34	\$306.66	\$0.00	\$0.00	\$0.00	\$1,070.00
13952-01	David R Oliver	\$0.00	\$13.31	\$0.00	\$0.00	\$0.00	\$0.00	\$13.31
13956-07	Evi Fennimore	\$0.00	\$196.00	\$0.00	\$0.00	\$0.00	\$0.00	\$196.00
13961-03	James Rowland	\$0.00	\$84.52	\$0.00	\$0.00	\$0.00	\$0.00	\$84.52
13963-07	Sarah K Roark	\$0.00	\$181.49	\$0.00	\$0.00	\$0.00	\$0.00	\$181.49
13971-16	Keith Billi	\$0.00	\$14.08	\$0.00	\$0.00	\$0.00	\$0.00	\$14.08
13976-07	Rachel K Cavitt	\$0.00	\$226.80	\$0.00	\$0.00	\$0.00	\$0.00	\$226.80
13980-09	Rick Forayter	\$0.00	\$211.90	\$0.00	\$0.00	\$0.00	\$0.00	\$211.90
13985-18	Todd Welch	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$133.94)	(\$133.94)
13986-08	Bryant Benjamin	\$0.00	\$78.77	\$0.00	\$0.00	\$0.00	\$0.00	\$78.77
13989-11	Mercedes D Angerman	\$0.00	\$100.34	\$0.00	\$0.00	\$0.00	\$0.00	\$100.34
13990-16	Doug Asbe	\$0.00	\$94.91	\$0.00	\$0.00	\$0.00	\$0.00	\$94.91
13991-11	Brian E Jennen	\$0.00	\$45.74	\$195.45	\$0.00	\$0.00	\$0.00	\$241.19
13993-16	Ben Florschutz	\$0.00	\$156.20	\$0.00	\$0.00	\$0.00	\$0.00	\$156.20
13995-21	Lynn W Steyaart	\$0.00	\$0.21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.21
13996-16	Dave's Welding and	\$0.00	\$328.55	\$332.76	\$0.00	\$0.00	\$0.00	\$661.31
14000-07	Tyler Garbisch	\$0.00	\$13.52	\$13.40	\$13.29	\$13.18	\$38.86	\$92.25
14007-14	DON G STEVENS	\$0.00	\$29.75	\$0.00	\$0.00	\$0.00	\$0.00	\$29.75
14010-14	Charles T Quint	\$0.00	(\$47.29)	\$0.00	\$0.00	\$0.00	\$0.00	(\$47.29)
14011-07	Michael L Skorka	\$0.00	\$4.65	\$4.65	\$4.65	\$4.65	\$562.70	\$581.30
14011-09	Jon SR Lenz	\$0.00	\$1.86	\$105.43	\$5.52	\$0.00	\$0.00	\$112.81
14012-08	Dave's Welding and	\$0.00	\$12.95	\$12.84	\$0.00	\$0.00	\$0.00	\$25.79
14014-04	Wrangell Boat Shop	\$0.00	\$79.67	\$52.97	\$0.00	\$0.00	\$0.00	\$132.64
14015-02	Dave Andresen	\$0.00	\$20.60	\$0.00	\$0.00	\$0.00	\$0.00	\$20.60
14019-01	Alaska Wireless Net	\$0.00	\$257.67	\$0.00	\$0.00	\$0.00	\$0.00	\$257.67
14021-02	Dan J Thompson	\$0.00	\$661.06	\$0.00	\$0.00	\$0.00	\$0.00	\$661.06
14030-04	Peninsula Seafoods	\$0.00	(\$207.16)	\$0.00	\$0.00	\$0.00	\$0.00	(\$207.16)
14031-03	GLA Rental	\$0.00	\$38.28	\$0.00	\$0.00	\$0.00	\$0.00	\$38.28
14032-01	James C. Nelson	\$0.00	\$354.38	\$0.00	\$0.00	\$0.00	\$0.00	\$354.38
14038-01	Buness Electric	\$0.00	\$611.30	\$0.00	\$0.00	\$0.00	\$0.00	\$611.30
14040-01	Tlingit & Haida Reg	\$0.00	\$3,648.41	\$0.00	\$0.00	\$0.00	\$0.00	\$3,648.41
14045-01	Tlingit & Haida TFY	\$0.00	\$396.32	\$0.00	\$0.00	\$0.00	\$0.00	\$396.32
14047-01	John Sargent	\$0.00	\$372.13	\$0.00	\$0.00	\$0.00	\$0.00	\$372.13
14050-01	Ketchikan Ready Mix	\$0.00	\$46.04	\$0.00	\$0.00	\$0.00	\$0.00	\$46.04
14051-01	Ketchikan Ready Mix	\$0.00	\$300.95	\$0.00	\$0.00	\$0.00	\$0.00	\$300.95
14052-01	Ketchikan Ready Mix	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
14053-06	Wrangell Properties	\$0.00	\$442.36	\$0.00	\$0.00	\$0.00	\$0.00	\$442.36
14054-04	Wrangell Properties	\$0.00	\$107.15	\$0.00	\$0.00	\$0.00	\$0.00	\$107.15

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
14055-06	Wrangell Properties	\$0.00	\$181.19	\$0.00	\$0.00	\$0.00	\$0.00	\$181.19
14060-01	Mike Jabusch	\$0.00	\$948.90	\$0.00	\$0.00	\$0.00	\$0.00	\$948.90
14061-01	Brett Woodbury	\$0.00	\$245.71	\$0.00	\$0.00	\$0.00	\$0.00	\$245.71
14062-01	American Legion Aux	\$0.00	\$472.44	\$0.00	\$0.00	\$0.00	\$0.00	\$472.44
14063-02	Dean Senecal	\$0.00	(\$88.91)	\$0.00	\$0.00	\$0.00	\$0.00	(\$88.91)
14064-01	Mark Mitchell	\$0.00	\$437.08	\$0.00	\$0.00	\$0.00	\$0.00	\$437.08
14066-17	Anthony P Moran	\$0.00	\$0.00	\$0.00	\$0.00	\$10.00	\$0.00	\$10.00
14069-13	Wrangell Boat Shop	\$0.00	\$445.33	\$554.79	\$0.00	\$0.00	\$0.00	\$1,000.12
14070-01	James P Brenner	\$0.00	\$556.03	\$0.00	\$0.00	\$0.00	\$0.00	\$556.03
14072-01	Frank Gunderson	\$0.00	\$430.29	\$0.00	\$0.00	\$0.00	\$0.00	\$430.29
14076-01	Superior Marine Ser	\$0.00	\$163.65	\$0.00	\$0.00	\$0.00	\$0.00	\$163.65
14086-10	Vicki L Feeman	\$0.00	\$18.90	\$0.00	\$0.00	\$0.00	\$0.00	\$18.90
14087-02	Melissa Marie Stoll	\$0.00	\$626.55	\$0.00	\$0.00	\$0.00	\$0.00	\$626.55
14089-15	Jacob Linard	\$0.00	\$43.40	\$0.00	\$0.00	\$0.00	\$0.00	\$43.40
14092-01	Superior Marine LLC	\$0.00	\$1,517.17	\$0.00	\$0.00	\$0.00	\$0.00	\$1,517.17
14093-10	Zane Gibbons	\$0.00	\$12.99	\$17.18	\$0.00	\$0.00	\$0.00	\$30.17
14096-05	Kelly A Percy	\$0.00	\$22.46	\$0.00	\$0.00	\$0.00	\$0.00	\$22.46
14104-13	Jeremy S Welch	\$0.00	(\$87.16)	\$0.00	\$0.00	\$0.00	\$0.00	(\$87.16)
14106-09	Kayleigh M McCarthy	\$0.00	\$200.69	\$0.00	\$0.00	\$0.00	\$0.00	\$200.69
14107-02	Hans Borve	\$0.00	\$12.99	\$0.00	\$0.00	\$0.00	\$0.00	\$12.99
14108-08	Brandi M Cowan	\$0.00	\$411.19	\$510.81	\$0.00	\$0.00	\$0.00	\$922.00
14109-02	Gablehouse Rentals	\$0.00	\$115.24	\$0.00	\$0.00	\$0.00	\$0.00	\$115.24
14111-05	Shane Gillen	\$0.00	\$0.00	(\$115.60)	\$0.00	\$0.00	\$0.00	(\$115.60)
14112-02	Steve Paris	\$0.00	(\$40.66)	\$0.00	\$0.00	\$0.00	\$0.00	(\$40.66)
14114-01	Mike Clark	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$25.17)	(\$25.17)
14120-02	Andrew D Niemi	\$0.00	\$12.20	\$0.00	\$0.00	\$0.00	\$0.00	\$12.20
14122-01	Jennifer Hatch	\$0.00	\$353.12	\$0.00	\$0.00	\$0.00	\$0.00	\$353.12
14128-01	Donald Glasner	\$0.00	\$84.68	\$0.00	\$0.00	\$0.00	\$0.00	\$84.68
14129-02	Laura Massin	\$0.00	\$154.21	\$148.72	\$0.00	\$0.00	\$0.00	\$302.93
14132-01	Richard Dale Anders	\$0.00	\$153.88	\$0.00	\$0.00	\$0.00	\$0.00	\$153.88
14136-03	Rhonda Herman	\$0.00	\$10.70	\$0.00	\$0.00	\$0.00	\$0.00	\$10.70
14137-02	Alyssa N Howell	\$0.00	\$283.03	\$0.00	\$0.00	\$0.00	\$0.00	\$283.03
14140-01	Larissa Siekawitch	\$0.00	\$384.43	\$0.00	\$0.00	\$0.00	\$0.00	\$384.43
14141-02	Louel Rentals	\$0.00	\$65.74	\$0.00	\$0.00	\$0.00	\$0.00	\$65.74
14147-02	Stikine Drug	\$0.00	\$265.99	\$0.00	\$0.00	\$0.00	\$0.00	\$265.99
14150-01	Deborah Anderson	\$0.00	\$220.79	\$0.00	\$0.00	\$0.00	\$0.00	\$220.79
14151-01	Pacific Seafoods Wr	\$0.00	\$361.48	\$0.00	\$0.00	\$0.00	\$0.00	\$361.48
14153-05	AK Taqueria 47 LLC	\$0.00	\$295.18	\$303.73	\$0.00	\$0.00	\$0.00	\$598.91

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
14154-02	Brett Woodbury	\$0.00	\$23.13	\$0.00	\$0.00	\$0.00	\$0.00	\$23.13
14163-01	Wrangell Coop Assoc	\$0.00	\$757.77	\$0.00	\$0.00	\$0.00	\$0.00	\$757.77
14165-04	Tori A Peterson	\$0.00	\$340.34	\$0.00	\$0.00	\$0.00	\$0.00	\$340.34
14168-01	Greg Duncan	\$0.00	\$425.35	\$0.00	\$0.00	\$0.00	\$0.00	\$425.35
14174-01	Julia M Ostrander	\$0.00	\$456.74	\$0.00	\$0.00	\$0.00	\$0.00	\$456.74
14176-01	Lane Fitzjarrald	\$0.00	\$429.31	\$489.53	\$0.00	\$0.00	\$0.00	\$918.84
14187-01	DOT&PF-Div Of Facil	\$0.00	\$21.28	\$0.00	\$0.00	\$0.00	\$0.00	\$21.28
14190-01	Harold Martindale	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
14192-01	Massin Tool	\$0.00	\$17.80	\$0.00	\$0.00	\$0.00	\$0.00	\$17.80
14195-01	Bruce Smith Jr	\$0.00	\$171.87	\$0.00	\$0.00	\$0.00	\$0.00	\$171.87
14196-01	Terry Rowland	\$0.00	\$34.56	\$0.00	\$0.00	\$0.00	\$0.00	\$34.56
14197-02	Mike Barnes	\$0.00	\$25.56	\$0.00	\$0.00	\$0.00	\$0.00	\$25.56
14199-01	Ketchikan Ready Mix	\$0.00	\$19.82	\$0.00	\$0.00	\$0.00	\$0.00	\$19.82
14226-02	Jason G Fode	\$0.00	\$98.33	\$0.00	\$0.00	\$0.00	\$0.00	\$98.33
14230-02	Maylee M Martin	\$0.00	\$15.04	\$1.64	\$0.00	\$0.00	\$0.00	\$16.68
14231-04	Brian K Harper	\$0.00	\$70.25	\$0.00	\$0.00	\$0.00	\$0.00	\$70.25
14232-03	Daniel Rohr	\$0.00	\$167.84	\$0.00	\$0.00	\$0.00	\$0.00	\$167.84
14233-03	George Stoican	\$0.00	\$94.76	\$0.00	\$0.00	\$0.00	\$0.00	\$94.76
14237-02	Dale Parkinson	\$0.00	\$12.84	\$0.00	\$0.00	\$0.00	\$0.00	\$12.84
14239-02	Maxmo Rentals LLC	\$0.00	\$278.72	\$0.00	\$0.00	\$0.00	\$0.00	\$278.72
14241-01	Stikine Rentals LLC	\$0.00	\$128.12	\$0.00	\$0.00	\$0.00	\$0.00	\$128.12
14242-01	Churchill Rental	\$0.00	\$1,117.08	\$0.00	\$0.00	\$0.00	\$0.00	\$1,117.08
14243-01	Chad Smith	\$0.00	\$410.85	\$0.00	\$0.00	\$0.00	\$0.00	\$410.85
14245-01	Anna Kleinhofs-Elle	\$0.00	\$642.10	\$0.00	\$0.00	\$0.00	\$0.00	\$642.10
14247-02	Sterling Glenn	\$0.00	\$210.15	\$0.00	\$0.00	\$0.00	\$0.00	\$210.15
14249-01	Gadd Enterprises LL	\$0.00	\$4.93	\$0.00	\$0.00	\$0.00	\$0.00	\$4.93
14250-01	North Star Ventures	\$0.00	\$309.02	\$0.00	\$0.00	\$0.00	\$0.00	\$309.02
14252-01	Daniel Rohr	\$0.00	\$292.07	\$0.00	\$0.00	\$0.00	\$0.00	\$292.07
14253-01	Dale Parkinson	\$0.00	\$159.63	\$0.00	\$0.00	\$0.00	\$0.00	\$159.63
14255-01	John Verhey	\$0.00	\$354.28	\$0.00	\$0.00	\$0.00	\$0.00	\$354.28
14256-01	Mike Lockabey	\$0.00	\$15.17	\$0.00	\$0.00	\$0.00	\$0.00	\$15.17
14260-02	Verizon Wireless	\$0.00	\$343.15	\$0.00	\$0.00	\$0.00	\$0.00	\$343.15
14261-01	Greg Meissner	\$0.00	\$579.46	\$0.00	\$0.00	\$0.00	\$0.00	\$579.46
14263-01	Oceanview Gardens L	\$0.00	\$613.01	\$0.00	\$0.00	\$0.00	\$0.00	\$613.01
14267-01	Dan J Thompson	\$0.00	\$123.19	\$0.00	\$0.00	\$0.00	\$0.00	\$123.19
14269-02	Verizon Wireless	\$0.00	\$360.85	\$0.00	\$0.00	\$0.00	\$0.00	\$360.85
14271-01	Sweet Tides	\$0.00	\$822.32	\$0.00	\$0.00	\$0.00	\$0.00	\$822.32
14274-02	Olivia Mae Main	\$0.00	\$345.62	\$384.62	\$184.17	\$0.00	\$0.00	\$914.41

Accounts Receivable Aging Report

Accounts With Balance <> \$0.00

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Account #	Name	Future	Current	30-60	60-90	90-120	120+	Balance
14283-01	Wrangell Cooperativ	\$0.00	\$88.38	\$0.00	\$0.00	\$0.00	\$0.00	\$88.38
14288-01	Metal Head Marine L	\$0.00	\$1,364.04	\$0.00	\$0.00	\$0.00	\$0.00	\$1,364.04
14297-01	Paul McIntyre	\$0.00	\$204.40	\$0.00	\$0.00	\$0.00	\$0.00	\$204.40
14298-01	Wrangell Cooperativ	\$0.00	\$307.88	\$0.00	\$0.00	\$0.00	\$0.00	\$307.88
14300-01	Robert L Searing	\$0.00	\$21.49	\$0.00	\$0.00	\$0.00	\$0.00	\$21.49
14304-01	Alaska Power Teleph	\$0.00	\$1,075.64	\$0.00	\$0.00	\$0.00	\$0.00	\$1,075.64
14309-05	Laura Massin	\$0.00	\$114.84	\$146.79	\$0.00	\$0.00	\$0.00	\$261.63
14310-02	Tammy J McGee	\$0.00	\$419.96	\$0.00	\$0.00	\$0.00	\$0.00	\$419.96
14311-01	DOT&PF Southcoast S	\$0.00	\$67.39	\$0.00	\$0.00	\$0.00	\$0.00	\$67.39
14315-01	Dennis Dillon	\$0.00	\$11.58	\$12.47	\$12.69	\$13.08	\$24.96	\$74.78
14318-01	Tlingit & Haida Reg	\$0.00	\$117.70	\$0.00	\$0.00	\$0.00	\$0.00	\$117.70
14318-02	Davis Lee Dow	\$0.00	\$16.09	\$0.00	\$0.00	\$0.00	\$0.00	\$16.09
14319-01	Central Council Tli	\$0.00	\$155.98	\$0.00	\$0.00	\$0.00	\$0.00	\$155.98
14320-01	Central Council Tli	\$0.00	\$190.64	\$0.00	\$0.00	\$0.00	\$0.00	\$190.64
14321-01	Leland Purvis	\$0.00	\$13.34	\$0.00	\$0.00	\$0.00	\$0.00	\$13.34
14323-02	The Bay Company	\$0.00	\$2,038.88	\$0.00	\$0.00	\$0.00	\$0.00	\$2,038.88
14328-01	Tlingit & Haida Reg	\$0.00	\$138.40	\$0.00	\$0.00	\$0.00	\$0.00	\$138.40
14333-01	Massin Tool	\$0.00	\$274.34	\$0.00	\$0.00	\$0.00	\$0.00	\$274.34
14334-01	Todd D Cleveland	\$0.00	\$589.99	\$0.00	\$0.00	\$0.00	\$0.00	\$589.99
14337-01	Kathleen Thomas	\$0.00	\$310.33	\$0.00	\$0.00	\$0.00	\$0.00	\$310.33
14339-01	Mike Jabusch	\$0.00	\$11.86	\$0.00	\$0.00	\$0.00	\$0.00	\$11.86
Grand Total (1199)		=====	=====	=====	=====	=====	=====	=====
=====>		\$0.00	\$416,626.10	\$40,922.71	\$858.86	(\$1,277.27)	(\$38,670.02)	\$418,460.38

Billing Summary

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Wrangell Ports & Harbors

Current Period. Sorted By FullName

Cust ID	Full Name	Slip	Balance Forward	Recurring Charges	Other Charges	Credit & Payments	Balance Due
10175	A&E Fisheries		\$2,343.56	\$0.00	\$1,141.22	-\$2,343.56	\$1,141.22
7998	Abrahamson, Jon		-\$606.32	\$0.00	\$0.00	\$0.00	-\$606.32
2393	Alaska Marine Lines		\$83.46	\$0.00	\$0.00	-\$83.46	\$0.00
8160	Alaskan Dream Cruises		\$5,298.96	\$0.00	\$0.00	\$0.00	\$5,298.96
8161	American Cruise Lines		\$1,264.09	\$0.00	\$18.69	\$0.00	\$1,282.78
10391	AML Reconciliation Acct		\$38,157.28	\$2,859.21	\$9,871.24	\$0.00	\$50,887.73
10415	Anderson, Josh		\$0.00	\$0.00	\$95.87	-\$95.87	\$0.00
1417	Angerman, Mercedes		\$733.99	\$361.57	\$0.00	-\$733.99	\$361.57
7249	Armstrong, William	HD24	\$0.00	\$0.00	\$179.92	\$0.00	\$179.92
7062	BANGS, TRAVIS	IA07	\$956.55	\$233.86	\$0.00	-\$956.55	\$233.86
8307	Barnes, Kirk		\$1,309.68	\$0.00	\$1,309.68	-\$1,309.68	\$1,309.68
1749	Benjamin, Bryant	SC06	\$417.30	\$417.30	\$0.00	-\$417.30	\$417.30
8978	Benz, Simon		\$276.93	\$314.25	\$0.00	\$0.00	\$591.18
10265	Biasutti, Jayne		\$192.40	\$0.00	\$2.84	\$0.00	\$195.24
9136	Billi, Keith		\$526.44	\$0.00	\$526.44	-\$526.44	\$526.44
8912	Blakeley, Cuff	HB27	\$0.00	\$117.70	\$44.94	\$0.00	\$162.64
8376	Blenz, John		\$1,642.28	\$1,680.76	\$0.00	-\$1,700.00	\$1,623.04
9242	BLM - Seth Kiester	FG31	\$1,590.40	\$789.28	\$0.00	-\$1,590.40	\$789.28
10001	Block, Ken		\$0.00	\$256.80	\$0.00	\$0.00	\$256.80
8180	Botsford, Tristan		\$1,021.44	\$335.45	\$15.17	\$0.00	\$1,372.06
8333	Breakaway Ferry & Freight LLC	SO09	\$48.15	\$0.00	\$0.00	\$0.00	\$48.15
10266	Buchanan, Norman		-\$0.73	\$0.00	\$0.00	\$0.00	-\$0.73
1356	Buness Brothers	IA35	\$9.89	\$0.00	\$0.00	\$0.00	\$9.89
6444	Buness, Chris	FG07	\$117.70	\$117.70	\$0.00	-\$353.10	-\$117.70
10358	Burch, Lauren		\$487.92	\$0.00	\$357.81	-\$845.73	\$0.00
9094	Byers, Blake		\$530.13	\$263.09	\$7.89	-\$263.09	\$538.02
9628	Carlson, Samuel		-\$0.12	\$0.00	\$0.00	\$0.00	-\$0.12
10374	Cavitt, David & Rachel		\$3,404.43	\$564.96	\$50.44	\$0.00	\$4,019.83
8019	Charrier, Larry		-\$1,129.92	\$282.48	\$0.00	\$0.00	-\$847.44
8380	Christansen, Oliver		-\$3.46	\$0.00	\$0.00	\$0.00	-\$3.46
1447	Christian, Brian	IB03	\$0.00	\$0.00	\$42.80	-\$42.80	\$0.00
1036	Churchill Sr., Frank	IB34	-\$816.69	\$0.00	\$0.00	\$0.00	-\$816.69
1471	Churchill, Daniel	IM06	\$0.00	\$0.00	\$85.60	-\$85.60	\$0.00
9745	Clark, Jason		\$608.37	\$0.00	\$74.90	-\$683.27	\$0.00
8756	Cook, Lorne	HA14	\$62.96	\$0.00	\$1.00	\$0.00	\$63.96
9379	Crane, Thomas		\$321.00	\$321.00	\$0.00	-\$321.00	\$321.00
8429	Curtis, Tony	SC30	\$5,891.26	\$0.00	\$856.00	\$0.00	\$6,747.26
9406	Dantin, George		\$2,736.77	\$0.00	\$597.45	\$0.00	\$3,334.22
5560	DAVIES, WINSTON J.	HB19	\$0.00	\$0.00	\$42.80	-\$42.80	\$0.00
9377	Deboer, Gavin		\$505.81	\$0.00	\$27.00	\$0.00	\$532.81
9030	Delong, Mike		\$270.99	\$0.00	\$4.01	\$0.00	\$275.00
10255	Dickerson, Scott		\$739.11	\$0.00	\$559.20	\$0.00	\$1,298.31
9027	Dietrich, Orlo	HD02	\$1,843.42	\$0.00	\$914.85	-\$1,843.42	\$914.85
1686	Doak, Dan	SO19	\$87.22	\$0.00	\$87.22	-\$87.22	\$87.22
3665	Easterly, Randy	HB29	-\$5.35	\$0.00	\$0.00	\$0.00	-\$5.35
8256	Eldridge, James		\$206.15	\$0.00	\$3.07	\$0.00	\$209.22
10343	Ellis, Pat		\$1,394.66	\$692.14	\$20.76	\$0.00	\$2,107.56
5233	Ellis, Wayne	SB17	\$58.46	\$0.00	\$0.00	-\$58.46	\$0.00
10294	Elmes, Jaclyn		\$417.30	\$417.30	\$0.00	-\$417.30	\$417.30
10399	Erickson, Camden		\$992.53	\$0.00	\$1,015.13	\$0.00	\$2,007.66
8959	F/V Erika AnnInc.		-\$5.21	\$0.00	\$0.00	\$0.00	-\$5.21
10111	Feeman, Vickie		\$406.87	\$406.87	\$0.00	-\$406.87	\$406.87
7749	Fish, Kevin	SA24	\$168.09	\$0.00	\$170.61	\$0.00	\$338.70
1540	Florschutz, Ben		\$0.00	\$426.93	\$0.00	\$0.00	\$426.93
167	Forayter, Rick		\$553.72	\$553.72	\$0.00	-\$553.72	\$553.72

Billing Summary

Item c.

Wrangell Ports & Harbors

Current Period. Sorted By FullName

Cust ID	Full Name	Slip	Balance Forward	Recurring Charges	Other Charges	Credit & Payments	Balance Due
8308	Frank, Alan		\$0.00	\$0.00	\$74.90	-\$74.90	\$0.00
8763	Franklin, William & Beth		\$353.10	\$353.10	\$0.00	-\$353.10	\$353.10
8940	Fredricks, Leon	SA31	\$0.00	\$0.00	\$42.80	-\$42.80	\$0.00
10097	Freelund, Monica		-\$19.68	\$0.00	\$0.00	\$0.00	-\$19.68
1517	Galla, Mark	HD19	-\$644.25	\$0.00	\$0.00	\$0.00	-\$644.25
7717	Garbisch, Tyler	BY60	\$821.05	\$404.46	\$0.00	-\$1,225.51	\$0.00
8828	Gartrell, Joe		\$0.00	\$0.00	\$445.66	-\$445.66	\$0.00
8110	Gierard, Brian		\$0.00	\$0.00	\$504.12	\$0.00	\$504.12
8147	Gillen, Matt		\$0.00	\$0.00	\$595.78	-\$274.78	\$321.00
9002	Glenn, Sterling	RD08	\$0.00	\$0.00	\$50.00	-\$50.00	\$0.00
10357	Gnad, Henry		\$448.60	\$448.60	\$0.00	-\$448.60	\$448.60
5001	Golds, Dan		-\$171.99	\$0.00	\$0.00	\$0.00	-\$171.99
6316	Goodrich, David	SC24	\$117.70	\$117.70	\$0.00	-\$117.70	\$117.70
6847	Gore, Matthew		\$19.77	\$0.00	\$1.00	\$0.00	\$20.77
9420	Hagan, Patrick		-\$100.00	\$0.00	\$0.00	\$0.00	-\$100.00
8382	Hamley, Gary		\$0.00	\$0.00	\$74.90	-\$74.90	\$0.00
1385	Hay, Chuck	IA23	\$795.58	\$0.00	\$406.67	\$0.00	\$1,202.25
9416	Heller, Orion/Timothy		\$1,633.51	\$0.00	\$0.00	\$0.00	\$1,633.51
5770	Heritage Fisheries	HA28	\$1,373.88	\$0.00	\$1,373.88	\$0.00	\$2,747.76
9918	Hogue, Jonathon		\$1,272.23	\$0.00	\$1,272.23	-\$1,272.23	\$1,272.23
9508	Hoist Systems - Wrangell		\$0.00	\$0.00	\$2,849.00	-\$2,849.00	\$0.00
8034	Holland America Group		\$4,153.18	\$0.00	\$61.39	\$0.00	\$4,214.57
8427	Holmquist, Ray	SC01	\$0.00	\$117.70	\$0.00	\$0.00	\$117.70
10407	Hovik, Sean		\$2,023.15	\$0.00	\$1,106.98	\$0.00	\$3,130.13
10062	Humphrey, Carl		\$129.98	\$0.00	\$1.92	\$0.00	\$131.90
8411	Hunz, David		\$584.65	\$0.00	\$584.65	-\$1,169.30	\$0.00
10318	Indreland, Greg		\$0.00	\$0.00	\$664.91	\$0.00	\$664.91
9967	Inouye, James		\$2,422.23	\$0.00	\$0.00	\$0.00	\$2,422.23
8200	Jabusch, Michael		\$148.13	\$0.00	\$0.00	-\$148.13	\$0.00
10020	James, Mike		\$269.08	\$0.00	\$252.79	-\$269.08	\$252.79
1312	Jasper, Ed	IA06	\$344.27	\$344.27	\$0.00	-\$344.27	\$344.27
8063	Jenkins Welding	HA17	\$661.31	\$661.31	\$9.92	\$0.00	\$1,332.54
1270	Jenkins, James	IA02	\$417.49	\$0.00	\$6.15	\$0.00	\$423.64
10235	Jennen, Brian		\$1,926.00	\$0.00	\$1,976.00	-\$3,902.00	\$0.00
8841	Jensen, Brad		\$96.37	\$0.00	\$0.00	-\$96.37	\$0.00
6785	JG Marine	IA24	\$327.85	\$0.00	\$4.92	\$0.00	\$332.77
4443	Johnson, Chris	HB40	-\$49.82	\$0.00	\$0.00	\$0.00	-\$49.82
10088	Johnson, Timothy		\$459.03	\$0.00	\$459.03	\$0.00	\$918.06
6570	Kelly, Ryan & Lori	HC03	-\$2,900.00	\$0.00	\$0.00	\$0.00	-\$2,900.00
9281	Kleven, Greg		-\$1.00	\$0.00	\$0.00	\$0.00	-\$1.00
8062	Kvale, Jack		-\$76.34	\$0.00	\$0.00	\$0.00	-\$76.34
8054	Kyle, Roy Z		\$277.71	\$0.00	\$202.04	-\$479.75	\$0.00
10414	Lester, Luke		\$0.00	\$0.00	\$2,199.92	\$0.00	\$2,199.92
8778	Lewis, James	IA26	\$2,035.72	\$0.00	\$0.00	\$0.00	\$2,035.72
10403	Linard, Jacob		\$505.58	\$505.58	\$0.00	-\$505.58	\$505.58
7901	Little, Steve		\$928.17	\$0.00	\$0.00	\$0.00	\$928.17
8808	Lopata, Stanley		-\$210.33	\$0.00	\$0.00	\$0.00	-\$210.33
10388	Lysne, Jay	T107	\$716.19	\$716.19	\$0.00	-\$716.19	\$716.19
9671	Maleski, Mike		\$346.28	\$0.00	\$5.12	\$0.00	\$351.40
10257	Marks II, Paul		\$304.11	\$0.00	\$4.50	\$0.00	\$308.61
10145	Martin, Malcolm Rudy		\$582.56	\$0.00	-\$38.11	-\$544.45	\$0.00
9390	McClelland, Tom		\$301.53	\$0.00	\$4.46	\$0.00	\$305.99
8977	McCoy, Michael	HD14	\$2,247.00	\$0.00	\$2,247.00	-\$2,247.00	\$2,247.00
8419	McGrath, Bennett		-\$56.82	\$0.00	\$0.00	\$0.00	-\$56.82
430	Mcgrath, Patrick		\$0.00	\$0.00	\$1,648.84	\$0.00	\$1,648.84

Billing Summary

Item c.

Wrangell Ports & Harbors

Current Period. Sorted By FullName

Cust ID	Full Name	Slip	Balance Forward	Recurring Charges	Other Charges	Credit & Payments	Balance Due
3928	Mcholland, Wayne	SB02	\$335.45	\$335.45	\$42.80	-\$713.70	\$0.00
2184	Mcmurren, Pat	HA35	\$1,987.45	\$0.00	\$29.37	\$0.00	\$2,016.82
9958	Meek, Dale & Mechel	HC23	\$897.38	\$117.70	\$0.00	-\$897.38	\$117.70
1676	Meissner, Michelle	FG27	\$2,752.36	\$0.00	\$40.68	\$0.00	\$2,793.04
8058	Metal Head Marine LLC		\$481.38	\$944.74	\$0.00	-\$1,000.00	\$426.12
10315	meury, eric		\$161.24	\$0.00	\$2.38	\$0.00	\$163.62
10104	Miera, Chris		\$495.53	\$0.00	\$7.27	\$0.00	\$502.80
7189	Miethe, Caleb	SC23	\$270.40	\$0.00	\$841.83	-\$1,112.23	\$0.00
1420	Miethe, Josh	SC04	\$43.85	\$0.00	\$43.85	-\$43.85	\$43.85
7981	Miethe, Lance		\$0.00	\$0.00	\$190.01	-\$190.01	\$0.00
8413	Miller, Garrett	HC33	\$181.88	\$0.00	\$0.00	-\$181.88	\$0.00
9067	Miller, Sam		\$1,094.02	\$0.00	\$518.54	\$0.00	\$1,612.56
10371	Miller, Trevor	HB16	\$909.52	\$0.00	\$0.00	-\$909.52	\$0.00
8320	Mitchell, Gary		\$1,541.84	\$0.00	\$455.09	-\$1,996.93	\$0.00
9850	Molebash, David		-\$59.12	\$0.00	\$0.00	\$0.00	-\$59.12
9778	Morrow, Eric	HD26	\$0.00	\$0.00	\$0.00	\$3,905.23	\$3,905.23
3921	Muddy Water Adventures	FG08	\$337.47	\$38.52	\$0.00	-\$337.47	\$38.52
7896	Mundt, Corey	SY08	\$9,223.62	\$0.00	\$0.00	\$0.00	\$9,223.62
7973	Nore Jr, Kjell		\$0.00	\$0.00	\$74.90	-\$74.90	\$0.00
8910	Norheim, Ladd		\$115.73	\$0.00	\$0.00	-\$115.73	\$0.00
9191	Nurco, Michael	RE09	-\$1,345.05	\$672.53	\$34.22	\$0.00	-\$638.30
8171	Olin II, Richard		\$799.35	\$0.00	\$11.82	\$0.00	\$811.17
8003	Oliver, Richard		\$0.00	\$0.00	\$85.60	-\$85.60	\$0.00
10352	Olson, Craig		-\$0.12	\$0.00	\$0.00	\$0.00	-\$0.12
9382	Overbay, Sandra	HB15	\$117.70	\$117.70	\$0.00	-\$117.70	\$117.70
8129	Packard, Richard		-\$0.12	\$0.00	\$0.00	\$0.00	-\$0.12
8276	Padgett, Caleb		\$338.31	\$0.00	\$5.00	\$0.00	\$343.31
9978	Padgett, Levi		\$591.53	\$0.00	\$8.74	\$0.00	\$600.27
8803	Pair of Hearts		\$899.19	\$0.00	\$13.29	\$0.00	\$912.48
10336	Paris, Steve		\$375.57	\$375.57	\$5.63	\$0.00	\$756.77
9959	PDC Holdings		\$2,256.04	\$0.00	\$2,218.32	-\$2,257.00	\$2,217.36
8623	PEAK Engineering		\$834.18	\$0.00	\$12.33	\$0.00	\$846.51
8520	Peeler, Alfred		\$0.00	\$0.00	\$167.78	\$0.00	\$167.78
9435	Peninsula Seafoods		\$1,443.53	\$1,493.99	\$0.00	\$0.00	\$2,937.52
9192	Penley, Steve		\$64.92	\$0.00	\$1.00	\$0.00	\$65.92
10389	Percy, Kelly		\$0.00	\$356.31	\$0.00	-\$356.31	\$0.00
6722	PETERSON, KIM	SC05	\$1,576.89	\$0.00	\$140.15	-\$500.00	\$1,217.04
9908	Peyton, Paul		-\$208.32	\$0.00	\$0.00	\$0.00	-\$208.32
5669	Phillips, R. Scott	HB46	\$380.98	\$0.00	\$120.99	\$0.00	\$501.97
7990	Phillips, Vern		\$233.86	\$0.00	\$0.00	-\$233.86	\$0.00
9175	Porter, David	HE11	\$141.21	\$0.00	\$146.16	-\$141.21	\$146.16
7962	Prunella, Steve	HA13	\$0.00	\$0.00	\$42.80	-\$42.80	\$0.00
4083	Pullman, Gary	HA21	\$0.00	\$0.00	\$42.80	-\$42.80	\$0.00
9974	Quint, Charles	SC19	\$304.95	\$304.95	\$0.00	-\$609.95	-\$0.05
7939	R&M Engineering-Ketchikan		\$263.46	\$0.00	\$3.89	\$0.00	\$267.35
8099	Ranniger, Todd		\$0.00	\$0.00	\$127.33	\$0.00	\$127.33
6921	REEVES, RYAN	HB03	\$600.87	\$0.00	\$570.31	-\$600.87	\$570.31
10333	Regula, Cody		\$286.05	\$0.00	\$0.00	-\$286.05	\$0.00
10037	Ribordy, Douglas		\$201.26	\$0.00	\$0.00	-\$201.26	\$0.00
8748	Robinson, Lucy	HC30	\$110.80	\$117.70	\$0.00	-\$120.00	\$108.50
10410	Ross, Conner & Rebecca		\$233.69	\$438.17	\$0.00	-\$1,110.03	-\$438.17
8222	Royall, Max		\$157.08	\$0.00	\$2.32	\$0.00	\$159.40
10013	Runyon, Jeremy		\$6,909.85	\$0.00	\$0.00	\$0.00	\$6,909.85
10150	Russell, Dave		-\$3.42	\$0.00	\$0.00	\$0.00	-\$3.42
467	Ryno, Dave		\$0.00	\$0.00	\$74.90	-\$74.90	\$0.00

Billing Summary

Item c.

Wrangell Ports & Harbors

Current Period. Sorted By FullName

Cust ID	Full Name	Slip	Balance Forward	Recurring Charges	Other Charges	Credit & Payments	Balance Due
8167	Sackmann, Steven		-\$163.00	\$0.00	\$0.00	\$0.00	-\$163.00
9367	Sampson, Myles		-\$0.37	\$0.00	\$0.00	\$0.00	-\$0.37
3829	Samson		\$6,870.98	\$4,169.02	\$2,140.00	\$0.00	\$13,180.00
3810	Sanford, Daniel		\$2,869.41	\$0.00	\$90.40	\$0.00	\$2,959.81
6292	Sargent, John W		-\$288.75	\$0.00	\$288.75	\$0.00	\$0.00
9235	Schenenback, Ron		-\$0.26	\$0.00	\$0.00	\$0.00	-\$0.26
9946	Schwartz, Teagen		\$47.10	\$0.00	\$1.00	\$0.00	\$48.10
9552	Scudero II, Jerry		\$0.00	\$0.00	\$1,125.21	\$0.00	\$1,125.21
9069	Sedgemore, Sarah	FG15	\$117.70	\$117.70	\$0.00	-\$235.40	\$0.00
9200	Sellars, Chris		-\$7.39	\$0.00	\$0.00	\$0.00	-\$7.39
4359	Shiple, Marie	HM19	\$512.26	\$0.00	\$7.48	\$0.00	\$519.74
10359	Sigmond, Tom		\$0.00	\$584.65	\$108.55	\$0.00	\$693.20
5745	Sims, Tom	HB41	\$0.00	\$0.00	\$962.03	\$0.00	\$962.03
9096	Slattery, Wesley E.		\$128.39	\$0.00	\$1.90	\$0.00	\$130.29
9904	Smith, Carlin		-\$173.25	\$0.00	\$0.00	\$0.00	-\$173.25
8353	Smith, Steven		-\$644.25	\$0.00	\$644.25	\$0.00	\$0.00
6584	Soles, Jeff	SC18	\$277.42	\$0.00	\$277.71	-\$277.42	\$277.71
7312	Sorric, Don		\$354.28	\$354.28	\$0.00	-\$354.28	\$354.28
8761	South Lagoon Point Holdings LLC		-\$0.01	\$0.00	\$0.00	\$0.00	-\$0.01
7874	STAUBUS, PAUL		\$682.13	\$682.13	\$0.00	-\$682.13	\$682.13
6687	Stephens, Walter	SA41	\$0.00	\$0.00	\$42.80	-\$42.80	\$0.00
1588	Stevens, Mark	HD08	\$534.09	\$131.55	\$7.92	\$0.00	\$673.56
8779	Stewart, Nathan	SA06	\$0.00	\$0.00	\$385.84	-\$385.84	\$0.00
6252	Stoican, George	SA44	\$848.50	\$730.80	\$130.43	\$0.00	\$1,709.73
7927	Stough, James		\$0.00	\$0.00	\$80.25	-\$80.25	\$0.00
9417	Stricker, Ida Christine		\$2,246.74	\$0.00	\$0.00	\$0.00	\$2,246.74
3589	Superior Marine SVC	HD30	\$2,848.99	\$2,216.33	\$214.91	-\$2,848.99	\$2,431.24
9973	Swanson, Robert		\$0.00	\$0.00	\$1,860.61	\$0.00	\$1,860.61
9108	The Bay Company	HA20	\$823.77	\$0.00	\$0.00	\$0.00	\$823.77
10348	The R.K. Barnhart Family Limited Partne		-\$36.41	\$0.00	\$0.00	\$0.00	-\$36.41
7650	Thomassen, Steve	HB02	\$1,625.30	\$282.48	\$447.96	\$0.00	\$2,355.74
6844	THOMPSON, DANIEL		\$500.71	\$500.71	\$7.51	\$0.00	\$1,008.93
7708	Thompson, James	SO17	\$117.70	\$117.70	\$0.00	-\$117.70	\$117.70
8112	Thompson, Tyler		\$848.91	\$425.13	\$0.00	-\$850.00	\$424.04
8965	Thorstenson, Robert		\$4,107.28	\$0.00	\$2,003.21	-\$4,107.28	\$2,003.21
8802	Tonsgard, William	HB20	\$292.32	\$0.00	\$0.00	-\$292.32	\$0.00
8038	Trident Seafoods		-\$67.06	\$212.57	\$0.00	\$0.00	\$145.51
5824	US FOREST SERVICE	FG35	\$3,778.22	\$0.00	\$55.85	\$0.00	\$3,834.07
7271	Wakefield, Bill	HC04	\$521.90	\$117.70	\$7.72	-\$117.70	\$529.62
9089	Wakefield, Douglas	T112	\$292.32	\$292.32	\$0.00	-\$292.32	\$292.32
10014	Warner, Michael		\$0.00	\$0.00	\$32.96	\$0.00	\$32.96
10360	Warren, James		\$206.24	\$0.00	\$3.05	\$0.00	\$209.29
8078	Warren, Kelly		\$2,324.04	\$0.00	\$237.31	\$0.00	\$2,561.35
8344	Watts, Jonathan	RE10	\$1,989.59	\$0.00	\$0.00	\$0.00	\$1,989.59
8909	Welch, Jeremy & Dawn		-\$54.87	\$0.00	\$260.01	\$0.00	\$205.14
7414	Wells, Jonathan		\$252.79	\$252.79	\$3.79	\$0.00	\$509.37
5986	White, Todd	HA18	-\$0.68	\$0.00	\$0.00	\$0.00	-\$0.68
10417	Whitney, Brian		\$0.00	\$0.00	\$131.82	\$0.00	\$131.82
6057	Wickman, Tom	SY20	\$2,064.36	\$677.95	\$30.66	\$0.00	\$2,772.97
10154	Wilhelmson, John		-\$40.53	\$0.00	\$0.00	\$0.00	-\$40.53
2192	Wood, Greg	SA21	\$117.70	\$0.00	\$119.47	\$0.00	\$237.17
9034	Wrangell Boatshop LLC		\$236.17	\$236.18	\$3.54	\$0.00	\$475.89
8407	Wrangell Cash Account		\$0.00	\$0.00	\$80.25	-\$80.25	\$0.00
9303	Wrangell Cooperative Association		\$4,742.75	\$0.00	\$0.00	-\$308.57	\$4,434.18
905	Younce, Joe & Billie	SB12	\$351.83	\$0.00	\$5.20	\$0.00	\$357.03

Billing Summary

Item c.

Wrangell Ports & Harbors

Current Period. Sorted By FullName

Cust ID	Full Name	Slip	Balance Forward	Recurring Charges	Other Charges	Credit & Payments	Balance Due
8300	Young, Kevin		\$247.45	\$0.00	\$3.66	\$0.00	\$251.11
			\$180,559.38	\$32,496.60	\$55,104.03	-\$54,934.89	\$213,225.12

Count: 221

Aged Accounts Receivable

Item c.

Wrangell Ports & Harbors

Customer Type: ALL Group: ALL Sorted By Full Name Current Period

Due	Name	Current	>30 Days	>60 Days	>90 Days	>120 Days
\$1,141.22	10175 A&E Fisheries	\$1,141.22	\$0.00	\$0.00	\$0.00	\$0.00
-\$606.32	7998 Abrahamson, Jon	-\$606.32	\$0.00	\$0.00	\$0.00	\$0.00
\$5,298.96	8160 Alaskan Dream Cruises	\$0.00	\$0.00	\$0.00	\$0.00	\$5,298.96
\$1,282.78	8161 American Cruise Lines	\$37.10	\$18.14	\$18.14	\$318.61	\$890.79
\$50,887.73	10391 AML Reconciliation Acct	\$22,860.83	\$12,460.08	\$11,545.29	\$4,021.53	\$0.00
\$361.57	1417 Angerman, Mercedes	\$361.57	\$0.00	\$0.00	\$0.00	\$0.00
\$179.92	7249 Armstrong, William	\$179.92	\$0.00	\$0.00	\$0.00	\$0.00
\$233.86	7062 BANGS, TRAVIS	\$233.86	\$0.00	\$0.00	\$0.00	\$0.00
\$1,309.68	8307 Barnes, Kirk	\$1,309.68	\$0.00	\$0.00	\$0.00	\$0.00
\$417.30	1749 Benjamin, Bryant	\$417.30	\$0.00	\$0.00	\$0.00	\$0.00
\$591.18	8978 Benz, Simon	\$318.43	\$272.75	\$0.00	\$0.00	\$0.00
\$195.24	10265 Biasutti, Jayne	\$5.64	\$2.76	\$2.72	\$2.68	\$181.44
\$526.44	9136 Billi, Keith	\$526.44	\$0.00	\$0.00	\$0.00	\$0.00
\$162.64	8912 Blakeley, Cuff	\$162.64	\$0.00	\$0.00	\$0.00	\$0.00
\$1,623.04	8376 Blenz, John	\$1,623.04	\$0.00	\$0.00	\$0.00	\$0.00
\$789.28	9242 BLM - Seth Kiester	\$789.28	\$0.00	\$0.00	\$0.00	\$0.00
\$256.80	10001 Block, Ken	\$256.80	\$0.00	\$0.00	\$0.00	\$0.00
\$1,372.06	8180 Botsford, Tristan	\$360.68	\$340.48	\$335.45	\$335.45	\$0.00
\$48.15	8333 Breakaway Ferry & Freight LLC	\$48.15	\$0.00	\$0.00	\$0.00	\$0.00
-\$0.73	10266 Buchanan, Norman	-\$0.73	\$0.00	\$0.00	\$0.00	\$0.00
\$9.89	1356 Buness Brothers	\$0.00	\$0.00	\$9.89	\$0.00	\$0.00
-\$117.70	6444 Buness, Chris	-\$117.70	\$0.00	\$0.00	\$0.00	\$0.00
\$538.02	9094 Byers, Blake	\$274.93	\$263.09	\$0.00	\$0.00	\$0.00
-\$0.12	9628 Carlson, Samuel	-\$0.12	\$0.00	\$0.00	\$0.00	\$0.00
\$4,019.83	10374 Cavitt, David & Rachel	\$656.88	\$597.61	\$588.90	\$580.43	\$1,596.01
-\$847.44	8019 Charrier, Larry	-\$847.44	\$0.00	\$0.00	\$0.00	\$0.00
-\$3.46	8380 Christansen, Oliver	-\$3.46	\$0.00	\$0.00	\$0.00	\$0.00
-\$816.69	1036 Churchill Sr., Frank	-\$816.69	\$0.00	\$0.00	\$0.00	\$0.00
\$63.96	8756 Cook, Lorne	\$2.00	\$1.00	\$15.52	\$15.52	\$29.92
\$321.00	9379 Crane, Thomas	\$321.00	\$0.00	\$0.00	\$0.00	\$0.00
\$6,747.26	8429 Curtis, Tony	\$941.81	\$84.56	\$83.33	\$82.12	\$5,555.44
\$3,334.22	9406 Dantin, George	\$3,334.22	\$0.00	\$0.00	\$0.00	\$0.00
\$532.81	9377 Deboer, Gavin	\$53.61	\$26.22	\$25.90	\$20.65	\$406.43
\$275.00	9030 Delong, Mike	\$7.96	\$3.95	\$263.09	\$0.00	\$0.00
\$1,298.31	10255 Dickerson, Scott	\$1,298.31	\$0.00	\$0.00	\$0.00	\$0.00
\$914.85	9027 Dietrich, Orlo	\$914.85	\$0.00	\$0.00	\$0.00	\$0.00
\$87.22	1686 Doak, Dan	\$87.22	\$0.00	\$0.00	\$0.00	\$0.00
-\$5.35	3665 Easterly, Randy	-\$5.35	\$0.00	\$0.00	\$0.00	\$0.00
\$209.22	8256 Eldridge, James	\$106.91	\$102.31	\$0.00	\$0.00	\$0.00
\$2,107.56	10343 Ellis, Pat	\$723.28	\$692.14	\$692.14	\$0.00	\$0.00
\$417.30	10294 Elmes, Jaclyn	\$417.30	\$0.00	\$0.00	\$0.00	\$0.00
\$2,007.66	10399 Erickson, Camden	\$2,007.66	\$0.00	\$0.00	\$0.00	\$0.00
-\$5.21	8959 F/V Erika AnnInc.	-\$5.21	\$0.00	\$0.00	\$0.00	\$0.00
\$406.87	10111 Feeman, Vickie	\$406.87	\$0.00	\$0.00	\$0.00	\$0.00
\$338.70	7749 Fish, Kevin	\$338.70	\$0.00	\$0.00	\$0.00	\$0.00
\$426.93	1540 Florschutz, Ben	\$426.93	\$0.00	\$0.00	\$0.00	\$0.00
\$553.72	10167 Forayter, Rick	\$553.72	\$0.00	\$0.00	\$0.00	\$0.00
\$353.10	8763 Franklin, William & Beth	\$353.10	\$0.00	\$0.00	\$0.00	\$0.00
-\$19.68	10097 Freelund, Monica	-\$19.68	\$0.00	\$0.00	\$0.00	\$0.00

Aged Accounts Receivable

Item c.

Wrangell Ports & Harbors

Customer Type: ALL Group: ALL Sorted By Full Name Current Period

Due	Name	Current	>30 Days	>60 Days	>90 Days	>120 Days
-\$644.25	1517 Galla, Mark	-\$644.25	\$0.00	\$0.00	\$0.00	\$0.00
\$504.12	8110 Gierard, Brian	\$504.12	\$0.00	\$0.00	\$0.00	\$0.00
\$321.00	8147 Gillen, Matt	\$321.00	\$0.00	\$0.00	\$0.00	\$0.00
\$448.60	10357 Gnad, Henry	\$448.60	\$0.00	\$0.00	\$0.00	\$0.00
-\$171.99	5001 Golds, Dan	-\$171.99	\$0.00	\$0.00	\$0.00	\$0.00
\$117.70	6316 Goodrich, David	\$117.70	\$0.00	\$0.00	\$0.00	\$0.00
\$20.77	6847 Gore, Matthew	\$2.00	\$1.00	\$1.00	\$1.00	\$15.77
-\$100.00	9420 Hagan, Patrick	-\$100.00	\$0.00	\$0.00	\$0.00	\$0.00
\$1,202.25	1385 Hay, Chuck	\$807.42	\$394.83	\$0.00	\$0.00	\$0.00
\$1,633.51	9416 Heller, Orion/Timothy	\$23.83	\$210.77	\$394.86	\$14.67	\$989.38
\$2,747.76	5770 Heritage Fisheries	\$2,747.76	\$0.00	\$0.00	\$0.00	\$0.00
\$1,272.23	9918 Hogue, Jonathon	\$1,272.23	\$0.00	\$0.00	\$0.00	\$0.00
\$4,214.57	8034 Holland America Group	\$121.87	\$60.48	\$0.00	\$2,285.62	\$1,746.60
\$117.70	8427 Holmquist, Ray	\$117.70	\$0.00	\$0.00	\$0.00	\$0.00
\$3,130.13	10407 Hovik, Sean	\$3,130.13	\$0.00	\$0.00	\$0.00	\$0.00
\$131.90	10062 Humphrey, Carl	\$3.81	\$1.87	\$1.84	\$1.81	\$122.57
\$664.91	10318 Indreland, Greg	\$664.91	\$0.00	\$0.00	\$0.00	\$0.00
\$2,422.23	9967 Inouye, James	\$0.00	\$0.00	\$0.00	\$0.00	\$2,422.23
\$252.79	10020 James, Mike	\$252.79	\$0.00	\$0.00	\$0.00	\$0.00
\$344.27	1312 Jasper, Ed	\$344.27	\$0.00	\$0.00	\$0.00	\$0.00
\$1,332.54	8063 Jenkins Welding	\$671.23	\$661.31	\$0.00	\$0.00	\$0.00
\$423.64	1270 Jenkins, James	\$13.69	\$7.54	\$13.87	\$13.67	\$374.87
\$332.77	6785 JG Marine	\$332.77	\$0.00	\$0.00	\$0.00	\$0.00
-\$49.82	4443 Johnson, Chris	-\$49.82	\$0.00	\$0.00	\$0.00	\$0.00
\$918.06	10088 Johnson, Timothy	\$918.06	\$0.00	\$0.00	\$0.00	\$0.00
-\$2,900.00	6570 Kelly, Ryan & Lori	-\$2,900.00	\$0.00	\$0.00	\$0.00	\$0.00
-\$1.00	9281 Kleven, Greg	-\$1.00	\$0.00	\$0.00	\$0.00	\$0.00
-\$76.34	8062 Kvale, Jack	-\$76.34	\$0.00	\$0.00	\$0.00	\$0.00
\$2,199.92	10414 Lester, Luke	\$2,199.92	\$0.00	\$0.00	\$0.00	\$0.00
\$2,035.72	8778 Lewis, James	\$0.00	\$0.00	\$0.00	\$0.00	\$2,035.72
\$505.58	10403 Linard, Jacob	\$505.58	\$0.00	\$0.00	\$0.00	\$0.00
\$928.17	7901 Little, Steve	\$0.00	\$0.00	\$0.00	\$0.00	\$928.17
-\$210.33	8808 Lopata, Stanley	-\$210.33	\$0.00	\$0.00	\$0.00	\$0.00
\$716.19	10388 Lysne, Jay	\$716.19	\$0.00	\$0.00	\$0.00	\$0.00
\$351.40	9671 Maleski, Mike	\$10.16	\$4.97	\$4.90	\$4.83	\$326.54
\$308.61	10257 Marks II, Paul	\$8.93	\$4.37	\$4.30	\$4.24	\$286.77
\$305.99	9390 McClelland, Tom	\$8.85	\$4.33	\$4.27	\$4.20	\$284.34
\$2,247.00	8977 McCoy, Michael	\$2,247.00	\$0.00	\$0.00	\$0.00	\$0.00
-\$56.82	8419 McGrath, Bennett	-\$56.82	\$0.00	\$0.00	\$0.00	\$0.00
\$1,648.84	9430 Mcgrath, Patrick	\$1,648.84	\$0.00	\$0.00	\$0.00	\$0.00
\$2,016.82	2184 McMurren, Pat	\$58.74	\$0.00	\$28.52	\$28.11	\$1,901.45
\$117.70	9958 Meek, Dale & Mechel	\$117.70	\$0.00	\$0.00	\$0.00	\$0.00
\$2,793.04	1676 Meissner, Michelle	\$80.77	\$39.51	\$38.93	\$38.36	\$2,595.47
\$426.12	8058 Metal Head Marine LLC	\$426.12	\$0.00	\$0.00	\$0.00	\$0.00
\$163.62	10315 meury, eric	\$4.73	\$2.31	\$2.28	\$2.25	\$152.05
\$502.80	10104 Miera, Chris	\$364.95	\$0.00	\$21.05	\$20.74	\$96.06
\$43.85	1420 Miethe, Josh	\$43.85	\$0.00	\$0.00	\$0.00	\$0.00
\$1,612.56	9067 Miller, Sam	\$1,612.56	\$0.00	\$0.00	\$0.00	\$0.00
-\$59.12	9850 Molebash, David	-\$59.12	\$0.00	\$0.00	\$0.00	\$0.00

Aged Accounts Receivable

Item c.

Wrangell Ports & Harbors

Customer Type: ALL Group: ALL Sorted By Full Name Current Period

Due	Name	Current	>30 Days	>60 Days	>90 Days	>120 Days
\$3,905.23	9778 Morrow, Eric	\$3,905.23	\$0.00	\$0.00	\$0.00	\$0.00
\$38.52	3921 Muddy Water Adventures	\$38.52	\$0.00	\$0.00	\$0.00	\$0.00
\$9,223.62	7896 Mundt, Corey	\$0.00	\$0.00	\$0.00	\$0.00	\$9,223.62
-\$638.30	9191 Nurco, Michael	-\$638.30	\$0.00	\$0.00	\$0.00	\$0.00
\$811.17	8171 Olin II, Richard	\$23.46	\$11.47	\$11.31	\$11.14	\$753.79
-\$0.12	10352 Olson, Craig	-\$0.12	\$0.00	\$0.00	\$0.00	\$0.00
\$117.70	9382 Overbay, Sandra	\$117.70	\$0.00	\$0.00	\$0.00	\$0.00
-\$0.12	8129 Packard, Richard	-\$0.12	\$0.00	\$0.00	\$0.00	\$0.00
\$343.31	8276 Padgett, Caleb	\$9.93	\$4.86	\$4.79	\$4.72	\$319.01
\$600.27	9978 Padgett, Levi	\$17.36	\$8.55	\$282.03	\$4.29	\$288.04
\$912.48	8803 Pair of Hearts	\$26.39	\$12.91	\$12.72	\$12.72	\$847.74
\$756.77	10336 Paris, Steve	\$381.20	\$375.57	\$0.00	\$0.00	\$0.00
\$2,217.36	9959 PDC Holdings	\$2,217.36	\$0.00	\$0.00	\$0.00	\$0.00
\$846.51	8623 PEAK Engineering	\$24.48	\$11.97	\$11.80	\$11.80	\$786.46
\$167.78	8520 Peeler, Alfred	\$167.78	\$0.00	\$0.00	\$0.00	\$0.00
\$2,937.52	9435 Peninsula Seafoods	\$1,493.99	\$1,443.53	\$0.00	\$0.00	\$0.00
\$65.92	9192 Penley, Steve	\$2.00	\$1.00	\$1.00	\$1.00	\$60.92
\$1,217.04	6722 PETERSON, KIM	\$285.73	\$138.08	\$148.65	\$146.90	\$497.68
-\$208.32	9908 Peyton, Paul	-\$208.32	\$0.00	\$0.00	\$0.00	\$0.00
\$501.97	5669 Phillips, R. Scott	\$312.90	\$189.07	\$0.00	\$0.00	\$0.00
\$146.16	9175 Porter, David	\$146.16	\$0.00	\$0.00	\$0.00	\$0.00
-\$0.05	9974 Quint, Charles	-\$0.05	\$0.00	\$0.00	\$0.00	\$0.00
\$267.35	7939 R&M Engineering-Ketchikan	\$7.73	\$3.84	\$255.78	\$0.00	\$0.00
\$127.33	8099 Ranniger, Todd	\$127.33	\$0.00	\$0.00	\$0.00	\$0.00
\$570.31	6921 REEVES, RYAN	\$570.31	\$0.00	\$0.00	\$0.00	\$0.00
\$108.50	8748 Robinson, Lucy	\$108.50	\$0.00	\$0.00	\$0.00	\$0.00
-\$438.17	10410 Ross, Conner & Rebecca	-\$438.17	\$0.00	\$0.00	\$0.00	\$0.00
\$159.40	8222 Royall, Max	\$4.61	\$2.25	\$2.22	\$2.19	\$148.13
\$6,909.85	10013 Runyon, Jeremy	\$0.00	\$0.00	\$428.00	\$79.22	\$6,402.63
-\$3.42	10150 Russell, Dave	-\$3.42	\$0.00	\$0.00	\$0.00	\$0.00
-\$163.00	8167 Sackmann, Steven	-\$163.00	\$0.00	\$0.00	\$0.00	\$0.00
-\$0.37	9367 Sampson, Myles	-\$0.37	\$0.00	\$0.00	\$0.00	\$0.00
\$13,180.00	3829 Samson	\$9,010.98	\$4,169.02	\$0.00	\$0.00	\$0.00
\$2,959.81	3810 Sanford, Daniel	\$848.19	\$747.01	\$752.77	\$611.84	\$0.00
-\$0.26	9235 Schenenback, Ron	-\$0.26	\$0.00	\$0.00	\$0.00	\$0.00
\$48.10	9946 Schwartz, Teagen	\$2.00	\$1.00	\$1.00	\$1.00	\$43.10
\$1,125.21	9552 Scudero II, Jerry	\$1,125.21	\$0.00	\$0.00	\$0.00	\$0.00
-\$7.39	9200 Sellars, Chris	-\$7.39	\$0.00	\$0.00	\$0.00	\$0.00
\$519.74	4359 Shipley, Marie	\$20.80	\$139.68	\$11.18	\$348.08	\$0.00
\$693.20	10359 Sigmond, Tom	\$693.20	\$0.00	\$0.00	\$0.00	\$0.00
\$962.03	5745 Sims, Tom	\$962.03	\$0.00	\$0.00	\$0.00	\$0.00
\$130.29	9096 Slattery, Wesley E.	\$3.77	\$1.84	\$1.84	\$122.84	\$0.00
-\$173.25	9904 Smith, Carlin	-\$173.25	\$0.00	\$0.00	\$0.00	\$0.00
\$277.71	6584 Soles, Jeff	\$277.71	\$0.00	\$0.00	\$0.00	\$0.00
\$354.28	7312 Sorric, Don	\$354.28	\$0.00	\$0.00	\$0.00	\$0.00
-\$0.01	8761 South Lagoon Point Holdings LLC	-\$0.01	\$0.00	\$0.00	\$0.00	\$0.00
\$682.13	7874 STAUBUS, PAUL	\$682.13	\$0.00	\$0.00	\$0.00	\$0.00
\$673.56	1588 Stevens, Mark	\$145.39	\$396.62	\$131.55	\$0.00	\$0.00
\$1,709.73	6252 Stoican, George	\$978.93	\$730.80	\$0.00	\$0.00	\$0.00

Aged Accounts Receivable

Item c.

Wrangell Ports & Harbors

Customer Type: ALL Group: ALL Sorted By Full Name Current Period

Due	Name	Current	>30 Days	>60 Days	>90 Days	>120 Days
\$2,246.74	9417 Stricker, Ida Christine	\$0.00	\$428.00	\$0.00	\$160.78	\$1,657.96
\$2,431.24	3589 Superior Marine SVC	\$2,431.24	\$0.00	\$0.00	\$0.00	\$0.00
\$1,860.61	9973 Swanson, Robert	\$1,860.61	\$0.00	\$0.00	\$0.00	\$0.00
\$823.77	9108 The Bay Company	\$0.00	\$12.00	\$12.00	\$799.77	\$0.00
-\$36.41	10348 The R.K. Barnhart Family Limited Partnership	-\$36.41	\$0.00	\$0.00	\$0.00	\$0.00
\$2,355.74	7650 Thomassen, Steve	\$750.06	\$297.86	\$1,025.34	\$282.48	\$0.00
\$1,008.93	6844 THOMPSON, DANIEL	\$508.22	\$500.71	\$0.00	\$0.00	\$0.00
\$117.70	7708 Thompson, James	\$117.70	\$0.00	\$0.00	\$0.00	\$0.00
\$424.04	8112 Thompson, Tyler	\$424.04	\$0.00	\$0.00	\$0.00	\$0.00
\$2,003.21	8965 Thorstenson, Robert	\$2,003.21	\$0.00	\$0.00	\$0.00	\$0.00
\$145.51	8038 Trident Seafoods	\$145.51	\$0.00	\$0.00	\$0.00	\$0.00
\$3,834.07	5824 US FOREST SERVICE	\$110.88	\$54.23	\$53.44	\$52.61	\$3,562.91
\$529.62	7271 Wakefield, Bill	\$132.89	\$126.69	\$123.32	\$123.02	\$23.70
\$292.32	9089 Wakefield, Douglas	\$292.32	\$0.00	\$0.00	\$0.00	\$0.00
\$32.96	10014 Warner, Michael	\$32.96	\$0.00	\$0.00	\$0.00	\$0.00
\$209.29	10360 Warren, James	\$6.05	\$2.96	\$2.96	\$197.32	\$0.00
\$2,561.35	8078 Warren, Kelly	\$2,561.35	\$0.00	\$0.00	\$0.00	\$0.00
\$1,989.59	8344 Watts, Jonathan	\$1,875.00	\$0.00	\$23.53	\$23.19	\$67.87
\$205.14	8909 Welch, Jeremy & Dawn	\$205.14	\$0.00	\$0.00	\$0.00	\$0.00
\$509.37	7414 Wells, Jonathan	\$256.58	\$252.79	\$0.00	\$0.00	\$0.00
-\$0.68	5986 White, Todd	-\$0.68	\$0.00	\$0.00	\$0.00	\$0.00
\$131.82	10417 Whitney, Brian	\$131.82	\$0.00	\$0.00	\$0.00	\$0.00
\$2,772.97	6057 Wickman, Tom	\$728.95	\$688.12	\$677.95	\$677.95	\$0.00
-\$40.53	10154 Wilhelmson, John	-\$40.53	\$0.00	\$0.00	\$0.00	\$0.00
\$237.17	2192 Wood, Greg	\$237.17	\$0.00	\$0.00	\$0.00	\$0.00
\$475.89	9034 Wrangell Boatshop LLC	\$239.72	\$236.17	\$0.00	\$0.00	\$0.00
\$4,434.18	9303 Wrangell Cooperative Association	\$2,906.12	\$1,528.06	\$0.00	\$0.00	\$0.00
\$357.03	8905 Younce, Joe & Billie	\$10.32	\$5.05	\$4.98	\$4.98	\$331.70
\$251.11	8300 Young, Kevin	\$7.26	\$3.55	\$3.50	\$3.45	\$233.35
\$213,225.12		\$101,396.26	\$28,783.64	\$18,079.85	\$11,479.78	\$53,485.59

Total Debits: **\$221,627.89**

Total Credits: **-\$8,402.77**

Count: 176

Businesses with at least one missing quarter for FY26:

AccuVein Inc.
Alaska Pest Management Inc.
ANB Services, LLC
Angerman, Mercedes - Rental
AP&T Wireless
BDK Rentals
BDO USA
Belmont Medical Technologies
CenturyLink Communications, LLC
Compass Line LLC
Dawson Construction
Drive Thru Brew
Great Call
ISCO Industries Inc
Jafra Cosmetics International, Inc.
Javier's Mexican Food
JG Marine
JMJ Rental
Joby's Marine Repair
Lady Driver
Lavender's Lifesaving Certifications LLC
Muskeg Meadows
Ottesen's Ace Hardware
Pure Romance LLC
R&M Engineering-Ketchikan, Inc.
Ring Bomb Party LLC
River's Mouth Resale
Roku, Inc.
Sawing Logs
Scoot Alaska
Securus Technologies LLC
Sirene Spa
Stem to Stern
Stik Built Homes LLC
Stokes Rental
Stough, Ruth Ann
Superior Printing, Inc.
TK Elevator Corporation
Toad and Co International
United Scope LLC
Wrangell Boatshop LLC

Businesses with at least one outstanding quarter in FY25:

Alaska Pest Management Inc.
Compass Line LLC
Experience Wrangell
Jenkins Welding LLC
JMJ Rental
Paleo Fishing
Powers, Dan-Rental
Sawing Logs
Securus Technologies LLC
Sirene Spa



To: Mayor and Assembly

Cc: Mason Villarma

From: Steve Miller, Port Director

Subject: Harbormaster Report

Date:03/24/2016

Harbor Maintenance and Facility Improvements

Summer Float Rehabilitation

- Replaced damaged and deteriorated bull rail
- Tightened existing hardware and structural connections
- Replaced broken and missing bolts
- Replaced worn and damaged decking
- Replaced deteriorated fascia boards
- Installed new zincs for corrosion protection
- Applied galvanizing where needed
- Reinforced structural members under the access ramp
- Repaired damaged piling hoops

Reliance Harbor

- Fabricated and installed a new access ladder at the Reliance Pier.

Heritage Harbor

- Installed bird deterrent spikes
- Replaced burned-out lighting
- Repaired restroom door hardware and doorknobs

South Mill Dock

- Installed new wear decking
- Replaced deteriorated bull rail

Equipment Maintenance

Shoemaker Crane

- Replacement parts arrived and hydraulic cylinders rebuilt
- One cylinder rebuild included barrel replacement and ports welded plus internal components replaced
- Crane expected to be reassembled within the next couple of weeks

General Harbor Maintenance

- Inspection and maintenance of Honda pumps



- Greasing harbor cranes and operational checks
- Replacement of damaged or leaking water spigots
- Trash removal and site cleanup
- Routine facility inspections and minor repairs

Marine Service Center Operations

- Repairing and lubricating boat stands
- General yard cleanup and organization
- Cutting new blocking material for vessel keels
- Completing SWPPP compliance work for yard drains and installing filter media

Administrative and Customer Service Updates

Office staff have implemented the updated moorage agreement recently approved by the Assembly. The agreement has been posted to the City website and copies are being distributed to harbor customers to ensure compliance and improved documentation.

AAHPA Winter Conference

Wrangell successfully hosted the Alaska Association of Harbors and Port Administrators (AAHPA) Winter Conference. The event brought 24 harbor administrators from across Alaska and one representative from the Port of Seattle. Presentations covered asset management, artificial intelligence applications for harbor management, and customer service practices presented by the City of Juneau.

Economic Development Director Kate Thomas presented on Wrangell's rebranding efforts and website development. The conference concluded with a presentation on the Wrangell Marine Service Center and a tour of harbor facilities. Overall the conference was a great success and showcased Wrangell's working waterfront.

Upcoming Work / Looking Ahead to Cruise Season

- Final preparation of harbor facilities for the upcoming cruise ship season
- Continued maintenance and float system improvements
- Completion of Shoemaker Crane reassembly and operational testing
- Coordination with cruise operators and local vendors for the 2026 season
- Ongoing planning for Marine Service Center expansion and waterfront development

City & Borough of Wrangell
OFFICE OF THE BOROUGH CLERK
 Administrative Report



To: Mayor and Borough Assembly Members
 From: Kim Lane, MMC, Borough Clerk
 Subject: March 24, 2026 Borough Clerk's Report

**Upcoming Work Sessions (scheduled), Public Hearings (scheduled),
 Regular Assembly Meetings, and Other Meetings (scheduled)**

DATE	MEETING TYPE/EVENT	WS? - TOPIC	TIME	NOTES
2026-03-24	REGULAR	No WS scheduled	6PM REG	
2026-04-08	TOWN HALL	SEAPA GRID PROJ.	5:30	This Town Hall will be held in the Borough Assembly Chambers
2026-04-14	REGULAR	Presentation / Structure	6PM PRES. 7PM REG	
2026-04-27	JOINT SCHOOL BOARD/ASSEMBLY WORK SESSION		6PM	This WS will be held at the Evergreen Elementary School - Room 101
2026-04-28	REGULAR	WS ??	6PM REG	CANCELLED
2026-05-12	REGULAR	WS ??	6PM REG	
2026-05-18	Board of Equalization Hearing (<i>rescheduled from May 11</i>)		5:30PM	
2026-05-26	REGULAR	WS ??	6PM REG	
2026-06-09	REGULAR	WS ??	6PM REG	
2026-06-23	REGULAR	WS ??	6PM REG	FY 27 Budget PH & Adoption

Other Borough Boards & Commission meetings:

2026-04-02	Port Commission Mtg	6PM	Borough Assembly Chambers
2026-04-09	Planning & Zoning Commission Meeting	??	Borough Assembly Chambers

Budget Work Sessions, Meetings and Action (*subject to change*)

2026-05-01	Statutory deadline for WPSD to submit their budget to the Borough		
2026-05-12	WPSD Local Contribution Approval (<i>subject to change</i>)	At Regular Assy Mtg	
2026-06-03	FY 2027 Budget Work Session Draft of budget to be submitted to Assembly	WS only (no meeting scheduled)	

2026-06-18	FY 2027 Budget Work Session (revisions recognized)	WS only (no meeting scheduled)
2026-06-23	Official FY 2027 Budget Public Hearing & Budget Adoption	During Regular Assembly Meeting

ALDER TOP VILLAGE LOTS:

Below is the list of Alder Top lots that have sold and the one lot that remains unsold (Lot 22) but is still listed on Public Surplus. Please note that Lots 8 and 9 recently sold. Lot 8 was relisted for \$68,500 and sold for \$87,100. Lot 8 was relisted for \$75,400 and sold for \$75,600.

Description	Final Bid/Or Currently on Public Surplus
LOT 2	\$81,100.00
LOT 3	\$65,500.00
LOT 4	\$70,200.00
LOT 5	\$75,200.00
LOT 6	\$80,300.00
LOT 7	\$99,500.00
LOT 8	\$87,100. 00 (sold March 4th)
LOT 9	\$75,600. 00 (sold March 6th)
LOT 11	\$55,100.00
LOT 12	\$63,600.00
LOT 13	\$66,100.00
LOT 14	\$62,000.00
LOT 15	\$59,300.00
LOT 16	\$56,600.00
LOT 17	\$53,900.00
LOT 18	\$54,700.00
LOT 19	\$59,200.00
LOT 20	\$64,800.00
LOT 21	\$49,800.00
LOT 22	NOT SOLD - STILL ON SURPLUS (starting bid \$68,800 (ends March 1 st))

Clerk traveling: I traveled to Washington to attend the Washington Municipal Clerks Association (WMCA) annual Conference in Kennewick this month. As the Alaska Association of Municipal Clerks (AAMC) 2026 President, it was a great honor to represent not only the Alaska Clerks but Wrangell as well. Even though we are in a different state and I have been in my position for just shy of 14 years, it always amazes me how much I learn and grow by networking and interacting with other clerks.

Thank you for supporting me in this journey. My next scheduled conference that I will be attending will be for the California Municipal Clerks Association (CMCA). I will be gone from April 27th to May 1st.



NIXLE: It is extremely important to borough staff, the assembly, and residents to encourage everyone to sign up to receive local NIXLE alerts. Please open the link above to register.

Nixle Community Information Service allows us to create and publish messages to be delivered to subscribed residents instantly via cell phone text message and/or email. Notifications can also be accessed online at Nixle's website.

The service is secure and reliable for Wrangell residents to use. Wrangell emergency services will be utilizing NIXLE for critical situations such as severe weather events or evacuation alerts.

Purchasing or Leasing Borough-owned property:

Applying to purchase or lease borough-owned land can be a bit confusing. We have created applications for both purchasing and leasing in order to make the process easier. Below are the steps one would take to lease or purchase borough-owned land.

[Steps for Leasing Borough-Owned Real Property as per WMC 16.10](#)

[Steps for Leasing Borough-Owned Tidelands as per WMC 16.08](#)

Applications for tidelands leases shall be submitted to the borough clerk and then shall be submitted to the borough manager, planning and zoning and port commissions before being presented to the borough assembly for consideration.

Applications for real property leases shall be submitted to the borough clerk and then shall be submitted to the borough manager and the planning and zoning commission for review before being presented to the borough assembly for consideration.

The applicant shall provide additional information, including a development plan, designs, and specifications, as the planning and zoning and/or port commissions may request. The planning and zoning and port commissions may require the applicant to amend its development plan. All fees associated with the lease shall be paid by the applicant. Such fees include but are not limited to an application fee, survey, assessment, public notices, and recording fees.

For procedural questions, please contact City Hall at (907) 874-2381 Kim Lane (Borough Clerk) by email to clerk@wrangell.com.

For land questions and documents, please contact City Hall at (907) 874-2381 or Kate Thomas (Economic Development Director) by email to kthomas@wrangell.com.

CITY & BOROUGH OF WRANGELL, ALASKA BOROUGH ASSEMBLY AGENDA STATEMENT

<u>AGENDA ITEM TITLE:</u>	<u>DATE:</u>	March 10, 2026
	<u>Agenda Section</u>	11

ORDINANCE NO. 1098 OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, ADDING SECTION 5.04.065, TITLED "PERMANENT VEHICLE REGISTRATION" IN THE WRANGELL MUNICIPAL CODE

<u>SUBMITTED BY:</u>
Gene Meek, Police Chief

<u>FISCAL NOTE:</u>	
Expenditure Required:	
Fiscal Year (FY):	Amount: \$
Amount Budgeted:	
	FY: \$
Account Number(s):	
Account Name(s):	
Unencumbered Balance(s) (prior to expenditure):	

<u>Reviews/Approvals/Recommendations</u>	
<input type="checkbox"/>	Commission, Board or Committee
Name(s)	
Name(s)	
<input type="checkbox"/>	Attorney
<input type="checkbox"/>	Insurance

ATTACHMENTS: 1. Ord 1098.

MAYOR PROCEDURE: Declare the Public Hearing open. The Mayor shall ask if there is any administrative report on the Public Hearing Item. Persons who signed up to talk on this item shall be called to the podium.

Once all persons have been heard, declare the Public Hearing closed and entertain a motion.

RECOMMENDATION MOTION:
Move to Approve Ordinance No. 1098.

SUMMARY STATEMENT:

Proposed Ordinance – Permanent Vehicle Registration Option City and Borough of Wrangell, Alaska

This ordinance authorizes a permanent vehicle registration option for qualifying vehicles within the City and Borough of Wrangell, consistent with authority granted under AS 28.10.155(a) and AS 28.10.421(j). This also aligns the City and Borough of Wrangell with the majority of Alaskan Boroughs who issue permanent registration of vehicles over 8 years old.

The proposed regulation allows residents to permanently register:

- Noncommercial motor vehicles that are at least eight years old, and
- Noncommercial trailers of any age not used for commercial purposes.

Under permanent registration, eligible owners pay a one-time registration fee rather than renewing registration on a recurring cycle. Permanent registrations remain valid for the life of ownership and automatically expire upon transfer or assignment of title. Permanent registrations cannot be renewed, requiring subsequent owners to apply independently.

Purpose & Policy Rationale

The ordinance is intended to:

- Reduce recurring administrative burden on vehicle owners and Borough staff
- Improve long-term registration compliance
- Provide cost predictability for residents
- Align Wrangell with registration practices already adopted in other Alaska jurisdictions
- Maintain consistency with Alaska DMV statutory framework

Operational Impact

Implementation requires minimal procedural change, as the ordinance operates within existing Alaska DMV registration systems. Permanent registration affects only eligible vehicles and does not alter insurance, titling, or operational vehicle requirements.

Fiscal Considerations

The ordinance may modestly shift the timing of registration revenues (from recurring to upfront), while reducing renewal processing demands over time.

CITY AND BOROUGH OF WRANGELL, ALASKA

ORDINANCE NO. 1098

AN ORDINANCE OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, ADDING SECTION 5.04.065, TITLED “PERMANENT VEHICLE REGISTRATION” IN THE WRANGELL MUNICIPAL CODE

SEC. 1. Action. The purpose of this ordinance is to add Section 5.04.065, titled “Permanent Vehicle Registration”, to the Wrangell Municipal Code.

SEC. 2. Amendment Section 5.04.065, Permanent Vehicle Registration, is hereby added to the Wrangell Municipal Code as follows:

CHAPTER 5.04
PROPERTY TAX

Sections:

...

5.04.065 Permanent Vehicle Registration

...

5.04.065 Permanent Vehicle Registration

(a) Noncommercial Motor Vehicles. Pursuant to the authority granted under AS 28.10.155(a), the owner of a noncommercial motor vehicle that is required to be registered under AS 28.10 may elect to register the motor vehicle permanently in lieu of registration under AS 28.10.108 if the vehicle is at least eight years old and the owner resides in the Borough.

(b) Trailers. Pursuant to the authority granted under AS 28.10.421(j), when a person registers a trailer of any age not used or maintained for the transportation of persons or property for hire or for other commercial use, including a boat trailer, baggage trailer, box trailer, utility trailer, house trailer, travel trailer, or trailer rented or offered for rent, the person may choose to register the trailer permanently if the person resides in the Borough.

(c) The permanent registration expires when the owner transfers or assigns the owner’s title or interest in the motor vehicle or trailer and may not be renewed.

SEC. 3. Classification. This ordinance is of a permanent nature and shall be codified in the Wrangell Municipal Code.

SEC. 4. Effective Date. This ordinance shall be effective upon adoption.

PASSED IN FIRST READING: _____, 2026

PASSED IN SECOND READING: _____, 2026.

Patricia Gilbert, Borough Mayor

ATTEST:

Kim Lane, MMC, Borough Clerk

CITY & BOROUGH OF WRANGELL, ALASKA BOROUGH ASSEMBLY AGENDA STATEMENT

<u>AGENDA ITEM TITLE:</u>	<u>DATE:</u>	March 24, 2026
	<u>Agenda Section</u>	13

ORDINANCE NO. 1099 OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, REPEALING CHAPTER 6.08 – PEDDLERS AND ITINERANT MERCHANTS, IN THE WRANGELL MUNICIPAL CODE

SUBMITTED BY:

Katie Hermanns, Finance Director

FISCAL NOTE:

Expenditure Required:

Fiscal Year (FY):	Amount: \$

Amount Budgeted:

FY:	\$
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Account Number(s):

Account Name(s):

Unencumbered Balance(s) (prior to expenditure):

Reviews/Approvals/Recommendations

<input type="checkbox"/>	Commission, Board or Committee
Name(s)	
Name(s)	
<input type="checkbox"/>	Attorney
<input type="checkbox"/>	Insurance

ATTACHMENTS: 1. Ord 1099.

RECOMMENDATION MOTION:
Move to Approve first reading of Ordinance No. 1099 and move to a second reading with a Public Hearing to be held on April 14, 2026.

SUMMARY STATEMENT:

Background

Wrangell Municipal Code (WMC) Chapter 6.08 regulates auctioneers, canvassers, hawkers, peddlers, solicitors, and itinerant or transient merchants. The chapter requires licensure prior to engaging in temporary or door-to-door sales activity within the Borough and establishes an application process, fee structure, and exemptions.

This chapter was originally enacted in 1966 through Ordinance 203, to address concerns regarding inadequate consumer protection from transient or irresponsible vendors operating within the Borough.

Reason for Repeal

After review, repeal of Chapter 6.08 is recommended for the following reasons:

1. Outdated Regulatory Framework

The ordinance reflects regulatory concerns and business practices that are no longer common in the modern commercial environment. As stated above, this section was enacted in 1966.

The language and structure are characteristic of early 20th-century municipal licensing models and do not align with current business realities, including online commerce and established state consumer protection systems.

2. Redundancy with State and Federal Law

Many of the consumer protection concerns addressed in Chapter 6.08 are now governed by Alaska State law, including:

- Alaska Unfair Trade Practices and Consumer Protection statutes
- State securities regulation
- State insurance regulation
- Business licensing requirements administered by the State of Alaska

These state-level regulations provide broader and more enforceable protection than the municipal licensing provisions contained in this chapter.

3. Constitutional Concerns

The ordinance regulates solicitation, religious literature distribution, and door-to-door sales. Modern case law has significantly limited municipalities' authority to regulate speech-related and religious activities. Provisions requiring licensure prior to canvassing or solicitation may raise First Amendment concerns and expose the Borough to potential legal challenges.

4. Administrative Burden vs. Practical Benefit

The licensing process requires sworn applications, detailed disclosures, and review by the Finance Director. In practice, this chapter is rarely (if ever) utilized and when utilized, it is unclear of the intent since as stated above, the practices are extremely outdated. Maintaining a regulatory framework that is not actively enforced creates inconsistency in code administration and unnecessary administrative complexity.

5. Nominal and Obsolete Fee Structure

The fee schedule (ranging from \$2.00 per day to \$100.00 per year) no longer reflects the cost of administering a regulatory program. The minimal revenue generated does not justify the administrative oversight required.

6. Existing Tools for Addressing Public Safety

The Borough retains authority under:

- General business licensing requirements
- Zoning and land use regulations
- Public nuisance provisions
- Criminal code provisions
- Port and dock regulations

These mechanisms provide adequate authority to address improper or unsafe business activity without maintaining a separate transient merchant licensing chapter.

7. Borough Business Licensing

The Finance Director will be bringing an Ordinance to the Assembly for consideration at the March 24th meeting to address local business licensing.

Recommendation:

Finally, we are asking that this entire Chapter be repealed in its entirety.

CITY AND BOROUGH OF WRANGELL, ALASKA

ORDINANCE NO. 1099

AN ORDINANCE OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, REPEALING CHAPTER 6.08 – PEDDLERS AND ITINERANT MERCHANTS, IN THE WRANGELL MUNICIPAL CODE

SEC. 1. Action. The purpose of this ordinance is to repeal Chapter 6.08 – Peddlers and Itinerant Merchants in its entirety, in the Wrangell Municipal Code.

SEC. 2. Repealed. Chapter 6.08 – Peddlers and Itinerant Merchants is hereby repealed in its entirety, from the Wrangell Municipal Code.

**CHAPTER 6.08 - REPEALED
PEDDLERS AND ITINERANT MERCHANTS**

~~6.08.010. Purpose.~~

~~The assembly finds a condition exists and for many years has existed within the borough whereby the inhabitants and residents of the borough have had no adequate protection against irresponsible persons, firms, and corporations engaged in the borough in the business of auctioneers, canvassers, hawkers, peddlers, and itinerant merchants, traders, and vendors of stocks, bonds, real estate located outside of the state, insurance, magazines, books, pictures, photographs, jewelry, automobiles, vehicles, clothing, optical goods, goods, wares, and merchandise, and other articles of commerce within the municipality; and this chapter is enacted and enforced so as to protect, preserve, and promote the welfare, happiness, safety, and well-being of the inhabitants and residents of the borough.~~

~~6.08.020. Definitions.~~

~~As used in this chapter:~~

~~A. — A "canvasser" or "solicitor" is defined as any individual, whether a resident of the borough or not, traveling either by foot, wagon, automobile, motor truck, or any other type of conveyance, from place to place, from house to house, or from street to street, taking or attempting to take orders for sale of goods, wares and merchandise, personal property of any nature whatsoever for future delivery, or for services to be furnished or performed in the future, whether or not such individual has, carries or exposes for sale a sample of the subject of such sale or whether he is collecting advance payments on such sales or not; provided, that such definition shall include any person who, for himself, or for another person, firm, or corporation hires, leases, uses, or occupies any building, structure, tent, boat, hotel room, lodging house, apartment, shop, or any other place within the borough for the sole purpose of exhibiting samples and taking orders for future delivery.~~

~~B. — "Peddler" includes any person, whether a resident of the borough or not, traveling~~

~~by foot, wagon, automotive vehicle, or any other type of conveyance, from place to place, from house to house, or from street to street, carrying, conveying or transporting goods, wares, merchandise, meats, fish, vegetables, fruits, garden truck, farm products or provisions, offering and exposing the same for sale, or making sales and delivering articles to purchasers, or who, without traveling from place to place, shall sell or offer the same for sale from a wagon, automotive vehicle, or other vehicle or conveyance; and further provided, that one who solicits orders and as a separate transaction makes deliveries to purchasers as a part of a scheme or design to evade the provisions of this chapter shall be deemed a peddler subject to the provisions of this chapter. "Peddler" includes "hawker" and "huckster."~~

~~C. "Person" includes the singular and the plural and also means and includes any person, firm, or corporation, association, club, co-partnership or society, or any other organization.~~

~~D. A "transient merchant, itinerant merchant or itinerant vendor" is defined as any person, firm or corporation, whether as owner, agent, consignee or employee, whether a resident of the borough or not, who engages in a temporary business of selling and delivering goods, wares and merchandise within the borough, and who, in furtherance of such purpose, hires, leases, uses or occupies any building, structure, motor vehicle, tent, or boat, public room in hotels, lodging houses, apartments, shops, or any street, alley, or other place within the borough, for the exhibition and sale of such goods, wares and merchandise, either privately or at a public auction; provided, that such definition shall not be construed to include any person, firm, or corporation who, while occupying such temporary location, does not sell from stock, but exhibits samples only for the purpose of securing orders for future delivery only. The person, firm, or corporation so engaged shall not be relieved from complying with the provisions of this chapter merely by reason of associating temporarily with any local dealer, trader, merchant, or auctioneer, or by conducting such transient business in connection with, as a part of, or in the name of any local dealer, trader, merchant or auctioneer.~~

~~6.08.030. License required.~~

~~It is unlawful for any person, firm, or corporation to engage in the business of auctioneer, canvasser, hawker, peddler, or itinerant merchant, trader and vendor, of and in the temporary or transient business of vending or selling stocks, bonds, real estate located outside of the state, insurance, magazines, books, pictures, photographs, jewelry, automobiles, vehicles, clothing, optical goods, goods, wares, merchandise, and other articles of commerce within the borough, without first having complied with the provisions of this chapter and having obtained a license so to do as provided in this chapter.~~

~~6.08.040. Application.~~

~~No person, firm, or corporation shall engage in the business of auctioneer, canvasser, hawker, peddler, or itinerant merchant, trader and vendor of and in the temporary or transient business of vending or selling stocks, bonds, real estate located outside of the state, insurance,~~

~~magazines, books, pictures, photographs, jewelry, automobiles, vehicles, clothing, optical goods, goods, wares, merchandise, and other articles of commerce within the municipality without first making and filing an application in writing with the director of finance for a license to engage in such business or businesses, which application shall be filed with said director at least seven days before such applicant shall be authorized to begin to do business within the municipality. The application shall be sworn to by the applicant, and shall state the name and the residence of the applicant, the business in which the applicant desires to engage, the length of time for which said license is desired, and the name of kind of such article or commodity which is intended to be sold, vended, hawked, or peddled, and the name and address of the principal, if any, of the applicant. If the applicant desires to sell, vend, hawk, or peddle stocks or bonds, the application shall also contain the name and address of the principal office, both within and without the state, of the association, corporation, company, or other concern by whom or in whose name such stocks or bonds are issued, and an itemized financial statement such as is required to be furnished by foreign corporation when registering in the state, and a statement showing the actual assets and liabilities thereof, and a statement showing the nature and kind of such stocks and bonds, and how and in what order, if at all, secured or preferred for payments. In addition to the foregoing facts, the application shall contain an appointment and designation by the applicant of the director of finance or, at the applicant's option, of a permanent resident of the municipality to act as agent for the applicant, upon whom service of summons in such action or actions, that may be brought, may be made if the applicant after due diligence cannot be found within the borough; provided, if the applicant shall exercise the option to appoint a resident other than the director of finance, he shall also file the written consent of such resident to act as such agent.~~

~~6.08.050. Fee.~~

- ~~A.— Upon the filing of the application the director of finance, if the application is in proper form, shall approve it and shall issue a license to the applicant authorizing the applicant to begin business within not less than seven days after the date of the filing of the application, upon the payment to the director of finance by the applicant of the sum of \$2.00 for a license for one day, or the sum of \$10.00 for a license for one week, or the sum of \$20.00 for a license for one month, or the sum of \$30.00 for a license of three months, or the sum of \$50.00 for a license for six months, or the sum of \$100.00 for a license for one year.~~
- ~~B.— The fee structures as provided in this section shall be waived for any person:~~
- ~~1.— Who is a full-time student in an institution of higher education and is under the age of 23; and~~
 - ~~2.— Who is under the age of 18.~~

~~6.08.060. New license required after expiration of previous license.~~

~~No person, firm, or corporation shall continue in any of said businesses after the expiration of the term of the license so issued to such applicant without first having applied for and obtained a new license for such further term that applicant desires to continue in said~~

~~business, which new license shall be applied for in the same manner and issued only upon the same terms as hereinabove provided for the original license.~~

~~**6.08.070. Forms of application and license to be prepared.**~~

~~The director of finance shall prepare or cause to be prepared forms of applications and licenses to be used in accordance with this chapter.~~

~~**6.08.080. Certain orders and sales excluded.**~~

~~This chapter shall not apply to orders taken by commercial travelers in the usual course of business or to sales by producers of farm and dairy products, or to the sale of moccasins or other curios by natives, or to the sale of fish or other marine products; nor shall this chapter apply to vendors of religious leaflets and books whose primary purpose is the dissemination of religious ideas as an exercise of the religion of the vendor, or to unpaid solicitors for national or local charitable and/or community service organizations operated not for profit.~~

~~**6.08.090. License inapplicable to dock facilities.**~~

~~No license issued pursuant to this chapter authorizes any such applicant, transient merchant, itinerant merchant, itinerant vendor, peddler, canvasser or solicitor, or any other person, to engage in any such businesses or activities upon the borough's dock facilities under the jurisdiction of the port, and any license issued pursuant to this chapter shall clearly so state. Any violation of this section is a misdemeanor, and violators shall be punished as provided in Chapter 1.20 WMC.~~

~~**6.08.100. Service area only.**~~

~~The provisions of this chapter are applicable only in the service area defined in WMC 1.06.040.~~

SEC. 3. Classification. This ordinance is of a permanent nature and shall be codified in the Wrangell Municipal Code.

SEC. 4. Effective Date. This ordinance shall be effective upon adoption.

PASSED IN FIRST READING: _____, 2026

PASSED IN SECOND READING: _____, 2026.

Patricia Gilbert, Borough Mayor

ATTEST:

Kim Lane, MMC, Borough Clerk

**CITY & BOROUGH OF WRANGELL, ALASKA
BOROUGH ASSEMBLY AGENDA STATEMENT**

<u>AGENDA ITEM TITLE:</u>	<u>DATE:</u>	March 24, 2026
	<u>Agenda Section</u>	13

RESOLUTION No. 03-26-2029 OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, AMENDING THE FY2026 BUDGET IN THE RESIDENTIAL CONSTRUCTION FUND BY ACCEPTING THE REVENUE FROM THE SALE OF THE ALDER TOP SUBDIVISION LOTS 13, 14, 15 and 18, BLOCK 1 OF THE ALDER TOP SUBDIVISION IN THE AMOUNT OF \$242,100

SUBMITTED BY:

Kim Lane, MMC, Borough Clerk

FISCAL NOTE:

Expenditure Required: \$XXX Total	
Fiscal Year (FY):	Amount: \$
Amount Budgeted:	
FY:	\$
Account Number(s):	
XXXXXX XXX XXXX	
Account Name(s):	
Enter Text Here	
Unencumbered Balance(s) (prior to expenditure):	
\$XXX	

Reviews/Approvals/Recommendations

<input type="checkbox"/>	
Name(s)	
Name(s)	
<input type="checkbox"/>	Attorney
<input type="checkbox"/>	Insurance

ATTACHMENTS: 1. Resolution No. 03-26-2029

RECOMMENDATION MOTION:
Move to approve Resolution No. 03-26-2029.

SUMMARY STATEMENT:

Background

The Borough Assembly previously authorized the terms of sale for Alder Top Lots 2 through 22 (excluding Lot 10) by Resolution Nos. 04-25-1937, 05-25-1940, and 09-25-1980. Bidding for the available lots concluded on December 1, 2025.

Purpose

The following lots have sold, and payment has been received in full:

- Lots 13, 14 & 15 – David C. Price for \$187,400 (\$66,100, \$62,000, and \$59,300)
- Lot 19 – Mason F. Villarma for \$54,700

Budget Amendment

To account for this revenue, the FY26 Budget in the Residential Construction Fund will be amended to reflect an increase to account **50000-000-4650 – Residential Construction Fund Revenue** in the amount of **\$242,100**.

CITY AND BOROUGH OF WRANGELL

RESOLUTION No. 03-26-2029

A RESOLUTION OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, AMENDING THE FY2026 BUDGET IN THE RESIDENTIAL CONSTRUCTION FUND BY ACCEPTING THE REVENUE FROM THE SALE OF THE ALDER TOP SUBDIVISION LOTS 13, 14, 15 and 18, BLOCK 1 OF THE ALDER TOP SUBDIVISION IN THE AMOUNT OF \$242,100

WHEREAS, the Borough Assembly authorized the terms of the sale of the Alder Top Lots 2 through 22 (Excluding Lot 10), by Resolution No. 04-25-1937, 05-25-1940 and 09-25-1980; and

WHEREAS, the bidding ended on December 1, 2025; and

WHEREAS, the following Lots sold and have been paid in full:

Lots 13, 14 & 15 – David C. Price for \$187,400 (\$66,100, \$62,000, and \$59,300)
Lot 19 – Mason F. Villarma for \$54,700; and

WHEREAS, the FY26 Budget must be amended to accept this revenue.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA THAT:

Section 1: Lots 13, 14 & 15, Block 1, Alder Top Subdivision, received payment in full of \$187,400 (\$66,100, \$62,000, and \$59,300) from David C. Price and Lot 18, Block 1, Alder Top Subdivision, received payment in full of \$54,700 from Mason F. Villarma.

Section 2: The FY26 Budget in the Residential Construction Fund is amended to reflect an increase in revenue to account 50000-000-4650 Residential Construction Fund - Revenue in the amount of \$242,100.

PASSED AND APPROVED BY THE ASSEMBLY OF THE CITY & BOROUGH OF WRANGELL, ALASKA THIS 10th DAY OF MARCH 2026.

CITY & BOROUGH OF WRANGELL

Patricia Gilbert, Borough Mayor

ATTEST: _____
Kim Lane, MMC, Borough Clerk

**CITY & BOROUGH OF WRANGELL, ALASKA
BOROUGH ASSEMBLY AGENDA STATEMENT**

<u>AGENDA ITEM TITLE:</u>	<u>DATE:</u>	March 24, 2026
	<u>Agenda Section</u>	13

RESOLUTION No. 03-26-2030 OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, AMENDING THE FY 2026 BUDGET BY TRANSFERRING \$1,000,000 FROM THE SECURE RURAL SCHOOLS FUND RESERVES TO THE SWIMMING POOL ROOF REPLACEMENT CIP FUND AND AUTHORIZING ITS EXPENDITURES

SUBMITTED BY:

Amber Al-Haddad, Capital Projects Director

FISCAL NOTE:

Expenditure Required: \$1,000,000	
Fiscal Year (FY): 26	Amount: \$1,000,000
Amount Budgeted:	
FY:2026	\$0
Account Number(s):	
24300-141-9999-00-240012	
Account Name(s):	
Swimming Pool Roof Replacement CIP Fund	
Unencumbered Balance(s) (prior to expenditure):	
\$	

Reviews/Approvals/Recommendations

<input type="checkbox"/>	Commission, Board or Committee
Name(s)	
Name(s)	
<input type="checkbox"/>	Attorney
<input type="checkbox"/>	Insurance

ATTACHMENTS: 1. Resolution 03-26-2030

RECOMMENDATION MOTION:
Move to Approve Resolution No. 03-26-2030.

SUMMARY STATEMENT:

Resolution 03-26-2030 authorizes funding to integrate the Swimming Pool Roof Replacement project, both sloped metal and flat EPDM roof systems, into the ongoing Wrangell School Renovations – 3 Sites project.

Replacing the Swimming Pool roofs has long been a priority for the Borough. Although the flat roofs replacement project was designed and put out to bid in 2017, all received bids exceeded the allocated funding, leading the Borough to reject them and table the project. Since then, the condition of the roofs have only deteriorated, making their replacement a more pressing need than before.

Combining these projects leverages the proximity of the facilities to reduce costs through shared mobilization, management oversight, site logistics, by having roofing contractors performing similar work. The Alaska Department of Education & Early Development has reviewed and concurred with this approach proposed to maximize public funds and operational efficiency.

The proposed structure will be:

- Design Phase: The Borough proposes to issue an amendment to the existing contract with LCG Lantech to include the Swimming Pool roof replacement design.
- Construction Phase: The Pool roof replacement will be included in the School project's bid documents as a distinct Additive Alternate.
- Cost Tracking: All costs associated with the design and construction of the Swimming Pool Roof Replacement will be funded exclusively through local funding. To ensure full transparency, the Additive Alternate for the Swimming Pool Roofs Replacement will include its own specific bid schedule, including dedicated line items for Mobilization, General Conditions, and direct construction costs.

Resolution No 03-26-2030 requests that the FY 2026 Budget be amended to reflect a transfer of funds, in the amount of \$1,000,000, from Secure Rural Schools Fund Reserves to the Swimming Pool Roofs Replacement CIP Fund for the replacement of the Swimming Pool building's sloped roof and flat roofs and authorizing its expenditures.

**CITY AND BOROUGH OF WRANGELL
RESOLUTION No. No 03-26-2030**

A RESOLUTION OF THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA, AMENDING THE FY 2026 BUDGET BY TRANSFERRING \$1,000,000 FROM THE SECURE RURAL SCHOOLS FUND RESERVES TO THE SWIMMING POOL ROOFS REPLACEMENT CIP FUND AND AUTHORIZING ITS EXPENDITURES

WHEREAS, the City and Borough of Wrangell, Alaska adopted the budget for all funds of the City and Borough of Wrangell, Alaska for the fiscal year 2025–2026 and requires that the Borough Assembly approve any budget amendments over those amounts adopted; and

WHEREAS, the Swimming Pool Roofs Replacement is a significant infrastructure improvement project for the City and Borough of Wrangell; and

WHEREAS, the City and Borough of Wrangell commits to replacing the roofs in combination with the Schools Renovation project to maximize public funds and operational efficiency; and

WHEREAS, a transfer from the Secure Rural Schools Fund Reserves to the Swimming Pool Roofs Replacement CIP fund, in the amount of \$1,000,000, is required in the FY26 capital budget for project funding.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA THAT:

Section 1: The Assembly of the City and Borough of Wrangell hereby amends the FY2026 Budget by transferring \$1,000,000 from the Secure Rural Schools Fund Reserves to the Swimming Pool Roofs Replacement CIP fund and authorizes its expenditures.

PASSED AND APPROVED BY THE ASSEMBLY OF THE CITY & BOROUGH OF WRANGELL, ALASKA THIS ___DAY OF MARCH 2026.

CITY & BOROUGH OF WRANGELL

Patricia Gilbert, Borough Mayor

ATTEST: _____
Kim Lane, MMC, Borough Clerk

CITY & BOROUGH OF WRANGELL, ALASKA BOROUGH ASSEMBLY AGENDA STATEMENT

<u>AGENDA ITEM TITLE:</u>	<u>DATE:</u>	March 24, 2026
	<u>Agenda Section</u>	13

RESOLUTION No. 03-26-2031 A JOINT RESOLUTION OF THE CITY AND BOROUGH OF WRANGELL, THE CITY OF KETCHIKAN, AND THE KETCHIKAN GATEWAY BOROUGH SUPPORTING THE CREATION OF A MARITIME PROSPERITY ZONE AND NOMINATING THE SOUTHEAST ALASKA MARITIME INDUSTRIAL CORRIDOR FOR FEDERAL DESIGNATION

SUBMITTED BY:

Mason Villarma, Borough Manager

FISCAL NOTE:

Expenditure Required:

Fiscal Year (FY):	Amount: \$

Amount Budgeted:

FY:	\$

Account Number(s):

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Account Name(s):

Enter Text Here	
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Unencumbered Balance(s) (prior to expenditure):

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Reviews/Approvals/Recommendations

<input type="checkbox"/>	Commission, Board or Committee
Name(s)	
Name(s)	
<input type="checkbox"/>	Attorney
<input type="checkbox"/>	Insurance

ATTACHMENTS: 1. RES 03-26-2031 2) Maritime Action Plan (MPZs pg. 6)

RECOMMENDATION MOTION:
Move to Approve Joint Resolution No. RES 03-26-2031.

SUMMARY STATEMENT:

Consideration of a joint resolution of the City and Borough of Wrangell, the City of Ketchikan, and the Ketchikan Gateway Borough supporting the creation of Maritime Prosperity Zones and formally nominating the Southeast Alaska Maritime Industrial Corridor — centered on the communities of Wrangell and Ketchikan — for federal designation as a Maritime Prosperity Zone.

BACKGROUND:

Federal policy initiatives, including Executive Order 14269, have identified the need to strengthen and revitalize the United States maritime industrial base through investment in shipbuilding, ship repair, maritime logistics, port infrastructure, and workforce development. The communities of Wrangell and Ketchikan possess strategic maritime assets, including existing shipyard infrastructure, developable industrial waterfront, deepwater access, and access to low-cost renewable hydroelectric power.

Wrangell is actively advancing development of expanded maritime industrial infrastructure, including a deepwater port and marine industrial yard, while Ketchikan continues modernization and expansion of one of Alaska's largest ship repair facilities. Together, the communities have undertaken regional planning efforts and engaged federal partners regarding the potential to support future maritime operations, including United States Coast Guard and NOAA missions.

Designation of the Southeast Alaska Maritime Industrial Corridor as a Maritime Prosperity Zone is intended to catalyze private investment, support workforce and housing development, enhance regional transportation efficiency, and strengthen national maritime resilience and economic competitiveness.

CITY AND BOROUGH OF WRANGELL**RESOLUTION No. 03-26-2031**

A JOINT RESOLUTION OF THE CITY AND BOROUGH OF WRANGELL, THE CITY OF KETCHIKAN, AND THE KETCHIKAN GATEWAY BOROUGH SUPPORTING THE CREATION OF A MARITIME PROSPERITY ZONE AND NOMINATING THE SOUTHEAST ALASKA MARITIME INDUSTRIAL CORRIDOR FOR FEDERAL DESIGNATION

WHEREAS, the United States has recognized the need to strengthen and revitalize the nation's maritime industrial base—including shipbuilding, ship repair, maritime logistics, port infrastructure, and workforce development—to enhance national security, economic resilience, and maritime competitiveness; and

WHEREAS, on April 9, 2025, the President of the United States issued Executive Order 14269, "Restoring America's Maritime Dominance," directing federal agencies to strengthen the maritime industrial base and explore policy tools, including Maritime Prosperity Zones, to catalyze private investment and expand domestic maritime capacity; and

WHEREAS, the Executive Order directs the United States Department of Transportation (USDOT) and the United States Maritime Administration (MARAD) to advance policies supporting shipbuilding, maritime manufacturing, port infrastructure, and workforce development across the United States; and

WHEREAS, Southeast Alaska occupies a strategic geographic position supporting maritime activity across the Arctic, North Pacific, and West Coast, and expanded maritime industrial capacity in the region can support national missions including Arctic maritime logistics, maritime safety, fisheries enforcement, scientific research, and national defense operations conducted by the United States Coast Guard and the National Oceanic and Atmospheric Administration (NOAA); and

WHEREAS, Ketchikan is home to one of the largest ship repair facilities in Alaska, supporting commercial fleets, government vessels, and maritime operators throughout the North Pacific region, while the City and Borough of Wrangell is actively advancing the development of expanded maritime industrial infrastructure, including deepwater port facilities and a marine industrial yard capable of shipbuilding and supporting vessel repair, marine fabrication, and maritime logistics; and

WHEREAS, the City and Borough of Wrangell has taken significant steps toward establishing this maritime industrial capacity, including entering into a Memorandum of Understanding and lease framework with JAG Marine Group to advance the development of a marine service yard and shipyard facility, and commissioning The Pearlson Group to complete 30 percent engineering design, with project cost estimates anticipated in June 2026; and

WHEREAS, the City and Borough of Wrangell and the City of Ketchikan have each submitted strategic planning materials and white papers to the United States Coast Guard outlining the potential for expanded maritime infrastructure and vessel support capacity to support future federal maritime operations in Southeast Alaska; and

WHEREAS, the communities of Wrangell and Ketchikan collectively possess a rare combination of existing shipyard infrastructure, developable industrial waterfront, deepwater access, renewable energy resources, and regional collaboration, uniquely positioning the Southeast Alaska Maritime Industrial Corridor to scale maritime infrastructure capable of supporting future homeporting of new United States Coast Guard assets, a capability we believe is unmatched along the northern Pacific coast of the United States; and

WHEREAS, the communities of Wrangell and Ketchikan are both served by the Southeast Alaska Power Agency (SEAPA) hydroelectric system, providing some of the lowest-cost and most reliable renewable power in Alaska and creating a significant competitive advantage for energy-intensive maritime and industrial development; and

WHEREAS, the two communities share a commitment to building regional capacity together, recognizing that collaboration across Southeast Alaska can more effectively support housing development, workforce training pipelines, energy infrastructure, and industrial growth; and

WHEREAS, strengthening maritime infrastructure in Southeast Alaska will enhance the resilience of the United States maritime transportation system while supporting commercial shipping, fisheries, federal maritime missions, and national defense activities; and

WHEREAS, the construction of a state-of-the-art shipyard facility in Wrangell and the continued expansion and modernization of the shipyard in Ketchikan are expected to generate meaningful economic development throughout Southeast Alaska, including increased maritime commerce, expanded freight movements, and improved logistics efficiency; and

WHEREAS, increased maritime industrial activity between Wrangell and Ketchikan has the potential to increase barge freight volumes and create economies of scale that may reduce transportation costs for businesses and residents throughout the region; and

WHEREAS, the City and Borough of Wrangell, the City of Ketchikan, and the Ketchikan Gateway Borough desire to formally nominate their combined maritime assets as the "Southeast Alaska Maritime Industrial Corridor," centered on the communities of Wrangell and Ketchikan, for consideration as a federal Maritime Prosperity Zone.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF WRANGELL, ALASKA:

that the City and Borough of Wrangell, the City of Ketchikan, and the Ketchikan Gateway Borough jointly support the establishment of Maritime Prosperity Zones as a federal policy tool to revitalize the United States maritime industrial base.

BE IT FURTHER RESOLVED that the three municipalities hereby jointly nominate the Southeast Alaska Maritime Industrial Corridor, consisting of the communities of Wrangell and Ketchikan, for consideration as a designated Maritime Prosperity Zone by the United States Maritime Administration (MARAD), the United States Department of Transportation (USDOT), and the United States Congress.

BE IT FURTHER RESOLVED that the municipalities commit to continued regional collaboration to advance maritime infrastructure development, workforce training, housing development, energy infrastructure, and private-sector investment within the Southeast Alaska Maritime Industrial Corridor.

BE IT FURTHER RESOLVED that copies of this resolution shall be transmitted to the President of the United States, the United States Secretary of Transportation, the United States Maritime Administration, the Alaska Congressional Delegation, the Governor of Alaska, and the Alaska Legislature requesting their support for the designation of the Southeast Alaska Maritime Industrial Corridor as a Maritime Prosperity Zone.

PASSED AND APPROVED BY THE ASSEMBLY OF THE CITY & BOROUGH OF WRANGELL, ALASKA THIS 24TH DAY OF MARCH 2026.

CITY & BOROUGH OF WRANGELL

Patricia Gilbert, Borough Mayor

ATTEST: _____

Kim Lane, MMC, Borough Clerk

CITY OF KETCHIKAN

Res No. _____

Bob Sivertsen, City Mayor

ATTEST: _____

Kim Stanker, MMC, City Clerk

KETCHIKAN GATEWAY BOROUGH

Res No. _____

Austin Otos, Borough Mayor

ATTEST: _____

Kacie Paxton, MMC, Borough Clerk



AMERICA'S MARITIME ACTION PLAN

FEBRUARY 2026

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“We will soon revitalize our once-great shipyards with hundreds of billions of dollars in new investments and people coming from all around the world...to build ships in America. We want them built in America.”

Donald J. Trump

45th and 47th President of the United States of America

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Introduction

Thanks to the leadership and vision of President Donald J. Trump, the United States is decisively moving towards a new Maritime Golden Age by expanding commercial shipbuilding capacity, building a resilient workforce, and strengthening alliances that advance both our nation's economic prosperity and its national security. For decades, the nation's strategic position and shipbuilding industrial capacity have weakened due to a lack of strategic focus, cumbersome Government procurement processes, and a lack of strategic support for construction of commercial vessels in domestic shipyards. There has also been a degradation of Federal financial investment in the Maritime Industrial Base (MIB), which, when coupled with a dearth of private investment in the MIB and unnecessary regulatory burdens, have slowed the construction of ships and other critical infrastructure while driving up costs and disincentivizing the operation of ships under the U.S. flag. American shipbuilding capacity has withered, while strategic competitors have rapidly, and often unfairly, expanded and solidified their market share.

Less than one percent of new commercial ships are built in the United States. With only 66 total shipyards—consisting of eight active shipbuilding yards, 11 shipyards with build positions, 22 repairs yards with drydocking, and 25 topside repairs yards—the United States does not have the capacity necessary to scale up the domestic shipbuilding industry to the rate required to meet national priorities. Strategic competitors, meanwhile, dominate the market and build ships at a fraction of the cost of U.S. production. This status quo poses significant security and supply chain dependency issues. A self-sustaining domestic shipbuilding sector is critical for national and economic security. The United States can neither afford for its trade to and from foreign markets to be ferried almost entirely on foreign-built, -crewed, and -flagged ships, nor for the MIB to be unable to build and maintain the vessels the United States needs to defend American interests on the high seas. The Trump Administration seeks to reconstitute those means here.

On April 9, 2025, President Trump signed Executive Order (E.O.) 14269, "*Restoring America's Maritime Dominance*," which calls for the development of a Maritime Action Plan (MAP). This seminal document, informed not only by domestic imperatives but also by international realities, outlines targeted steps to rejuvenate the MIB. The MAP is developed by the Secretary of State and Assistant to the President for National Security Affairs (APNSA) and the Director of the Office of Management and Budget (OMB), in coordination with the Secretary of War, the Secretary of Commerce, the Secretary of Labor, the Secretary of Transportation, the Secretary of Homeland Security, and the United States Trade Representative (USTR). It charts a course to reclaim America's maritime strength, ensuring the Nation can defend its interests and ferry its trade.

Delivering on this vision requires more than investment. The MAP calls for policies that modernize government procurement processes and streamline regulations to accelerate shipbuilding and reduce costs. By streamlining regulatory processes, strengthening interagency coordination, and providing reliable long-term funding and demand for U.S.-built ships, shipyards, and mariners, America will rebuild maritime strength at the speed and scale required to meet the challenges of today and the future.

Marco A. Rubio
Assistant to the President for National Security Affairs

Russell Vought
Director of the Office of Management and Budget

Pillar I: Rebuild U.S. Shipbuilding Capacity and Capabilities

Recent data shows that the United States constructs less than one percent of commercial ships globally. Rebuilding America's shipbuilding industrial capacity is critical to restoring America's maritime strength.

Through a series of actions, the United States will accelerate shipyard modernization, broaden supply-chain diversification, and trigger the growth of a ready fleet of ships built in the United States and operated under the U.S. flag, while ensuring fiscal discipline and interagency alignment across Federal agencies. The result will be measurable security and economic returns.

Pillar I of this comprehensive, coordinated action plan lays out the urgent steps needed to rebuild the Nation's shipbuilding capacity, including:

- Increasing domestic shipbuilding capacity;
- Incentivizing investment in U.S. shipyards;
- Establishing Maritime Prosperity Zones to incentivize and align new domestic and allied investment in U.S. maritime industries and waterfront communities;
- Addressing myriad supply and demand issues; and,
- Reducing dependence on unreliable suppliers through heightened cooperation with allies and partners.

Increase Domestic Shipbuilding Capacity

Increasing domestic shipbuilding capacity is the cornerstone of the Administration's strategy to restore America's maritime strength and self-sufficiency. The objective is not merely to grow the number of vessels built in the United States, but to reconstitute a resilient MIB capable of self-sustained production, rapid mobilization in crises, and competitive international performance. Achieving this goal requires coordinated action across procurement policy, capital investment, supplier resilience, and workforce development so that shipyards, suppliers, and training institutions can make multi-year plans, recover from chronic underinvestment, and scale production without recurring stop-start cycles.

The U.S. commercial shipbuilding industry supporting the construction of large ocean-going ships is limited. There are only eight U.S. shipyards that can build vessels greater than 400 feet in length. The repair base for vessels greater than 400 feet in length includes 22 shipyards with drydocking capability and 25 additional shipyards with topside repair capability. There are limited incentives for existing shipyards to seek out innovative new shipbuilding techniques or efficiency gains, while high initial capital costs deter new shipyards from being constructed.

In addition, the shipbuilding industry has been experiencing skilled worker and labor shortages. This trend is exacerbated by the Federal Government's annualized appropriations framework for procurements of vessels by Federal agencies, which can lead to inconsistent vessel orders and stop-start production delays. The supply base has become consolidated with many critical components coming from a single supplier, creating supply chain vulnerabilities. Procurement process inefficiency, burdensome contract requirements, and cost increases have also added challenges to building new vessels.

Expanding domestic shipbuilding capacity is a whole-of-government undertaking that requires stable demand signals, targeted capital investments, supplier resilience, and expanded skilled workforce development. There is a clear empirical basis for the following recommended policy actions: multiyear contracting, strategic capital outlays, supplier and workforce investments, modular production, and digital engineering modernization all have a role to play. When implemented in an integrated, milestone-driven way, these actions will enable the United States to grow a more competitive, resilient, and productive shipbuilding industrial base that meets national security and economic objectives.

Recommended Policy Actions

- **Transform Shipbuilding, Repair, and Port Infrastructure.** Invest in upgrades for commercial shipyards to meet anticipated demand for construction and repair of the U.S.-flagged fleet. Add and modernize drydocks, heavy-lift and gantry cranes, panel lines, and automated material handling systems to support higher-rate production and large hull handling. Upgrade pier utilities (shore power, high-capacity electrical distribution, potable water, sewage, high-bandwidth communications) to support modern combat systems, sensitive electronics, and sustained yard operations. Fund terminal and rail connectivity improvements that expand capacity and capability to move shipbuilding equipment and materiel. Integrate planning data into recapitalization projects to ensure resilience to natural hazards. Prioritize projects that reduce time-to-part and time-to-hull by removing bottlenecks at the port-to-yard interface (e.g., container handling, heavy lift scheduling, last-mile rail). Encourage scalable public financing and expanded Small Shipyard Grant eligibility to medium and large yards to accelerate facility upgrades.
- **Leverage and Streamline Available Authorities and Resources.** Use and increase funding for Federal credit and grant authorities to lower the financial barriers shipyards and critical suppliers face (see Figure 1 below). Blend public and private capital for long-lived shipyard and shipbuilding component fabrication. Leverage public-private partnership (PPP) platforms to create projects that attract institutional investors while securing national-security priorities. Issue clear, long-range demand signals—multi-year funded purchase commitments and prioritized vessel or shipyard designations—that reduce cash flow uncertainty for industry and trigger private investments. Simplify and standardize application, eligibility, and compliance requirements across programs to lower administrative barriers and expedite investment.

Notable Authorities and Resources

- Defense Production Act (DPA) Title III authorities
- Industrial Base Analysis and Sustainment (IBAS) program authorities
- Small Business Investment Company Critical Technology Initiative
- Office of Strategic Capital (OSC) Financial Credit Program
- Fisheries Finance Program (FFP) financing
- Capital Construction Fund (CCF) mechanisms
- Construction Reserve Fund (CRF) tax deferral benefits
- Title XI Federal Ship Financing Program (Title XI) loan guarantees
- Small Shipyard Grants
- Department of War (DOW) ManTech Program
- Tax-oriented tools

Figure 1: Notable authorities and resources to address financial barriers to shipyards and critical suppliers.

- **Recapitalize the Nation's Public Shipyards.** Continue funding recapitalization projects at Norfolk Naval Shipyard in Virginia, Portsmouth Naval Shipyard in Maine, Puget Sound Naval Shipyard and Intermediate Maintenance Facility in Washington, and Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility in Hawaii as well as the U.S. Coast Guard Yard in Baltimore, Maryland to restore critical industrial capacity and specialized capabilities. Add drydocks and heavy-lift capacity with projected demand for nuclear and large surface platforms. Invest in digital shipyard infrastructure and upgrade pier utilities and electrical systems to support modern combat systems and sensitive electronics. Use Shipyard Infrastructure Optimization Program lessons to inform future investments to expand these shipyards' ability to take on larger and more complex work.
- **Work with the Army Corps of Engineers (USACE) and National Oceanic and Atmospheric Administration (NOAA).** Task USACE and NOAA to assess the depths of shipping channels in major U.S. ports, inland rivers, and the Great Lakes to assess whether they meet modern shipping standards and allow maximum access to shipbuilding, and ship repair entities. Investments along this line can expand the number of working ports and shipyards and incentivizes rapid growth in the MIB.
- **Improve Planning and Design Efforts.** Fully develop performance requirements and ship design packages before production, validate technologies before integration, and prevent late-stage design changes. Improve cost estimate accuracy during the design process. Promote the use of modular designs that permit flexibility in adapting existing vessel designs to meet evolving mission needs.
- **Utilize Commercial Solutions.** Employ available commercial technologies and solutions. Adapting to commercially available designs will expand the pool of potential bidders, reduce design costs, and leverage economies of scale from commercial production runs.
- **Utilize Artificial Intelligence (AI) and Other Emerging Technologies.** Leverage AI systems to process requirements, analyze the supply chain, optimize contract language, rapidly identify potential compliance issues, and reduce administrative burdens. Use AI-driven design tools and emerging technologies such as additive manufacturing and augmented reality to improve efficiencies during the design process and construction. Invest in autonomous vessel capabilities to incentivize and expand the U.S. shipbuilding enterprise.
- **Provide Shipyard Incentives.** Explore opportunities for PPP and technology consortiums to share costs and risks in shipbuilding programs. Create tax incentives for shared infrastructure investment in areas where shipbuilders exist. Increase funding levels for existing Maritime Administration (MARAD) programs that support investment in shipyards.
- **Improve Shipbuilding Coordination.** Require a Federal Government-wide shipbuilding plan, with frequent updates, to spur investment and provide a clearer picture of agency needs.

Incentivize Investment in U.S. Shipyards

To reverse the decline in the shipbuilding industry, new actions are needed to strengthen U.S. maritime infrastructure, reduce reliance on unreliable suppliers, and enhance the global competitiveness of the U.S. shipbuilding sector. A key mechanism to promote growth is the expansion of existing Federal and state economic development incentives that encourage shipbuilders from allied nations to invest in the U.S. shipbuilding industry. Monetary incentives

include credits, rebates, and exemptions from certain tax liabilities, direct grants, financing and aid for infrastructure and site development, loan support, and funding for job training initiatives and employment programs.

The primary vehicle for these incentives is the creation of bilateral or multi-lateral PPP, which are typically managed by State-level government agencies, local-level jurisdictions, and utility service providers—collectively referred to as “economic development organizations.” The Federal Government often provides adjunct incentives through programs like SelectUSA and the U.S. Investment Accelerator, which offer immediate opportunities to support direct foreign investment in shipbuilding through coordinated permitting, regulatory guidance, and site selection/promotion.

Creating a Shipbuilding Financial Incentives Program would also attract sustained investment in infrastructure, financing tools, and incentives that enable U.S. shipyards to modernize and compete globally. Financial incentive programs with broad flexibility to stimulate private investment in commercial shipyards and vessel construction are key to the future of U.S. shipbuilding. U.S. investment is critical to provide shipyards with the capital, financing, and tax incentives needed to modernize facilities, expand capacity, and secure the long-term health of the U.S. shipbuilding sector.

Recommended Policy Actions

- **Ensure Long-Term Funding and Modernize the Federal Ship Financing Program.** Amend MARAD’s Federal Ship Financing Program (commonly referred to as Title XI) to expand eligibility, improve efficiency, and streamline program administration to align with modern program management and business practices. Review the application intake and review process by the Department of Transportation (DOT) and institute changes to reduce the average amount of time the process currently takes for review and final determinations on the approval of applications, including any needed changes to requested information to remove unnecessary, outdated, and overly burdensome requirements. These changes would make participation in the Title XI program less costly and burdensome, thereby incentivizing sustained shipbuilding activity and providing shipyards access to long-term financing for large-scale capital projects. This could ultimately help U.S. shipyards be more competitive with foreign counterparts.
- **Create a Maritime Incentives Coalition.** A Maritime Incentives Coalition comprised of Federal agencies, State governments, and economic development organizations could serve to coordinate a site readiness and infrastructure offering that is tailored to shipbuilders.
- **Increase Funding and Incentives.** Increase funding to existing Federal programs and incentives (see Figure 1 above) to expand eligibility, deal capacity, and investment attraction services for strategic maritime investments.
- **Expand Shipyard Capital Improvement Financing.** Establish a new initiative for shipyards modeled on MARAD’s successful Capital Construction Fund program for vessel owners. This would allow shipyards to establish tax-deferred accounts to reinvest earnings into infrastructure improvements, new equipment, or debt payment. By accelerating the accumulation of equity and reducing financial burdens, the program would enable shipyards to modernize rapidly, improve production efficiency, and expand capacity. With \$2.59 billion currently held in vessel-owner funds, extending this tool to shipyards offers a proven model for stimulating long-term investment in critical infrastructure.

Considerations should also be made for establishing similar programs for other segments of the maritime industry, including marine terminal operators.

- **Establish a Universal Fee on Foreign-Built Vessels from any Nation Entering U.S. Ports.** Impose a universal infrastructure or security fee on all foreign-built commercial vessels calling at U.S. ports, to be assessed on the weight of the imported tonnage arriving on the vessel. A fee of 1 cent per kilogram on foreign-built ships would yield roughly \$66 billion in revenue over ten years and a fee of 25 cents per kilogram would yield close to \$1.5 trillion in revenue, which could be used for the Maritime Security Trust Fund. As foreign-built vessels benefit from U.S. market access, this policy ensures they contribute to the long-term revitalization of America's maritime capabilities.
- **Strengthen Shipyards.** In line with the goals of the Assistance for Small Shipyards grant program, establish a new grant program to fund projects that increase the capacity and efficiency of U.S. shipyards of all sizes in order to increase high-paying jobs in the maritime sector, advance technological innovation in shipbuilding, and reduce reliance on foreign shipyards.

Establish Maritime Prosperity Zones to Catalyze Shipbuilding Investment and Workforce Growth

Strengthening the U.S. maritime industry requires a strategic infusion of capital into the communities that sustain maritime readiness. The establishment of new Maritime Prosperity Zones (MPZs), modeled after President Trump's highly successful 2017 Opportunity Zones (OZs) concept, will incentivize and leverage domestic private capital and allied investment in America's maritime industries and waterfront communities.

Recommended Policy Actions

- **Strengthen Interagency Coordination.** Designate the Secretary of Commerce as the official responsible for the selection of MPZs in consultation with the Secretary of Treasury, Secretary of Transportation, Secretary of Homeland Security, the Director of OMB, and Secretary of War. Authorize the Secretary of Commerce to designate 100 MPZs, with each MPZ designated for a period of ten years.
- **Extend MPZ Designation.** Ensure eligibility for MPZ designations includes maritime supply chain entities, workforce development and educational institutions, and advanced manufacturing initiatives to strengthen industrial base capacity and readiness. Employ the North American Industrial Classification System codes used for qualified OZ business and business property designations to encompass maritime supply chain industries. Allow qualified OZ businesses and business properties to include entities substantially engaged in the education and training of the MIB.
- **Expand Geographic Representation.** Ensure MPZs are geographically diverse and include areas outside traditional coast shipbuilding and ship repair centers, including river regions, the Great Lakes, Alaska, Hawaii, and U.S. territories in addition to the east and west coasts of the United States and the Gulf of America. Account for OZ 2.0 provisions set forth under the One Big Beautiful Bill Act.

Address Supply and Demand Issues

The United States faces gaps in the supply of, and demand for, the capabilities and capacity of its maritime industry. Now is a critical time in America's maritime history, as decades of

industrial decline have significantly eroded shipbuilding capacity, the U.S.-flagged fleet, and the health of the MIB.

The U.S. Government (USG) currently possesses a wide array of programs and authorities that could be used to address the gaps and sustain and grow the demand for the U.S. maritime industry. Existing programs include Federal support for shipping, shipbuilding, mariner education and training. These programs and authorities, however, can be utilized more effectively to support the maritime industry. Reform and expansion of existing programs and authorities, combined with the implementation of new programs, could help the United States meet the statutory obligations to support the merchant marine, outlined in 46 U.S.C. § 50101.

Recommendations for program modifications and additional authorities to sustain and grow the industry are summarized below.

Recommended Policy Actions

- **Increase Federal Financing and Incentives.** Expand and modernize Federal financing and tax incentives (*i.e.*, Title XI, CCF, CRF, accelerated depreciation, tax credits) to lower the after-tax cost of vessel construction and shipyard investments, and create dedicated credit or loan programs for major shipyard capital projects. Clear, flexible, long-term financing and predictable tax treatment will improve cash flow and make U.S. shipbuilding and yard upgrades financially viable. Refundable production-based tax credits tied to the output of maritime vessels could send the strongest signal to producers, while minimizing allocation decision politics.
- **Stimulate U.S.-Flag Fleet Growth.** Create market signals and streamlined processes such as restructured operating subsidies, multiyear participation agreements, guaranteed cargo or procurement commitments, and a Strategic Commercial Fleet (SCF) procurement vehicle. Reliable revenue streams and targeted procurement commitments will trigger private investment in U.S.-built and U.S.-flagged commercial vessels.
- **Deliver Regulatory Relief.** Reform regulations to favor domestic shipbuilding and repairs. This can be done through a series of actions including streamlining reflagging and equivalency reviews, strengthening the “U.S.-built” definition over time to grow supplier capacity that would further require ship materials to be American Made, tightening repair duty loopholes, and reducing retrofit compliance frictions (*e.g.*, de-link U.S. Clean Air Act requirements from issuance of the Engine International Air Pollution Prevention [EIAPP] certificate). These changes will redirect more repair and modification work and component production to U.S. shipyards while managing short-term supplier constraints.
- **Strengthen Resilience.** Invest in industrial base resilience and enabling infrastructure through grant and financing programs focused on shipyards and the vessel construction industrial base, expanding Port Infrastructure Development Program (PIDP) funding and eligibility, and increasing USCG review and inspection capacity. These efforts may reduce chokepoints, protect suppliers, and speed construction and sustainment throughput.

Leverage International and Industry Partnerships

Strengthening the U.S. maritime sector requires leveraging international and industry partnerships. Close coordination with allies and partners will align trade policies to enhance investment in the U.S. maritime sector. Diplomatic engagement and coalition building ensures that U.S. trade enforcement measures are reinforced by allied action, while targeted incentives encourage shipbuilders from partner nations to invest directly in America's MIB. Together, these approaches extend U.S. market signals internationally, create a more level

playing field for shipping and shipbuilding, and expand access to capital and capacity critical to restoring the U.S. fleet.

Engagement with U.S. allies and trading partners ensures that their policies are aligned with key goals like promoting domestic shipbuilding. The United States Trade Representative (USTR), in consultation with the Secretary of State and Secretary of Commerce, is engaged with U.S. trading partners on trade agreements to make bilateral trade more reciprocal and to align with the United States on economic and national security matters. These discussions have focused on proactive investment partnerships with allies and trusted partners. By creating clear pathways for foreign direct investments in U.S. shipyards, suppliers, and maritime infrastructure, the United States can expand domestic capacity, while reinforcing relationships abroad. Existing incentive mechanisms across Federal, state, and local governments—including tax credits, loan guarantees, and workforce training programs—can be valuable tools, but they are fragmented and often insufficient to attract major shipbuilders. A coordinated strategy will ensure that allied national investment supports U.S. shipbuilding, strengthens supply chain resilience, and accelerates the restoration of the MIB. The recommendations below reflect the internationally focused elements of this approach.

Recommended Policy Actions

- **Leverage Economic Diplomacy and the Agreement on Reciprocal Trade (ART) Framework.** Continue diplomatic and trade engagements by USTR with allies and trading partners under the ART Framework to secure commitments related to shipping and shipbuilding. These engagements provide an opportunity to leverage economic diplomacy and trade policy in support of MAP implementation. To date, President Trump has secured at least \$150 billion of dedicated investment for America's shipbuilding industry; the Department of Commerce (DOC) is working to mobilize these funds to achieve the greatest investment in U.S. shipbuilding history.
- **Expand and Adapt Existing Federal Programs.** Leverage Title XI loan guarantees, the Small Shipyard Grants Program, and maritime workforce training initiatives, to increase their scale and attractiveness to foreign partners.
- **Encourage Bilateral and Multilateral Agreements.** International agreements that link market access to joint industrial development will help ensure allied investment directly contributes to reduced reliance on unreliable supply chains. A potential "Bridge Strategy" provides a multi-ship buy wherein the first ships in the contract are built in a foreign shipbuilder's home shipyard while concurrent direct capital investments are made in a U.S. shipyard they have purchased or partnered with to eventually onshore construction.

Pillar II: Reform Workforce Education and Training

Expansion of mariner training and education, modernization of the U.S. Merchant Marine Academy (USMMA), and maintenance of a comprehensive inventory of maritime training programs collectively anchor a robust, actionable plan to grow a capable and credentialed maritime workforce. Heightened attention to, and investment in, the U.S. maritime workforce will allow for expansion of the U.S. flagged fleet and align industry with both government objectives and the latest maritime education innovations.

Pillar II of the MAP recommends actions required to reform maritime workforce and education, including the following:

- Expanding mariner training and education to address workforce challenges in the maritime sector through maritime educational institutions and workforce transitions;
- Providing financial and regulatory incentives for the training of shipbuilders and U.S. credentialed mariners;
- Modernizing the USMMA through Federal investment to address urgent deferred maintenance projects and other mission-critical repairs and develop a five-year capital improvement plan based on the long-term Master Facilities Plan for the modernization of the campus; and
- Otherwise enhancing maritime training capabilities to meet industry needs

Expand Mariner Training and Education

The United States needs a sufficiently large, ready, and willing mariner workforce to crew U.S.-flagged vessels in support of national defense and economic growth, which will require collaboration and coordination across multiple agencies, including DOT, DOW, DOC, the Department of State (DOS), the Department of Labor (DOL), and the Department of Homeland Security (DHS). Mariners serving on these vessels requires a USCG Merchant Mariner Credential (MMC), which entails significant training costs and months of sea service. Over recent decades, the fleet of large oceangoing U.S.-flagged ships has shrunk, reducing opportunities for active mariners and leading to a reduction in the overall number of credentialed mariners to sail internationally. Expanding the U.S.-flagged fleet will demand a coordinated effort to recruit, train, and retain many more qualified mariners, timed to match the pace of fleet growth.

Recommended Policy Actions

- **Data Planning and Reporting.** Provide capability through USCG's Merchant Credentialing Program (MCP) and MARAD's authorities to track the pool of mariners who are credentialed, actively sailing, and willing to sail in a national emergency. Develop a web-based system for industry to report workforce-related operational and financial impacts. Produce a Mariner Mobilization Plan for surge requirements during national defense and emergency activations of the Ready Reserve Force (RRF).
- **Credentialing Modernization and Regulatory Reform.** USCG is modernizing its MCP and undertaking initiatives to strengthen the web-based mariner credentialing portal system to digitize credentialing and separate medical-certificate processing from MMC issuance. Recommend revising specific portions of the Code of Federal Regulations (CFR) to reduce duplicate exams, align deck and engine requirements, expand acceptance of approved

training, allow approved simulator training to satisfy part of the sea-service training requirements, and shorten the credentialing timeline.

- **Increase stakeholder coordination.** In addition, the establishment of a Maritime Workforce Federal Advisory Committee to work in coordination with state and local workforce development boards and obtain input and recommendations from Federal and state stakeholders and the maritime and shipbuilding industries. This would strengthen interagency coordination and provide ongoing interagency and industry guidance.
- **Maritime Workforce Recruitment and Retention Incentives.** Authorize and fund a new Mariner Incentive Program (MIP) at MARAD that would authorize a suite of programs to support mariner education, recruitment, training, and retention to meet current and future economic and national security needs. The MIP would include improvements to the existing Student Incentive Payments (SIP), which provide financial assistance to State Maritime Academy (SMA) students for tuition, training, and other costs associated with attendance. In addition, the MIP would include new financial assistance programs to encourage entering and remaining in careers in the maritime industry and assist maritime education programs. This assistance would be provided directly to the entity that offers the training, or to the students in exchange for service obligations. This will expand opportunities and reduce barriers for those interested in becoming or remaining mariners.
- **Academy Capacities and Workforce Pipelines.** Work with the SMAs to expand capacity when there is a sustained demand signal for enrollment in majors that include an MMC with an officer endorsement. DOT should increase funding for the Center of Excellence (COE) for Domestic Maritime Workforce Training and Education program, and expand support to include Registered Apprenticeships, community colleges, and accelerated trades programs to produce more credentialed mariners.
- **Military-to-Mariner (M2M).** By maximizing credit for military training and sea service toward MMC endorsements, expanding fee exemptions to all military members, formalizing equivalency guidance with National Merchant Marine Personnel Advisory Committee (NMERPAC) input, and continuing to approve reciprocity for military courses to meet training requirements, USCG can expand the application of previous military experience to increase the number of credentialed mariners. Strengthening outreach and counseling will allow transitioning service members to efficiently convert relevant skills to qualify for an MMC.
- **Regulatory and Administrative Simplifications.** Revise specific USCG CFR sections to increase sea-service crediting, streamline tonnage groups, and remove obsolete requirements. On the administrative side, eliminate Documents of Continuity and the requirement to return expired MMCs, remove burdensome renewal and assessor requirements, and simplify oath requirements by adopting a single oath. These actions will streamline and clarify the processes for mariner credentialing.
- **Training Content and Assessment Flexibility.** Approve high-fidelity simulator training to substitute for portions of required sea service and allow for “test-out” options for demonstrated competence. Streamline training approvals so that simulation and other modern innovations can safely accelerate skill acquisition and qualification.
- **Industrial Base and Interagency Workforce Support.** Coordinate and scale mariner workforce development across Workforce Innovation and Opportunity Act, Registered Apprenticeships, Pell Grants and Workforce Pell Grants under the Higher Education Act of 1965, Carl D. Perkins Career and Technical Education Act of 2006, Accelerated Training in

Defense Manufacturing (ATDM) Talent Pipeline Programs, and Additive Manufacturing COEs to expand regional training hubs, accelerate and expand trades pipelines, enhance K-12 outreach, and align education and employer demand to sustain the broader MIB. Within flexible competitive grant programs, establish new priorities for grantees to focus on shipbuilding-related training.

- **Country-to-Country Agreements.** DOS is positioned to support the interagency to develop agreements with industry and academia in allied maritime nations that support bilateral exchange opportunities. Bilateral agreements are a flexible way to foster connections at any level of education. They are also useful mechanisms to capture investment commitments from the private sector, to support U.S. shipbuilding through education and workforce development.

Modernize the U.S. Merchant Marine Academy

Strengthening the maritime industry requires that the U.S. provide robust education and training opportunities. The USMMA plays a crucial role in America's maritime industry by graduating individuals who serve as merchant marine officers in the U.S. Merchant Marine and commissioned officers in the Armed Forces. The USMMA is essential for producing the workforce America requires to support a rapid growth in commercial and military ship fleets. The Academy's campus in Kings Point, NY, is suffering from significant deferred maintenance backlogs and requires an urgent modernization effort to ensure the Academy can continue to offer the training and coursework that midshipmen are required to complete, accelerating the growth of the mariner workforce.

The USMMA has finalized a long-term Master Facility Plan that addresses mission critical repair work across the Academy's existing buildings and infrastructure. The long-term Master Facility Plan includes information on necessary budget requirements to carry out this work, planned construction sequencing and schedules, and a full inventory of the Academy's facilities and maintenance requirements.

Recommended Policy Actions

- **Address Urgent Deferred Maintenance Issues.** The Secretary of Transportation should request funding, consistent with law, to assist USMMA in addressing mission critical issues with the Academy's buildings and infrastructure. In April 2025, USACE New York District and USMMA entered into a long-term agreement for campus revitalization and modernization and are well into or have completed the required planning and design efforts. Building and infrastructure maintenance should be viewed as a continuous, ongoing effort, as many of these infrastructure and facility deficiencies have the potential to impact the health and safety of students and staff. Addressing them promptly and continuously must be a top priority.
- **Return the Academy to a State of Good Repair.** Essential improvements should be made to the campus and its infrastructure to ensure USMMA is able to continue to deliver on its mission. Some buildings and infrastructure will be demolished and replaced with new construction, when necessary, while multiple structures will be renovated to meet modern standards. The waterfront portion of the campus requires seawall, pier, and dredging renovations to mitigate the impacts of erosion, and ensure that it can continue to facilitate mariner training exercises.
- **Enhance facilities to accommodate future growth.** Additional space will be required to accommodate the Academy's long-term expansion plans, which includes a 20 percent

increase in student enrollment and a 30 percent increase in faculty positions. Several of the Academy's planned construction projects are intended to expand the campus' capacity.

Increase Support for State Maritime Academies

The Nation has also benefited from the six State Maritime Academies (SMAs). California, Maine, Massachusetts, Michigan, New York and Texas all provide support for maritime education within their state higher education systems. These schools receive Federal financial support from MARAD as well as a common curriculum that allows their students to receive MMC. The vast amount of their financial support, however, is derived from their state governments and in some cases (Texas and the Great Lakes Maritime Academies) they tailor portions of their training to the demands of their local maritime economies (oil and gas, and the ore carrying Laker fleet, respectively). In addition, during the first Trump Administration, the Federal government funded the construction of five National Security Multi-Mission Vessels (NSMV), which will serve as the school ships for the five non-Great Lakes academies and invested in the local shore infrastructure associated with the ships. These modern ships are the envy of the world's maritime education system and will allow the state maritime academies to more easily provide the summer sea term training their students require to receive their MMC with an officer endorsement and professional certifications.

Recommended Policy Actions

- **Review SMA Support and Needs.** Review existing support provided to the SMA including from the Student Incentive Payments (SIP), direct financial support to SMA, fuel assistance payments, maintenance and repair for school ships, and the NSMV program to evaluate sufficiency of support with respect to providing a needed supply of merchant mariners.

Maritime Industry Needs – Enhancing Training Capabilities

Expanding the Nation's capacity to meet its growing maritime needs requires supporting and enhancing training capabilities. There are documented shortages in labor and skills in the U.S. shipbuilding and repair industry, as well as in the pool of credentialed mariners. There are several existing programs and scalable workforce initiatives that can assist in closing the labor and skills gap and will modernize the training pipeline to build up this industrial capacity.

Inventory of Existing Training Programs and Workforce Initiatives for the Merchant Marine and Maritime Industry

- **USMMA:** Federal service academy educating deck and engineering officers; includes Sea Year experiential training and obligations for graduates to serve in the maritime industry or reserves.
- **SMAs:** Six regional academies providing graduates with USCG MMC with an officer endorsement. This program receives Federal support (operating payments, SIP, training vessel access). Also of note is the SIP program and the U.S. Navy's (USN) Strategic Sealift Midshipmen Program, which offers a stipend to support cadets at SMAs who commit to strategic sealift service.
- **COE for Domestic Maritime Workforce Training and Education:** Designated training providers (50 training locations across 17 states and Guam) that deliver maritime workforce education, Registered Apprenticeships, and applied training.

- **Small Shipyard Grant Program:** Capital and training grants targeted at small shipyards (facilities with less than 1,200 production employees) that include funding for workforce training initiatives.
- **Accelerated Training in Defense Manufacturing (ATDM):** A 16-week intensive program focused on welding, computer numerical control, metrology, additive manufacturing, etc.
- **Additive Manufacturing (AM) COE:** Technical hub (co-located with ATDM) for programs and processes like technical data package generation, vendor activation, and workforce training in additive manufacturing.
- **USN Talent Pipeline Program:** Regional hiring and training pipelines (six regions and a national pipeline) linking suppliers, trade schools, and nearly 500 participating employers.
- **MARAD U.S. Center for Maritime Innovation (USCMI):** Research and development (R&D), demonstrations, and technical assistance with training and adoption aspects for new maritime technologies.
- **Shipbuilding Workforce Development Incentive (10 U.S.C. §8696):** USN contract provision that funds Registered Apprenticeships, training, and workforce supports; tied to DOW shipbuilding projects.

Recommended Policy Actions

- **Scale proven accelerated training models.** Expand throughput, add training tracks, and replicate the ATDM model in additional maritime regions, allowing for expanded training opportunities.
- **Grow AM COE capacity geographically.** Establish additional additive manufacturing COEs in key maritime regions (West Coast, Guam, Hawaii, etc.) to accelerate technology adoption, reduce part acquisition lead times, and tie technical training to production needs. Provide grant funding and strengthen coordination among COEs, community colleges, SMAs, and industry to expand Registered Apprenticeship pipelines and align curricula with shipyard and maritime employer needs.
- **Expand talent pipelines and regional training partnerships.** Increase the number and geographic reach of talent pipeline programs and strengthen linkages between trade schools, COEs, shipyards, and employers to improve hiring, retention, and skill alignment.
- **Modernize and enlarge USMMA and SMAs.** Increase academy capacity, upgrade campus and training facilities, grow faculty and staff, and provide resources to improve recruitment and expand the pipeline of credentialed officers and sea year placements through the USMMA and SMAs, as appropriate.
- **Broaden Shipbuilding Workforce Development Incentive applicability.** Extend the USN's workforce incentive model to cover conversion, repair, and other Federally funded shipyard projects to generate wider, matched funding for Registered Apprenticeships and retention programs.
- **Increase support for mariner training and credentialing.** Streamline mariner training requirements and provider accreditation to speed credentialing; consider incentives for training costs to recruit and retain mariners.
- **Fund R&D.** Fund applied R&D while reducing innovation risk through USCMI tied to workforce curricula. This can be achieved by pilot technologies with integrated training

pathways so workers and employers can adopt new production methods without excessive operational risk.

- **Leverage contractual and grant authorities to tie training to procurement.** Require or expand contractually mandated workforce investments in shipbuilding contracts and DOW grants to create sustained training funding streams.
- **Tax treatment of merchant mariner foreign earned income.** Permit the income a U.S. merchant mariner earns while employed on a U.S.-flag vessel operating on an international route to be excluded from gross income under the Internal Revenue Code provisions that permit such an exclusion for U.S. citizens or residents living abroad.
- **Cultivate, Expand, and Retain a Skilled Maritime Workforce.** Continue investment and support for existing workforce development programs that have effectively supported the maritime workforce. Scale proven pipelines and rapid training models to meet both surge hiring and long-term skill demand. Expand investment in workforce development resources, such as regional talent pipelines, community college, vocational-technical schools, Registered Apprenticeship partnerships, and K-12 outreach, so that trade skills (e.g., welding, computer numerical control [CNC] machining, non-destructive testing [NDT], additive manufacturing) and qualified workers meet demand. Tie workforce grants and training funding to shipbuilding and repair contracts to ensure sustained training pipeline. Strengthen mariner credentialing and military-to-mariner transitions to expand the pool of merchant mariners and surge capacity for mobilization. Invest in local infrastructure and quality-of-life support with an emphasis on quality, affordable housing through PPP where large workforce influxes are expected, to retain workers and stabilize labor markets.
- **Invest in Workforce Development.** Promote DOL's Industry-Driven Skills Training Fund grant program and other shipyard-specific training partnerships, such as Registered Apprenticeships, in critical areas such as ship fitting, welding, and electrical installation. Create tax savings opportunities for MIB vendors that support career training programs. Develop "incubator" funding opportunities that incentivize shipbuilders to focus capital investments on emerging technology to prepare the MIB workforce for the future of shipbuilding. Provide Federal housing loan guarantees for shipbuilding workers, like Department of Veteran Affairs loans. Integrate shipbuilders with the USN Reserve to create a reserve force skilled in ship repair, with reserve unit drill benefits to the shipbuilders. Enact the Administration's Fiscal Year (FY) 2026 request for a single, flexible Make America Skilled Again grant program to make it easier for States and localities to make effective investments in shipbuilding-related training and reauthorize the Workforce Innovation and Opportunity Act to reflect simplified grant program structure.

Pillar III: Protect the Maritime Industrial Base

Strengthening trade, Federal procurement, and market signals are the levers that align commercial incentives with national security. Effective trade policy, customs enforcement, allied coordination, and Federal acquisition reform will generate predictable demand for U.S.-built and U.S.-flagged vessels.

Under President Trump's E.O. 14275, "*Restoring Common Sense to Federal Procurement*," the Federal Government is undertaking a revolutionary overhaul of the Federal Acquisition Regulation (FAR). In August 2025, OMB's Office of Federal Procurement Policy announced the launch of a historic update to the FAR, making the most significant reform to Federal commercial buying procedures in over four decades. Among other things, the FAR overhaul will make it easier for agencies to leverage commercially available solutions.

Pillar III of the MAP lays out the urgent steps needed to protect the MIB and strengthen demand signals, including:

- Strengthen requirements for shipping government-impelled and commercial cargoes on U.S.-flagged vessels;
- Impose a Land Port Maintenance Tax to balance payments from importations across land ports versus maritime ports;
- Streamline and improve acquisition processes for USG vessels while reducing change orders; and
- Consider actions, as appropriate, based on USTR's investigation of the People's Republic of China's (PRC) targeting of the maritime, logistics, and shipbuilding sectors for dominance.

Strengthen Preference Requirements

Waterborne vessels are the leading transportation mode for U.S. international trade in goods, moving 41.5 percent of the United States' global trade value, or \$2.1 trillion, with imports accounting for nearly twice the share of exports. The vast majority of these vessels are built abroad despite primarily being used to access the U.S. market. Foreign dominance of global container shipping has accelerated the decline of domestic shipbuilding capacity as well as the shrinkage of the U.S. mariner labor pool. This status quo puts at risk American maritime self-reliance and presents significant economic and national security vulnerabilities. Actions should thus be taken to promote the use of U.S.-built, flagged, and crewed ships that participate in international trade.

Recommended Policy Actions

- **Institute a New United States Maritime Preference Requirement (USMPR).** As ships are being built in the United States, require high-volume exporting economies to transport a gradually increasing percentage of their U.S.-bound containerized cargo on qualifying U.S. vessels.
- **Expand Cargo Preference Requirements and Streamline Enforcement.** As ships are being built in the United States, require an increasing percentage (up from 50 percent) of civilian U.S. Government agency cargoes to move on U.S.-flagged vessels to strengthen the economic foundation of the fleet, helping to ensure sufficient tonnage and crew availability for mobilization in a crisis. MARAD's authority to enforce compliance and issue

waivers streamlines coordination across the USG, while reducing risk of shortfalls in sealift readiness.

- **Modify the Cargo Preference Three-Year Eligibility Rule.** Reforms to this rule are slated to go into effect in 2030. Immediate implementation of reforms to the three-year eligibility rule would accelerate fleet growth and expand the pool of mariners available to crew vessels during national emergencies. By reducing entry barriers while maintaining commitments to emergency preparedness agreements, this measure enhances America's ability to mobilize commercial assets when needed.

Establish the Land Port Maintenance Tax

The Land Port Maintenance Tax (Fee) directly addresses the diversion of cargo from U.S. ports of entry by leveling the playing field between land ports and seaports. The absence of a fee comparable to the Harbor Maintenance Tax at land ports incentivizes shippers to route cargo through land borders, undermining the competitiveness of U.S. maritime ports and creating disparities in infrastructure funding. The Land Port Maintenance Tax (Fee) would generate dedicated funding to enhance the safety, efficiency, and capacity of U.S. land ports of entry.

Recommended Policy Action

- **Establish the Land Port Maintenance Tax (Fee).** Create a funding mechanism for land ports of entry that is equivalent to the existing Harbor Maintenance Tax (Fee) for seaports. Merchandise entering the United States through land ports of entry would be subject to a modest tax (0.125 percent of the value of the merchandise), ensuring that land ports contribute equitably to the costs of maintaining and improving critical trade infrastructure. Funds collected under this tax will be deposited into the newly established Land Port Maintenance Trust Fund (LPMTF), which will support the planning, design, construction, maintenance, and improvement of land port infrastructure. Up to 10 percent of the funds will be allocated to the LPMTF's administrative expenses, ensuring efficient and effective implementation.

Improve Government Procurement Efficiency

Maintaining a powerful maritime presence is strategically important for America's defense posture, commercial objectives, and scientific missions. The ability to project maritime capability, secure borders, conduct scientific research, and sustain maritime infrastructure is heavily reliant on a resilient, efficient, and innovative shipbuilding industrial base. However, current Federal vessel acquisition strategies are fragmented, overly complex, and often duplicative across agencies—resulting in delays, increased costs, and underutilized industrial capacity.

The USG must ensure its acquisition program management practices and procurement processes facilitate modernization of domestic shipbuilding capabilities, improve competitiveness, and accelerate delivery of technologically advanced vessels. The recommendations below focus on streamlining processes, improving requirement definitions, enhancing competition in shipbuilding, and increasing the use of emerging technologies.

Recommended Policy Actions

- **Improve Procurement Efficiency.** Utilize multiyear and multivessel procurement strategies with stable funding to leverage a single contract over multiple years and vessels, reduce per-unit costs, stabilize the industrial base, and ensure production continuity. Departments should seek to ensure stable designs, cost savings from utilization, and

alignment with industrial base capacity before leveraging these procurement strategies. By committing to multiple hulls at once, the Government can drive down procurement costs through economies of scale, reduce the risk of production delays, and provide shipbuilders with the predictability needed to retain skilled labor and justify capital investments. Consider flexible procurement authorities to enable procurements that are profitable for industry while protecting Government equities.

- **Improve Contract Efficiency.** Reduce administrative burden and simplify reporting and inspection requirements, focusing on performance-based outcomes. Reduce the current level of contract deliverable line items to the bare minimum and drastically reduce or outright eliminate change orders. If allowed at all, change orders must not be about convenience, but rather require an end-use purpose such as increase of production cadence, cost reduction, or solution of a capability or safety issue. Offer incentive payments for Government priorities such as meeting or exceeding delivery schedules, and penalizing failure to meet contract requirements.
- **Continue to Develop and Refine Forecasts of Future Vessel Needs.** The USN, USCG, NOAA, Customs and Border Protection (CBP), and other USG entities produce forward-looking estimates of vessel needs, drawing on data on operational needs as well as forecasts of future fleet requirements and budget resources. These forecasts provide the maritime industry with a degree of certainty with respect to future shipbuilding demand and allow for demand to be calibrated to industrial capacity.
- **Streamline Acquisition Processes.** Expand the use of the Vessel Construction Manager (VCM) model for recapitalization in which agencies enter into a contract with a commercial ship owner-operator to manage the construction of a new vessel, who in turn negotiate and enter into a commercial vessel construction contract with a U.S. shipyard to produce the vessel. Departments should seek to utilize the VCM model to the maximum extent practicable for the procurement of all auxiliary vessel platforms.
- **Expand Use of Other Transaction Authorities and Commercial Off-the-Shelf Products.** In alignment with the revolutionary FAR overhaul, expand and leverage agencies' Other Transaction Authorities and similar authorities and directives to eliminate mandatory waiting periods, allow same day evaluation, and permit negotiation of all terms and conditions, among other things. Use commercial off-the-shelf products with lifecycle support agreements to maintain upgradability and through the Administration's transformation of the FAR, streamline acquisitions processes to reduce approval layers and standardize decision-making frameworks across Federal agencies.
- **Improve Requirements Definitions.** Acquisition program cost and schedule risks often arise when vessel construction begins before designs are fully developed or validated. To improve requirements definitions, increase interagency collaboration to foster early and sustained dialogue between technical stakeholders, operators, and acquisition professionals to refine scope before Request for Proposal release, and expand use of requirements management tools to improve coordination between stakeholders. Where appropriate, use a design-bid-build approach to ensure designs are fully validated before construction awards are made. Identify and consider eliminating redundant or low-value Federal Government reviews, simplify regulations, and improve mission needs statements and program objective memoranda through coordination with working groups, better utilization of the Government Shipbuilding Council, and increased cross-agency collaboration. Agencies should work together to determine whether designs for existing vessels for one agency could be leveraged for other applications. Agencies should consider

employing the VCM model as an acquisition method that improves requirements definitions and limits design changes. Lastly, agencies should increase commitment and funding during the preliminary and contract design phases to reduce risk and cost overruns.

- **Enhance Competition in Shipbuilding.** Introduce contract incentives including rewarding performance, timely delivery, cost-saving innovations, and lifecycle support commitments to reduce delays in contract awards. Improve transparency by communicating long-term acquisition plans and promoting consistency by publishing evaluation criteria and improving feedback mechanisms to increase bidder confidence and participation. Utilize the VCM model as a method to expand U.S. industrial base capacity and capabilities which can contribute to healthier competition.
- **Optimize Shipbuilding Processes.** With exception of warships, use designs of existing mature or modular commercial or government (domestic and international) vessels that can be adapted to multiple agency mission needs with minimal modification, with military modifications reserved for the post-delivery period. Increase collaboration between agencies and identify lead agencies for expertise in leading a larger acquisition program across multiple agencies to achieve economies of scale. Use independent third-party assessors and VCMs for oversight, and right-size the oversight of production and number of requirements imposed on shipyards across defense primes and service branches. The Government should retain intellectual property as an element of shipbuilding contracts to preserve the ability to maintain and modernize platforms over time and ensure operational independence from sole-source sustainment arrangements. Include the provisioning of spare parts for initial maintenance availabilities within shipbuilding contracts, reducing vulnerability to long lead times on parts that are produced by sole-source manufacturers on demand. This will reduce the need for cannibalizing parts from other ships, wait times, and deferred maintenance backlogs.
- **Increase Use of Emerging Technologies.** Explore targeted Federal Government support such as grants and cost-sharing mechanisms to help U.S. shipyards invest in emerging technologies for shipbuilding and maintenance. Increase the use of those technologies to support all components of vessel procurement including design, acquisition, supply chain management, construction, operation, and maintenance. Expand the use of AI, digital twin technology and additive manufacturing, as well as integrating autonomous systems where appropriate, especially in research and surveillance missions. Leverage the domestic shipbuilding industrial base to develop modern designs with greater military utility to meet or exceed the most up-to-date commercial standards for fuel type, emissions, safety systems, IT security technologies, and Arctic and ice-class construction capabilities. Create incentives for industry to adopt emerging technologies that increase efficiency and reduce construction or operating costs.
- **Engage International Partners.** Foreign shipbuilders produce ships for a fraction of the cost of production in the United States. Engage with allied maritime nations on shipbuilding best practices and incorporate related model evaluation criteria into source selections.
- **Leverage Commercial Standards and Designs.** Review all ship, vessel, and craft programs to identify opportunities where proven commercial shipbuilding standards can be adopted. By drawing on established commercial models, the Government can reduce costs, shorten delivery times, and strengthen the domestic industrial base.

- **Streamline Acquisition Frameworks.** Current USCG Major and Non-Major System Acquisition Manuals create unnecessary delays and complexity. Updating these manuals, while ensuring transparent and reliable acquisition data across DHS, will allow leaders to manage risk more effectively and deliver needed capabilities on time.
- **Expedite Government Contracting.** Utilize sole source contracting authority as appropriate for the purpose of shipyard industrial modernization.

Actions in the Investigation of the People's Republic of China's Targeting of Maritime, Logistics, and Shipbuilding Sectors

In 2024, USTR initiated an investigation of China's acts, policies, and practices targeting of the maritime, logistics, and shipbuilding sectors for dominance under Section 301 of the Trade Act of 1974, as amended (the "Trade Act"). Based on the information obtained during the investigation, on January 16, 2025, USTR released a public report on the investigation. The "Report on China's Targeting of the Maritime, Logistics, and Shipbuilding Sectors for Dominance" supports the determination that China's targeting of the maritime, logistics, and shipbuilding sectors for dominance is unreasonable and burdens or restricts U.S. commerce and thus is actionable.

On the basis of a two-day public hearing, nearly 600 comments from the public, consultations with other government agency experts, and consultations with USTR cleared advisors, USTR took responsive action on April 17, 2025. On June 6, 2025, USTR announced a public comment process to consider proposed modifications to certain aspects of Annexes III (Service Fee on Vessel Operators of Foreign-Built Vehicle Carriers) and IV (Restriction on Certain Maritime Transport Services). On October 10, 2025, USTR announced modifications to certain aspects of the responsive action and solicited public comments on several proposed further modifications to that action.

On October 30, 2025, the United States and China reached a deal on economic and trade relations that included China's commitment to remove its retaliatory measures against U.S. responsive actions taken pursuant to the Section 301 investigation and remove sanctions imposed on various shipping entities. The U.S. has suspended for a period of one year, starting on November 10, 2025, implementation of the responsive actions outlined above.

The United States will consult with China on shipbuilding capacity issues and continue its historic cooperation with the Republic of Korea and Japan on revitalizing U.S. shipbuilding.

Pillar IV: National Security, Economic Security, and Industrial Resilience

A strong maritime industry strengthens U.S. capacity to sustain military logistics, secure vital trade routes, compete in the global maritime economy, maintain a continuous and efficient flow of goods in domestic and international commerce, and, in times of conflict, support a wartime economy. The national security, economic security, and industrial resilience pillar of the MAP includes several interrelated elements designed to translate maritime policy into a strategic advantage. These elements link industrial capacity, fleet readiness, and strategic posture. By integrating defense coordination, procurement reform, reserve readiness, and regional security strategies, these combined efforts enable ready fleets, durable industrial capacity, and measurable national security benefits and economic returns.

Pillar IV of the MAP recommends actions needed to strengthen national security, economic security, and the resilience of the maritime industry, including:

- Strengthening the security and resilience of the MIB through strengthening component supply chains;
- Increasing the fleet of commercial vessels trading internationally under the U.S. flag;
- Establishing a Maritime Security Trust Fund;
- Fostering the development of the autonomous maritime technology industry;
- Developing a strategy to secure Arctic waterways and enable American prosperity in the face of evolving Arctic security challenges and associated risks; and
- Prioritizing the recapitalization of government owned sealift vessels.

Increase the Security and Resilience of the MIB

The MIB is vital to U.S. national and economic security. The statutory basis for U.S. maritime policy affirms the need for a merchant marine to support national defense and domestic and foreign commerce. The U.S. Code establishes five key objectives, including sustaining domestic and international trade capacity, serving as a naval and military auxiliary in emergencies, ensuring U.S. ownership and operation of merchant marine vessels, maintaining high-quality U.S.-built and U.S.-crewed vessels, and providing robust shipbuilding and ship repair facilities as well as the ports to facilitate trade. During World War II, the United States produced thousands of Naval and merchant ships and trained hundreds of thousands of new sailors and mariners, which enabled the Allies to win the war. By 1946, over 70 percent of ocean-going shipping was U.S.-flagged. Today, however, the MIB, particularly in the commercial sector, faces significant challenges, lacking the capacity to meet the demands of prolonged military conflict or to support growing commercial maritime trade.

The rise and preeminence of foreign shipbuilding markets over the last three decades, which has extended also into shipping and logistics, capturing value across the maritime supply chain, has created economic security and national security risks for the United States while also weakening critical maritime supply chain resilience. To that end, the MAP aims to restore U.S. shipbuilding capacity and maritime resilience to ensure America's economic and national security.

As shipbuilding capacity expands, complementary investments in port infrastructure, material handling equipment, and freight logistics are critical to ensure that necessary raw materials and components move efficiently to and from shipyards.

Making the MIB more secure and resilient requires an integrated strategy: durable but intelligent demand signals, scaled and diversified supply chains, modernized shipyards and ports, a larger and better-trained workforce, and rapid adoption of productivity-enhancing technologies. By aligning and leveraging the full suite of existing authorities and programs, and by measuring investments against clear economic security metrics, the United States can accelerate a robust renewal of maritime industrial capacity that meets both national defense and commercial needs.

Recommended Policy Actions

- **Increase Domestic Capacity for Critical Components and Reduce Sole-Source Dependencies.** Decrease single-point failures and foreign dependence by developing domestic capacity for critical components such as large marine engines, reduction gears, propulsion shafts, propellers, forgings and castings, high-strength steels, and advanced electronics. Expand supplier development investments and vendor-qualification support to create secondary sources and shorten lead times to reduce the need for redesigns, cannibalization (*i.e.*, taking parts from one ship to keep another in operation), or workarounds during production and sustainment activities. Support vendor qualification programs and vendor-activation grants to create secondary suppliers and shorten lead times. Invest in domestic raw-material processing for strategic alloys and critical minerals where feasible. Pair supplier investments with procurement commitments and qualification roadmaps to ensure a viable business case for private investment. Enforce usage of the proper Product and Service Codes (PSC) for Federal procurement to incentivize domestic over foreign Trade Agreement Act (TAA) producers for items included in the maritime industrial base USTR exemptions. Raise domestic content price incentives.
- **Embrace Innovation, Technology, Automation and Industrial Modernization.** Adopt and integrate emerging technologies to streamline shipbuilding production, such as AI, additive manufacturing, robotics and automation, Industry-4.0 analytics, modern non-destructive testing techniques, and cold spray repair to boost productivity while reducing reliance on scarce trades. Utilize technologies that shorten part manufacturing and qualification cycles, such as Rapid Applied Materials and Processing and rapid screening of new functional materials. Institutionalize rapid-qualification pathways to accelerate the fielding of matured manufacturing technologies into production and sustainment workflows. Encourage and, as necessary, invest in R&D for modular and robotic ship building techniques to increase the efficiency of the U.S. shipbuilding industry while partnering with allied shipyards to further advance these innovative advanced automation techniques.
- **Improve Supply Chain Resilience.** Purposefully diversify the supply chain to lower the impact of single supplier or regional disruptions, enable quicker response to demand shifts, and encourage competitive pricing. Ensure that original equipment manufacturers (OEMs) outsource to other domestic shipyards as soon as they exceed their own capacity.
- **Define and Measure Clear Economic Security Metrics and Demand Signals.** Establish a defined requirement for economic security, such as the number, sizes, and types of vessels necessary to ensure the continuous flow of goods during a conflict or crisis. The effectiveness and return on investment (ROI) of MIB programs should be measured by how

well they meet the newly established requirement. The requirements should prioritize accelerating and scaling vessel construction and repair, expanding shipyard and supplier capacity, shortening procurement lead times for parts and components, lowering the unit cost of U.S.-built vessels, and broadening the number of operational ports. Maintain a government-wide shipbuilding plan to provide the market with predictable funding and multi-year demand signals that justify private capital and long-term yard investments.

Increase the Fleet of U.S.-Built and U.S.-Flagged Commercial Vessels Trading Internationally

A robust fleet of U.S.-built, U.S.-flagged commercial vessels is indispensable to national security, economic security, and industrial resilience. In times of crisis, America relies on U.S.-flagged commercial vessels and qualified mariners to move defense cargoes and sustain supply chains. However, the size of today's internationally trading U.S.-flagged fleet is insufficient to meet long-term contingency requirements or withstand attrition in a prolonged conflict. As America's shipbuilding industrial base is rebuilt, foreign-built vessels can be brought under the U.S. flag to ferry international trade as a stopgap. However, U.S.-built ships should eventually ferry the nation's international trade once America's capacity and capability for building large ocean-going ships has been restored.

Recommended Policy Actions

- **Establish a Strategic Commercial Fleet (SCF).** The creation of an SCF, consisting of internationally trading U.S.-built vessels, would provide the depth and redundancy required to sustain military logistics around the globe and ensure the continuous flow of goods to the U.S. economy. Vessels in the SCF would receive financial support for both construction and operation, leveling the playing field between the U.S. and subsidized foreign competition. By supporting both vessel construction and operations, the SCF would build long-term industrial capacity in shipyards and ensure mariners remain trained and available. Complementing the Maritime Security Program and Tanker Security Program, the new SCF would also strengthen national defense by ensuring a reliable and expandable sealift capability.
- **Fund the Maritime Security Program and Tanker Security Program to Authorized Levels.** Funding these programs to authorized levels would directly increase the number of commercial vessels that operate under the U.S. flag and ensure DOW has access to additional sealift capacity should the need arise.

Establish the Maritime Security Trust Fund

The Maritime Security Trust Fund (MSTF) would provide a dedicated, mandatory funding stream to support programs that strengthen the U.S. maritime industry and Merchant Marine. By capturing certain identified revenues, the MSTF would ensure consistent, long-term investment in America's shipbuilding capacity, fleet expansion, and maritime workforce. E.O. 14269 directs OMB, in coordination with DOT, to deliver a legislative proposal for a reliable funding mechanism to sustain MAP programs.

Recommended Policy Action

- **Establish the MSTF.** By securing stable, long-term funding, the MSTF would ensure consistent support for investments in shipbuilding, fleet expansion, industrial base resilience, and maritime workforce development. Authorized expenditures would include

programs identified as helpful for the promotion, growth, and strengthening of the domestic maritime sector.

Prioritize Robotic and Autonomous Systems

Robotic and autonomous systems (RAS) will play a central role in future conflicts. RAS are cheaper to build and more attritable than manned surface combatants and submarines. Thus, RAS can effectively fill out the “Low” of the High-Low Mix and can be ordered affordably in large quantities. RAS can also perform an array of missions – including combat operations, re-supply, and intelligence, surveillance and reconnaissance – can operate autonomously or via remote control, and can be distributed in a networked fashion across large distances.

RAS are also relatively simple to assemble modularly, meaning a host of commercial shipyards and manufacturing facilities throughout the country’s interior, as well as on both coasts, the Gulf of America, and the Great Lakes, can build RAS modules or perform final assembly. In short, their production can also be distributed, increasing both competition and shipbuilding capacity while lowering costs.

The USN is already working to incorporate RAS into the fleet. Such efforts must be accelerated, replicated, and institutionalized at scale, leveraging proven private sector designs. Steps should also be taken to standardize RAS hull designs, which can be licensed and built at shipyards and facilities throughout the country. A standardized design will reduce military specification (MIL-SPEC)-creep and enable more rapid and scalable production as well as ready availability of repair parts as needed. Again, here, priority should be placed on existing industry designs.

Recommended Policy Actions

- **Designate Areas for Streamlined Testing.** Given the rapid evolution of robotic and autonomous maritime technologies, current regulatory processes are unable to adapt to the changing nature of the industry creating difficulty for the consistent testing of these technologies within a stable regulatory framework. To ease testing for industry, USCG should establish one or more areas within the EEZ of the United States, to include the Great Lakes region, that would allow for the safe and expedited testing of commercial robotic and autonomous maritime technologies. Appropriate public comment periods should be provided to gather comments on proposed areas. USCG should seek to not excessively impact heavily utilized vessel traffic routes or productive fishing grounds and ensure each area is of sufficient size to meet the needs of industry users. Any designations should be clearly delineated on nautical charts for mariner awareness by DOC.
- **Adopt Modular and Unmanned Capabilities.** Align USCG mission sets around modular platforms, RAS, and less complex vessels where appropriate. Using these capabilities for certain operations would allow higher-end USCG cutters and patrol ships to be reserved for mission-critical requirements. This approach accelerates delivery capability, improves cost efficiency, and encourages innovation in the industrial base.

Arctic Waterways Security Strategy

Arctic waterways provide significant opportunities for the U.S. maritime industry specifically and economic development generally, while concurrently posing great risks, threats, and challenges to trade and national security interests. Receding ice and technological innovations are enabling greater maritime access to the region, leading to an increased interest in its

resources and waterways for trade routes, scientific research, national security, and strategic advancement by the United States and its allies but also its strategic competitors.

Persistent underinvestment and inattention to defense and exploration by Arctic allies in the region, as well as increased and coordinated military and economic activity by strategic competitors, threaten U.S. and allied security in the Arctic. Current commercial port infrastructure and maritime resources and technology are limiting U.S. activities in the region, impacting national defense and economic development.

However, shipping routes are becoming more navigable throughout the year, reducing time and fuel needs and providing alternative waterways in the event of geopolitical issues. The United State should seize this opportunity to secure access to Arctic waterways for commercial use. Changing conditions in the Arctic also provide opportunities for increased Arctic seabed activities, such as deploying cables critical for data transmission and mineral resource extraction. Similarly, the expansion of sustainable Arctic fisheries has the capability to bolster commercial production. Securing the Arctic region and its waterways will ensure that the United States and its maritime interests are defended and strengthened, allowing for economic growth and greater prosperity for the American people.

Recommended Policy Actions

- **Enhance Arctic Presence.** DHS and USCG will increase U.S. maritime presence in the Arctic region and increase polar icebreaking capabilities to enable reliable, continued access. Prioritize capabilities and capacities necessary to advance U.S. security objectives including using surface assets, aviation assets, properly trained and equipped personnel, and cooperation with Arctic allies. Continue to carry out USCG and DOW training and exercise activities in the region and guarantee U.S. access to key Arctic locations for national security purposes, working with allied nations to share the burden of maintaining access to and defense of the region. To that end, DOS, in consultation with DOW, will engage allies and industry partners to increase their maritime presence in the Arctic region.
- **Improve Domain Awareness.** Federal agencies, in collaboration with other Federal research entities and allied Arctic nations, should strengthen information sharing networks and data collection and analytical tool capabilities. In addition, agencies should pursue development of next-generation unmanned air, surface, underwater, and space-based systems to help monitor the region, augmenting maritime domain awareness for security and defense purposes. Collaborate on advanced research projects with DOT's Office of the Assistant Secretary for Research and Technology on technologies and capabilities to limit vessel electronic signatures.
- **Improve Positioning, Navigation, and Timing (PNT) in the Arctic Region.** The positioning performance of global navigation satellite systems (GNSS) such as the U.S. Global Positioning System (GPS) can be significantly degraded in the Arctic region due to satellite geometry. Specifically, satellites in inclined orbits yield fewer high-elevation satellites, impairing accurate positioning and timing. To improve PNT performance, MARAD should leverage efforts related to E.O. 13905, "Strengthening National Resilience Through Responsible Use of Positioning, Navigation, and Timing Services," including its pilot programs, as well as the DOT's Complementary PNT program.
- **Enhance Communications Infrastructure and Partnerships.** DOW and DHS should explore improvements to satellite communications through commercial and military partnerships to improve tactical, strategic, and commercial communications. Enhance

terrestrial high-frequency radio communications infrastructure to overcome the unique challenges posed by the region and ensure resilient communications.

- **Develop and Protect Defense and Security Infrastructure.** Modernize aging infrastructure in Alaska and Greenland. Invest in the USCG's icebreaker fleet and high latitude operations for USCG and DOW forces to ensure national security and defense. Strengthen the network of government and commercial operating locations, composed of sub-Arctic force generation bases, primary in-region locations, and remote operating sites to empower operations of USCG and DOW forces in the Arctic.
- **Empower Arctic Allies.** Support European Arctic allies' efforts to secure the European Arctic region, while the United States secures the North American Arctic along with Canada.
- **Respond to Excessive Maritime Claims.** The United States will protest the unilateral actions of States that threaten America's rights, freedoms, and lawful uses of the seas in the Arctic region recognized under international law.
- **Ensure Freedom of Navigation.** DOW and DHS will continue to conduct exercises, operations, and routine transits in the Arctic region consistent with international law, and in coordination with Arctic allies. These activities are crucial to the mobility of U.S. forces and international commerce.
- **Enhance International and Multilateral Cooperation.** The United States will work with international bodies and multilateral organizations to increase Arctic waterway safety and openness to U.S. maritime activity. As part of an America First agenda, Federal agencies will work to protect U.S. interests in the implementation and enforcement of existing international maritime agreements. DHS and USCG will continue to strengthen the Arctic Coast Guard Forum and advance national interests in coordination with other Arctic coast guards to promote maritime safety.
- **Build a Safe and Secure U.S. Arctic Marine Transportation System (MTS).** Create a robust MTS to enhance U.S. security and resilience in the Arctic, improving and maintaining the infrastructure critical for safe maritime transportation and economic development. Assess current infrastructure and workforce capabilities and gaps as they relate to deep draft ports, vessel traffic management, cyber threats, natural hazards, communications, mineral and energy extraction, and more. Continue to evaluate the potential of an Arctic Seaway and evaluate current grant, loan, and financing programs for critical Arctic infrastructure that will support economic and national security.
- **Develop and Protect Sustainable Fisheries.** Leverage research and data on Arctic fish stocks to inform future decisions on the viability of commercial fisheries, cooperating with other nations to manage fisheries sustainably in the high seas regions of the Arctic and combatting illegal, unreported, and unregulated fishing. Protect fisheries in the U.S. EEZ and defend seafood markets from unfair trade practices.
- **Expand Seabed Activities.** Support investment into exploratory and developmental seabed activities, such as deep-sea science, mapping, and marine technologies to characterize and mine seabed critical mineral and ore resources. Partner with Arctic allies to develop seabed mineral resources in the areas within their national jurisdiction, positioning U.S. companies to support mining efforts. Develop a more robust domestic supply chain for critical minerals, including streamlining permitting, to support economic growth, domestic industry, and military preparedness.

- **Secure Energy Development Opportunities.** Enhance security of the Arctic energy sector, which contains vast energy resources capable of promoting American energy resilience. Modernize Alaska's port energy infrastructure identifying risks, threats, and alternative energy sources. Ensure the ongoing security of the Alaska Liquefied Natural Gas (LNG) Project currently under construction, as this is an economic and resilience asset to the Nation.
- **Increase Maritime Access for Terrestrial Mining Resources.** Foster the development of PPPs to support the maritime industry's ability to provide safe and efficient transportation of ores and critical minerals from the Arctic region as these resources become more accessible due to melting ice and milder temperatures.

Inactive Reserve Fleet

The U.S. inactive reserve fleet is funded through appropriations to the DOW and managed by MARAD. The fleet includes inactive warships maintained by the USN and the MARAD-managed National Defense Reserve Fleet (NDRF). The NDRF is a fleet of Government-owned vessels that can be readied for use to respond to national emergencies. A subset of the NDRF is the RRF, which is kept at a higher level of readiness for activation within five days. The RRF provides surge sealift capacity for DOW and is essential to national defense, providing an integral component of America's global force projection strategy. To ensure immediate availability, each vessel must maintain a minimum of seven steaming days' worth of fuel and 45 days' worth of lubricating and other oils. MARAD provides continuous readiness updates to DOW through formal reporting systems.

Inactive reserve fleet maintenance is complicated by the need for the vessels to be geographically dispersed, the advanced age of the vessels, the difficulty of securing spare parts, and the costs associated with maintenance and logistics. Recruiting and retaining qualified civilian mariners to maintain and operate vessels on activation is also a recurring challenge given the limited training pipeline and competition from the private sector. For the RRF, participation in realistic mobility exercises adds wear and tear to the vessels and drives up operational costs; however, these drills are essential to maintaining operational readiness of both vessels and mariners.

A renewed inactive reserve fleet will require significant investment for recapitalization and maintenance, supported by rigorous cost-effectiveness analysis of alternative implementation scenarios. Current infrastructure at sites storing inactive vessels is inadequate: maintenance capacity, pier space, and necessary services (notably shore power) fall short of what a reserve fleet requires.

Recommended Policy Actions

- **Enhance the Interagency Budgeting Process.** The DOW-DOT partnership must focus on accurate, forward-looking budget forecasting and prioritize funding for the critical maintenance, modernization, and recapitalization efforts needed to sustain the readiness of this indispensable national asset. The development of more sophisticated analytical capabilities, potentially supported by enhanced data collection and predictive models, will allow greater precision in the budgeting process, accurately reflecting fleet lifecycle costs, recapitalization options, and estimated ROI levels.
- **Build Partnerships and Engage Stakeholders to Promote Maintenance of the Fleet.** Renewed activity in forums such as the Government Shipbuilding Council will foster closer

cross-agency relationships to work through challenges facing the reserve fleet and engage stakeholders in this effort.

- **Recapitalize the RRF.** DOT shall utilize existing funding to establish a VCM program for the recapitalization of the RRF through a new construction approach to complement the ongoing procurement of used vessels. The USN and United States Transportation Command must prioritize finalization of the design requirements to ensure the expedient establishment of such a program and begin construction to ensure readily available access to assured sealift capacity.

Deregulatory Actions

A structured and resilient regulatory framework is necessary to provide industry a reliable and predictable operating environment. However, often times, the current U.S. maritime regulatory regime contains standards that in many cases are inflexible, antiquated, and are not net beneficial to the U.S. economy, placing an undue burden on domestic operators. The United States must continue to prioritize deregulation, streamlining, and regulatory modernization within the maritime industry to ensure U.S.-flagged vessel operators are not burdened with unnecessary regulatory requirements that place them at a disadvantage compared to foreign competitors. Additionally, existing regulatory frameworks must be updated to be technology neutral, performance-based, and to better accommodate emerging fields in the maritime industry, particularly with respect to unmanned and autonomous technologies and advanced nuclear (including nuclear waste) technology.

Deregulatory actions, including the elimination of outdated rules, streamlined compliance, and clarified policies, will reduce unnecessary costs and burdens on industry participants, catalyze innovation, and foster a more efficient maritime sector. Accordingly, the recommendations provided in this section are guided by three objectives:

- Eliminating outdated, redundant, or unnecessary regulations that impose undue burdens on the maritime industry;
- Streamlining the compliance process to expedite permitting, inspections, and data handling; and
- Clarifying regulations and policies to reduce ambiguity and ensure existing regulations are applied consistently.

The Administration has already begun dismantling unnecessary and burdensome regulations pursuant to E.O. 14192, *Unleashing Prosperity Through Deregulation*. USCG finalized 19 deregulatory actions in FY 2025, providing flexibility in several areas that have long presented issues for the industry. USCG has been active in its engagement with industry in planning further deregulatory actions for FY 2026 and after. USCG is also working with the interagency to tackle issues that require coordinated action among several agencies to provide regulatory relief. MARAD has taken action to eliminate several outdated provisions in the Code of Federal Regulations. These deregulatory efforts reflect a modernization of the means by which participants in MARAD programs prove they are U.S. citizens. These and other deregulatory efforts will ease regulatory burdens on businesses, large and small, in all aspects of the maritime industry.

The following sections summarize the recommendations provided across multiple agencies within the Federal Government under these themes.

Elimination of Redundant, Obsolete, or Unduly Burdensome Regulations

Agencies identified many areas where regulations overlapped with one another, no longer reflected the modern maritime landscape, or placed disproportionate demands on stakeholders relative to the benefits the regulation provides. The following recommendations were provided as opportunities to mitigate these effects.

Recommended Policy Actions

- Evaluate and reduce duplicative or burdensome data collection and reporting requirements.

- Remove duplicate inspections and certification requirements where authorized agents or classification societies already ensure compliance (e.g., portable accommodations, marine equipment testing).
- Reduce inspection, testing, and other redundant obligations under Marine Equipment Regulations II and related guidance.
- Remove outdated prescriptive requirements for container construction (Navigation and Vessel Inspection Circular [NVIC] No. 8-00), foam firefighting systems, and liquified natural gas (LNG) bunkering safety and security provisions to reflect current technologies and risk management.
- Eliminate dated NVIC requirements that are superseded by modern practices (e.g., NVIC No. 10-97 for cargo securing, NVIC No. 11-91 for jackup drilling units).
- Eliminate inspection of unmanned non-tank barges on the Great Lakes.
- Ease watch monitoring devices and related administrative burdens for covered small passenger vessels with overnight accommodations.
- Raise the major marine casualty property damage threshold (raise from \$500,000 to \$2,000,000) to better prioritize investigative resources.
- USACE should consider revising regulations governing port access and navigation infrastructure to identify and remove outdated reporting and procedural requirements that create unnecessary delays or inconsistent regional implementations.
- Adjust the EPA's Engine International Air Pollution Prevention (EIAPP) Certificate requirements to reduce frequent barriers encountered by vessel owners during the process of flagging vessels into the United States registry.

Streamlining of Compliance Processes

Optimizing the compliance process by simplifying procedures and harmonizing requirements across regulations provides the opportunity to reduce administrative burdens and improve compliance outcomes. This section describes the recommendations provided by regulatory agencies to streamline the regulatory requirements of the maritime industry.

Recommended Policy Actions

- Streamline and narrow the scope of risk assessments for recurring operations (e.g., LNG bunkering) to reduce duplicative analysis and speed approvals.
- Improve National Environmental Policy Act (NEPA) review efficiency through new implementing procedures developed by maritime regulatory agencies including USACE in coordination with the Council of Environmental Quality. These procedures aim to reduce delays in Clean Water Act and Rivers and Harbors Act permitting, while maintaining statutory compliance.
- Ensure continuity of the Nationwide Permit Program by reissuing and maintaining nationwide permits before their March 2026 expiration to avoid project delays and provide greater certainty to port developers and shipyard projects.
- Prioritize permit applications for port infrastructure projects in navigable waters, including shipyard expansions and dredging of access channels, as directed by E.O.s 14154, 14156, 14261, and 14269, to accelerate critical industrial and energy initiatives.

- Work towards a 100 percent vessel utilization rate of CBP's Vessel Entry and Clearance System, automating and digitizing the Entrance and Clearance Process.
- Update CBP and other data-reporting requirements to enhance cargo safety and security while minimizing disruption to commerce.
- Ensure government electronic data interfaces are web accessible whenever possible to minimize compliance friction for industry.
- Conform forms, systems, and regulatory processes to recent USCG rules to lower barriers to MMCs.
- Expand use of electronic navigation instruments to reduce equipment compliance burdens.
- Remove or revise select merchant mariner training requirements and reduce mandatory able-seaman billet requirements for certain Standards of Training, Certification, and Watchkeeping for Seafarers-subject vessels to ease workforce constraints.
- Permit underwater surveys in lieu of drydocking where safe and appropriate (update to NVIC No. 01-89 Ch.1).
- Revise 33 CFR Part 72 for modern transmission of marine information products.
- Implement or update traffic separation schemes and related rules to prevent obstructions and preserve commercial and defense access to ports.
- Coordinate DOW (USACE), DOT, DHS, and stakeholders to identify and eliminate non-substantive procedural barriers in Corps permitting.

Clarification of Regulations and Policies

Another way to reduce the regulatory burden on the maritime industry is to address ambiguities in existing rules and refine policy language to improve understandability and consistency. The following recommendations seek to clarify regulatory policies:

Recommended Policy Actions

- Clarify the definition of "Waters of the U.S." under the Clean Water Act in line with the March 2025 Environmental Protection Agency (EPA) and U.S. Army joint memorandum implementing the Supreme Court's decision in *Sackett v. EPA*. This clarification will help reduce uncertainty for port developers and shipyard operators seeking permits for construction and dredging.
- Explain eligibility for foreign-built vessels to be inspected and certificated under the Maritime Security Program.
- Update and harmonize public guidance and field-staff training to ensure consistent interpretation and application of environmental and navigation statutes across USACE districts and USCG sectors.
- Federal agencies will also review and update public guidance to ensure consistent interpretation of environmental and navigation statutes across regions, reducing variance in permitting outcomes and supporting timely investment in maritime infrastructure.

Regulatory Updates to Account for Autonomous Vessels

As industry moves towards increased use of commercial autonomous vessels, regulatory frameworks originally designed exclusively for vessels navigated by humans onboard may

need to be updated. This section identifies the types of gaps in legislation and the modern regulatory landscape.

Recommended Policy Actions

- **Definitions and Classifications.** Autonomy levels are not clearly established in current regulations. This creates uncertainty for industry participants and can lead to confusion when comparing domestic and international definitions, resulting in inconsistent compliance outcomes.
- **Manning, Remote Operations, and Human Factors.** Regulations do not account for the unique staffing, credentialing, and oversight needs of autonomous or remotely operated vessels. There are no clear standards for qualifying remote operators, designing and certifying control centers, or ensuring safe workloads when operators may supervise multiple vessels from shore. Human factors such as ergonomic control station design, standardized interfaces, and limits to prevent fatigue are also overlooked, increasing the risk of error. Updating rules to address manning requirements, remote operations infrastructure, and human-machine interaction will be critical to ensuring safe and effective MASS operations.
- **Operations, Navigation, Communications & Traffic Management.** There are no established procedures or protocols for verifying AI-driven navigation decisions or equating the responsibilities of onboard crews with remote operators. In addition, communication standards lack provisions to support autonomous vessel interactions, hindering traffic management and safe maneuvering in shared waterways. Addressing these gaps through updated and standardized communication protocols is essential for safe integration of autonomous systems into existing maritime traffic environments.
- **Safety, lifesaving, and emergency response.** Modern safety and emergency regulations assume the presence of onboard crew for lifesaving equipment deployment, evacuation, firefighting, search and rescue, and pollution response. Autonomous vessels lack clear standards for automated activation, remote intervention, and autonomous systems capable of handling spills or emergencies. In addition, environmental regulations require manual leak detection, reporting, and pollution control, with no provisions for automated compliance or accountability in unmanned operations. Correcting these deficiencies is essential to ensure that autonomous vessels can maintain safety and environmental protection without human presence onboard.
- **Inspection, certification, and approval pathways.** The current regulatory frameworks lack clear pathways for testing, certifying, and approving autonomous maritime technologies prior to deployment. There are no established processes for remote inspections, pilot trials in designated test zones, or standardized transparency in reporting test outcomes. Furthermore, technical standards for interoperability, communication protocols, system maintenance, data recording, and human oversight may be insufficient. Developing comprehensive certification procedures alongside robust technical and operational standards is critical to facilitate the reliable and safe adoption of autonomous vessels.
- **Cybersecurity, Data Integrity and Connectivity.** The lack of cybersecurity standards regarding autonomous vessels creates vulnerabilities in onboard systems, including weaknesses in encryption, authentication, and design features intended to prevent cyber intrusions—and regulatory analyses and test protocols generally fail to account for vessel autonomy when assessing cyber exposure.

- **Sensor, Navigation Systems, and Data Fusion.** Standards for sensor resilience, multi-sensor fusion, and alternative navigation methods essential for autonomous vessels are lacking in the current landscape of maritime regulation. There are no protocols ensuring fail-safe conditions, or redundant sensor systems to guarantee safe navigation in complex environments like ports. Filling these gaps helps enable reliable and safe operations of autonomous vessels.
- **Liability, Insurance, and Legal Accountability.** Regulatory frameworks do not clearly assign legal pathways for autonomous vessel salvage operations or legal responsibility for accidents involving autonomous systems, leaving uncertainty over whether owners, operators, manufacturers, or remote operators are liable. This complicates insurance coverage and claims handling because existing maritime tort and insurance rules presume human-controlled vessels. Establishing clear liability rules is essential to enable predictable insurance, and accountability.
- **Governance, Interagency Coordination, and Infrastructure Readiness.** Current frameworks lack a coherent policy to align port infrastructure, performance-based regulation, emergency resilience, and governance for autonomous vessel operations. Ports need clear standards and investment guidance for automated mooring, connectivity, and shore systems, while regulators must shift from prescriptive, crew-centric rules to goal-based standards and defined autonomy tiers that allow safe, flexible operations. There is also no policy linking automation to continuity planning for large-scale disruptions nor protocols for using autonomous systems to sustain essential maritime services during crises. Finally, fragmented jurisdictional authority and incomplete international alignment create legal uncertainty for remote operations and foreign-built autonomous vessels. Establishing coordinated Federal-state governance, funding pathways for port upgrades, performance-based regulatory instruments, and international harmonization will be essential to integrate commercial autonomous vessels safely and resiliently into the maritime system.

By modernizing the regulatory environment, the United States can lead in the global race for maritime innovation, ensure safety and security, and unlock new industrial and economic opportunities across the maritime sector.

Implementation of Potential Legislative Proposals

Legislative Efforts to Strengthen the Maritime Industry

A whole-of-government approach, including support from Congress, is required to restore America's maritime dominance. Sweeping legislation that seeks to address the vulnerabilities in our domestic maritime industry has been introduced in both chambers of Congress in the 119th Congress. These bills, titled the Shipbuilding and Harbor Infrastructure for Prosperity and Security Act of 2025 (SHIPS Act) and the Building Ships in America Act of 2025, propose many actions to rebuild the U.S. maritime sector.

Stemming from President Trump's E.O. on Restoring America's Maritime Dominance, the Trump Administration is compiling its own package of legislative proposals designed to strengthen the maritime industry. These legislative proposals will provide foundational support to this critical industry, ensuring growth and prosperity well into the future. Of note, these proposals seek to:

- Enforce the payment of fees at our borders and prevent the circumvention of certain charges by importing through land borders as opposed to maritime ports;
- Create a Maritime Security Trust Fund that will serve as a reliable funding source for consistent support of programs detailed in this MAP;
- Provide for the creation and improvement of programs that will incentivize private investment in commercial shipbuilding, commercial shipyards, and repair facilities;
- Organize Maritime Prosperity Zones, modeled off of Opportunity Zones, to incentivize and facilitate domestic and allied investment in U.S. maritime industries and waterfront communities;
- Establish national maritime scholarships and other opportunities to better facilitate the training of students abroad as well as bringing maritime experts from allied countries into the United States to teach Americans domestically; and
- Ensure adequate cubed footage and gross tonnage of U.S.-flagged commercial vessels to be called on in times of crisis through incentives that will grow the fleet of U.S.-built, crewed, and flagged vessels that participate in international trade.

These proposals will be consistent with Administration policy and fall within the scope of the Trump Administration's overall budget. As such, the Trump Administration intends to transmit these proposals as a package following publication of the FY 2027 President's Budget Request.

Together, these legislative proposals form a comprehensive blueprint for restoring America's maritime strength. The Trump Administration urges Congress to enact this package in tandem with existing legislative vehicles, ensuring the U.S. maritime industry is equipped to meet the demands of global competition, national defense, and economic growth. Taken together with the direction provided by the President in his E.O., this MAP, with its inclusive list of legislative proposals, meets the urgent needs of the nation.

Conclusion

Sea power has long been a cornerstone of America's global leadership—not merely through naval strength, but also through the ability to move goods across oceans and safeguard vital shipping lanes. In the 20th century, dominance in shipbuilding and shipping, paired with formidable naval capabilities, propelled the United States to great power status and proved decisive in securing Allied victories in both World Wars. Today, both commercial ships and USG auxiliary ships continue to serve indispensable roles, ferrying trade and providing logistical support to U.S. Armed Forces in peacetime and strategic sealift in times of conflict.

Yet the Nation's maritime capabilities have eroded dramatically in recent decades. The number of active shipyards has dwindled, and oceangoing commerce is now dominated by foreign-built, foreign-crewed, and foreign-flagged vessels. This has created strategic vulnerabilities and left the U.S. economy in a weakened state.

President Trump's E.O. 14269, "Restoring America's Maritime Dominance," took the first critical step towards rebuilding the MIB and its supporting workforce. President Trump also recognized, however, that such an ambitious objective was too complex and interconnected to be addressed through piecemeal actions. For example, financial incentives to increase shipbuilding may not bear fruit if they are not accompanied by changes in procurement rules or are undermined by uncoordinated trade policies. Likewise, increases in U.S. vessel production will have limited impact if they are not matched by a corresponding increase in the skilled mariner workforce. Accordingly, President Trump directed bold, decisive, whole-of-government action to be enumerated in this MAP, developed with the input of experts from across the Federal Government.

The MAP lays out a comprehensive, coordinated approach across multiple Federal agencies with maritime responsibilities, in conjunction with allied nations, private sector partners, and State and local governments. It is organized around four key pillars:

- Rebuilding U.S. Shipbuilding Capacity and Capabilities
- Reforming Workforce Education and Training
- Protecting the Maritime Industrial Base
- Supporting National Security and Industrial Resilience

Together, these pillars form a unified strategy to restore American maritime strength. The MAP's recommended policy actions and forthcoming legislative proposals range from those that increase domestic shipbuilding capacity and expand mariner training to those that establish new funding streams and financial incentives, streamline regulations, reform procurement processes, promote advanced technologies and novel manufacturing techniques, and increase demand for U.S.-built ships. The execution of this plan will reestablish America's position as a global maritime power, strengthening U.S. national security and ensuring greater economic prosperity.

List of Acronyms

AI	Artificial intelligence
AM COE	Additive Manufacturing Center of Excellence
ART	Agreement on Reciprocal Trade
ATDM	Accelerated training in defense manufacturing
APNSA	Assistant to the President for National Security Affairs
CBP	Customs and Border Protection
CCF	Capital Construction Fund
CCFS	Capital Construction Fund for Shipyards
CFR	Code of Federal Regulations
CMP	Campus modernization plan
COE	Centers of excellence
COTS	Commercial off-the shelf
CRF	Construction Reserve Fund
CNC	Computer numerical control
E.O.	Executive Order
DHS	Department of Homeland Security
DOC	Department of Commerce
DOEd	Department of Education
DOGE	Department of Government Efficiency
DOL	Department of Labor
DOS	Department of State
DOT	Department of Transportation
DOW	Department of War
EPA	Environmental Protection Agency
DPA	Defense Production Act
EIAPP	Engine International Air Pollution Prevention
FFP	Fisheries Finance Program
FY	Fiscal year
HMF	Harbor Maintenance Fee
IBAC	Industrial Base Analysis and Sustainment
LNG	Liquefied natural gas
MAP	Maritime Action Plan
MARAD	Maritime Administration
MASS	Maritime Autonomous Surface Ships
MCP	Merchant Credentialing Program
META	Maritime Environmental and Technical Assistance Program
MIB	Maritime Industrial Base
MIP	Mariner Incentive Program
MMC	Merchant Mariner Credential
M2M	Military-to-Mariner
MPZ	Maritime Prosperity Zone
MSTF	Maritime Security Trust Fund

MTS	Marine Transportation System
MWIP	Maritime Workforce Incentive Program
NATO	North Atlantic Treaty Organization
NDRF	National Defense Reserve Fleet
NDT	Non-destructive testing
NEPA	National Environmental Policy Act
NMERPAC	National Merchant Marine Personnel Advisory Committee
NOAA	National Oceanic and Atmospheric Administration
NSF	National Science Foundation
NVIC	Navigation and Vessel Inspection Circular
OSC	Office of Strategic Capital
OMB	Office of Management and Budget
OZ	Opportunity Zone
PIDP	Port Infrastructure Development Program
PPP	Public-private partnership
PRC	People's Republic of China
R&D	Research and development
ROI	Return on investment
RRF	Ready Reserve Force
SCF	Strategic Commercial Fleet
SIP	Student Incentive Payments
SMA	State Maritime Academy
TIFIA	Transportation Infrastructure Finance and Innovation Act
USACE	U.S. Army Corps of Engineers
U.S.C.	U.S. Code
USCG	U.S. Coast Guard
USCMI	U.S. Center for Maritime Innovation
USG	U.S. Government
USMMA	U.S. Merchant Marine Academy
USN	U.S. Navy
USV	Unmanned Surface Vehicles
USTR	U.S. Trade Representative
UUV	Unmanned Underwater Vehicles
VCM	Vessel Construction Manager

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THE WHITE HOUSE
WASHINGTON

**CITY & BOROUGH OF WRANGELL, ALASKA
BOROUGH ASSEMBLY AGENDA STATEMENT**

<u>AGENDA ITEM TITLE:</u>	<u>DATE:</u>	February 10, 2026
	<u>Agenda Section</u>	13

Approval of a timber sale agreement with Mike Allen Enterprizes

SUBMITTED BY:

Mason Villarma, Borough Manager

FISCAL NOTE:

Expenditure Required:	
Fiscal Year (FY):	Amount: \$
Amount Budgeted:	
	FY: \$
Account Number(s):	
Account Name(s):	
Enter Text Here	
Unencumbered Balance(s) (prior to expenditure):	

Reviews/Approvals/Recommendations

<input type="checkbox"/>	Commission, Board or Committee
Name(s)	
Name(s)	
<input type="checkbox"/>	Attorney
<input type="checkbox"/>	Insurance

ATTACHMENTS: 1. Timber sale agreement

RECOMMENDATION MOTION:
Move to Approve the timber sale agreement with Mike Allen Enterprizes

SUMMARY STATEMENT:

BACKGROUND:

The City and Borough of Wrangell owns Lot 26, Plat 29-19, a large tract of land totaling approximately 121.5 acres. The proposed timber sale area consists of approximately 6.24 acres within this parcel and is subject to all easements, rights-of-way, and restrictions of record.

This sale targets salvage timber that was not harvested during previous logging operations. The area contains valuable cedar and Sitka spruce, much of which has experienced blowdown or is at high risk of deterioration due to exposure and environmental conditions. Without timely harvest, this timber will continue to decay, resulting in a loss of economic value.

The agreement provides for the sale of all merchantable timber—both standing and down—within the designated sale area.

ANALYSIS:

This is a salvage timber sale, intended to recover economic value from timber that would otherwise be lost. Key considerations include:

- **Resource Recovery:** Captures remaining value from blowdown cedar and spruce before further degradation.
- **Revenue Generation:** Estimated proceeds of approximately \$40,000–\$50,000 through stumpage fees.
- **Site Readiness:** Removal of timber supports future site development and land utilization.
- **Limited Footprint:** The harvest area is relatively small (6.24 acres) and focused on previously disturbed or impacted timber.
- **Operational Oversight:** Timber operations are governed by an approved Operating Plan, Borough oversight, and reporting requirements.

The Agreement includes standard protections for the Borough, including performance deposits, insurance requirements, indemnification, and strict operational standards.

COMPLIANCE:

All timber operations must comply with applicable federal, state, and local laws, including the Alaska Forest Resources and Practices Act (AS 41.17). The purchaser is responsible for obtaining all required permits and approvals prior to commencing operations and must adhere to environmental protection, water quality, and habitat standards.

FISCAL IMPACT:

- **Estimated Revenue:** \$40,000–\$50,000 (stumpage-based, pay-as-cut)

- **Costs:** Minimal direct Borough cost; purchaser responsible for all operations, permitting, and compliance

RECOMMENDATION:

Approve the Timber Sale Agreement (Contract No. 2026-01) with Mike Allen Enterprises for the Wrangell Salvage Timber Sale.

CITY AND BOROUGH OF WRANGELL

TIMBER SALE AGREEMENT
WRANGELL SALVAGE TIMBER SALE
Contract No. 2026-01

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CITY AND BOROUGH OF WRANGELL

P.O Box 531

Wrangell Alaska 99929

TIMBER SALE AGREEMENT

Contract No. 2026-01

THIS TIMBER SALE AGREEMENT (“Agreement”) is made by and between the City and Borough of Wrangell (“CBW”) and Mike Allen Enterpizes (“PURCHASER”). This Agreement is effective on March 24, 2026 (“Effective Date”).

In consideration of the mutual covenants and agreements herein contained and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, CBW and PURCHASER hereby agree as follows:

1. DEFINITIONS

A. “Construction Materials” includes rock, sand, gravel and other construction materials naturally occurring and located in the Timber Sale Area.

B. “Environmental Contamination” means pollution resulting from the “release” [as that term is defined in AS 46.03.826(9)] of a “Hazardous Material.”

C. “Hazardous Material” means hazardous substances or materials as defined in Alaska Statutes 46.03.826 and 46.08.900, 42 U.S.C. § 9601-9657 (CERCLA), 42 U.S.C. § 9601 (RCRA) and 40 C.F.R. U.S.C. § 302, as such statutes and regulations may be amended from time to time, and any hazardous and toxic substance, material or waste which is or becomes regulated by any governmental authority. Without limiting the forgoing, “Hazardous Material” includes all hydrocarbon products and fuels such as diesel oil and gasoline, and lubricating oil.

D. “Laws” means all federal, state or local statutes, regulations, rules, ordinances or permits, orders, directives, and amendments thereto, in effect during the Term of this Agreement and as they legally change over time.

E. “MBF” means one thousand board feet, Scribner Decimal C Long Log Scale Rule.

F. “Merchantable Sawlog,” means a No. 3 or better sawlog which is at least 12 feet long plus trim, at least 8 inches in diameter inside the bark at the small end and contains at least 50 board feet net scale according to the Official Rules of the Log Scaling & Grading Bureau

City and Borough of Wrangell

developed and authored by The Northwest Log Rules Advisory Group.

G. “Merchantable Timber” means all timber, harvested or unharvested, which contains at least one Merchantable Sawlog and all Utility Logs harvested or unharvested, located within the Timber Sale Area depicted on Exhibit A, to be harvested in accordance with the approved Operating Plan: excluding timber for which a permit cannot be obtained from the Division of Forestry or other agency, and other areas as mutually agreed upon by the CBW and PURCHASER.

H. “Operating Plans” means the Overall and Annual operating plans to be prepared by PURCHASER and approved by CBW as required by Paragraph 10 (Timber Operations) herein.

I. “PURCHASER” means the purchaser of the Timber and Purchaser’s agent, employees, representatives, contractors, subcontractors or other individuals or entities operating on behalf of PURCHASER.

J. “Road Standards” means road and bridge construction, maintenance, and closeout standards required by this Agreement and applicable Law.

K. “Roads and Related Transportation Facilities” means all roads, bridges, landings, culverts, and any other transportation facilities PURCHASER is authorized to use or to construct pursuant to this Agreement.

L. “Slash” means all woody debris resulting from PURCHASER’s Timber Operations or from construction of Roads and Related Transportation Facilities or other improvements.

M. “Timber” means all trees, living or dead, standing or down, located within the Timber Sale Area.

N. “Timber Harvest Units” means the units of Merchantable Timber located within the Timber Sale Area, as designated by PURCHASER in the approved Operating Plans (Exhibit C).

O. “Timber Operations” means all activities necessary to cut, remove, process, scale and transport Merchantable Timber from the Timber Sale Area.

P. “Timber Sale Area” means the real property, which is reasonably necessary for PURCHASER to conduct Timber Operations under this Agreement as depicted on Exhibit A.

Q. “CBW” means land, and interests and resources in the land, including improvements to the land, referred to land owned by the City and Borough of Wrangell.

R. “Utility Logs” means logs that do not meet the minimum requirements of No. 3 or better sawlogs but are suitable to produce useable firewood.

2. SALE OF MERCHANTABLE TIMBER

CBW shall sell to PURCHASER, and PURCHASER shall purchase from CBW all the Merchantable Timber, whether standing or down, within the **Timber Sale Area as depicted on Exhibit A within two units totaling an estimated 6.24 acres**, at the price and upon the terms set forth herein, subject to the provisions of Paragraph 11.C. (Risk of Loss).

3. RESERVATIONS

CBW reserves to itself, and to others (“Authorized Users”) through written authorization, the right to use, explore and develop the Timber Sale Area and surrounding area, provided such use will not materially interfere with the Timber Operations of PURCHASER. Improvements made to the MHT easement as per plat 2020-5 by the CBW or its designee shall not constitute material interference. Except for valid existing rights (including the MHT easement on lot 26), CBW shall obtain PURCHASER’s consent for significant concurrent uses. PURCHASER shall not unreasonably withhold its consent to such other uses or insist on unreasonable terms for concurrent use. CBW shall dictate the final terms for concurrent use if PURCHASER and a concurrent user cannot agree upon terms for significant concurrent use. Non-significant concurrent uses shall be subject to reasonable notice to PURCHASER and the Authorized User’s written agreement to use the Timber Sale Area at such user’s own risk. PURCHASER shall refer all public use requests, including those relating to hunting and fishing, to CBW. Unauthorized use of CBW within the Timber Sale Area, including the roads, shall be considered trespass. If PURCHASER becomes aware of such unauthorized use, PURCHASER shall report it to CBW in a timely manner.

4. RIGHTS OF ENTRY AND USE

During the Term of this Agreement and to the extent it is legally authorized to do so, CBW hereby grants to PURCHASER the non-exclusive right to enter upon and use the Timber Sale Area and associated access routes across CBW solely in accordance with the terms of the approved Operating Plans and other applicable provisions of this Agreement.

The granted rights include the right to construct Roads and Related Transportation Facilities to and within the Timber Sale Area and to use Construction Materials within the Timber Sale Area. Mainline road construction shall be along the road locations depicted on Exhibits A, unless otherwise specifically approved in writing by CBW. Said rights shall be exercised as reasonably necessary and at PURCHASER’s sole cost in strict accordance with the approved Overall and Annual Operating Plans, applicable provisions of Law, and this

Agreement. Construction Material rights granted hereunder shall not provide benefits to parties other than PURCHASER. PURCHASER shall compensate the CBW for any value lost through unauthorized use of Construction Materials.

PURCHASER shall fell, yard, remove, scale, and pay the applicable stumpage fee for all Merchantable Timber harvested in association with the rights of entry and use granted herein.

5. TERM OF AGREEMENT

A. General. Except as provided otherwise below, the Term of this Agreement (“Term”) shall commence upon the Effective Date and terminate on the earlier of: (i) March 1, 2027; or (ii) the date that all obligations under this Agreement have been completed

B. Extensions of time for Force Majeure. If PURCHASER shall be prevented or delayed from performing any of its obligations under this Agreement by reason of fire, strikes, riots and civil commotions, war and acts of public enemies, storms, floods, and other unusual climatic conditions, including droughts, and acts of God, and any other such cause which is similar in nature to the foregoing and which is beyond the control of PURCHASER (“Force Majeure”) the Term shall be automatically extended for the period that such Force Majeure continues in effect plus an additional reasonable period thereafter, to be mutually agreed upon in writing by CBW and PURCHASER, to allow for harvest and removal of the Merchantable Timber within the Timber Sale Area; provided, however, that in no event shall the Term be extended for more than one (1) year as a result of Force Majeure. All other terms and conditions of this Agreement shall remain in effect during periods of Force Majeure. At a minimum, lack of funds on the part of PURCHASER, adverse market conditions and/or CBW approval or assistance delays shall not constitute Force Majeure.

In the event that a Force Majeure results in felling, yarding, removing and scaling after , fees may be assessed at the CBW’s discretion, to compensate the CBW for delay of their Timber Sale Program.

C. Extensions of Time. In the event that PURCHASER desires to extend the Term for reasons other than Force Majeure, beyond , upon the PURCHASER’S written request, the CBW may grant an extension of time for up to two additional years. CBW shall not unreasonably deny that request. The PURCHASER’S written request for an extension shall be made to the CBW at least one hundred eighty (180) days prior to .

6. PAYMENTS

A. Stumpage Fees. PURCHASER shall pay stumpage fees to CBW at the rates set forth below. Stumpage fees are due without regard to whether the harvesting and marketing of sawlogs and Utility Logs is profitable for PURCHASER; and the entire purchase price shall be paid even if PURCHASER fails to remove all Merchantable Timber purchased.

<u>Species</u>	<u>Rate</u>	<u>Scale Unit</u>
• Sitka spruce 20 inch plus	\$200/mbf	net Scribner
• Sitka Spruce 20 inch minus	\$50/mbf	
• Western hemlock 20 inch plus	\$100	net Scribner
• Western hemlock 20 minus \$50 / mbf		
• Western Red Cedar	\$200/MBF	
All species Utility Logs	\$15	cord

B. Stumpage Fee Payments.

(1) Advance Stumpage Fee Payments. PURCHASER shall make the first minimum advance stumpage fee payment (“Advance Stumpage Fee”) of **\$1,000.00** to CBW two weeks prior to beginning harvest or road construction activities.

(2) Credit for Stumpage Fees Paid. Pay-as-cut stumpage fees (“Pay-As-Cut Stumpage Fees”) shall be credited against the Advance Stumpage Fee payments due under Paragraph 6.B.(1) above, with a monthly accounting. In the event that Pay-As-Cut Stumpage Fees due exceed the cumulative Advance Stumpage Fee payments, including carry forwards from prior years, PURCHASER shall pay the remaining Pay-As-Cut Stumpage Fees due on or before the tenth (10th) business day after the last day of the month in which CBW notifies PURCHASER that the Advance Stumpage Fee payment credit has been exhausted. There shall be an annual and end of contract reconciliation of stumpage fee payments. Advance Stumpage Fees paid in any

year which are in excess of Pay-As-Cut Stumpage Fees due for that year shall be carried forward and applied against future Pay-As-Cut Stumpage Fees due under this Agreement. No interest shall be due from CBW on Advance Stumpage Fee balances.

C. Delivery of Payments. All payments shall be delivered to CBW at the address set forth in Paragraph 16 (Notices and Parties' Representatives). PURCHASER shall not be entitled to any abatements, deductions or offsets of any amount due to CBW. All past due amounts owed to CBW shall accrue interest at the prime interest rate then prevailing at the or its successor, plus five percent (5%) from the date of delinquency until payment is received by CBW.

7. PASSAGE OF TITLE

Subject to Paragraph 11 herein, title to the Merchantable Timber within the Timber Sale Area shall pass from the CBW to PURCHASER is conditioned on the following: (1) PURCHASER pays the payment for the timber as provided in Subsection 6; (2) PURCHASER harvests the timber; and (3) PURCHASER removes the timber. If the PURCHASER fails to satisfy all three conditions provided above, the PURCHASER does not receive title to the timber. The risk of loss or damage to the Merchantable Timber shall be allocated as provided in Paragraph 11 (Risk Management) herein.

8. COMPLIANCE WITH LAWS AND OTHER REQUIREMENTS

A. Compliance with Laws. PURCHASER shall carry out all Timber Operations, in compliance with all applicable Laws, provided that PURCHASER shall have the right to contest each or all in good faith. Responsibility for operating in compliance with applicable Laws and rectifying any instances of non-compliance rests solely with PURCHASER. Where approval of both (i) governmental agencies, and (ii) CBW are required under this Agreement, PURCHASER shall not proceed until approval from both has been obtained.

B. Responsibility for Acquisition of Permits, Authorizations and Approvals. PURCHASER is responsible for the acquisition of all necessary permits, licenses, and other regulatory approvals at its sole cost.

C. Notification of Violations. Within twenty-four (24) hours of PURCHASER's knowledge, PURCHASER shall notify CBW and applicable regulatory agencies of any regulatory or permit violations that have occurred as a result of actions by PURCHASER, or PURCHASER's agents, representatives, contractors, subcontractors, or other individuals or entities operating on behalf of PURCHASER.

9. SCALING AND LOG ACCOUNTABILITY

A. Scaling.

(1) It is agreed that the **net Scribner volume per log truck is 4000 feet net sawlog or Mike Allen can scale and send written log for logs removed.** No scaling of individual loads will be required.

B. N/A. Branding and Painting Logs. Before being removed from the Timber Sale Area, all logs shall be hammer branded on one end with a log brand registered with the State of Alaska Department of Natural Resources, Division of Forestry and approved by CBW. PURCHASER is responsible for registering such brands with the Division of Forestry. PURCHASER shall also paint one end of each log with a color designated by CBW.

C. Truck Trip Tickets. Each load of logs shall be identified by a unique three (3) part trip ticket, one part affixed to the load, one part to CBW (to be attached to the scale ticket and delivered to CBW on a weekly basis), and one remaining in the book. Unless requested by CBW, truck trip ticket books shall be retained by PURCHASER for the Term of this Agreement. Truck trip tickets shall include date, logger's name, truck driver's name, Timber Harvest Unit, destination and log or piece count by species. Truck trip tickets shall be numbered sequentially, and numbers shall not be duplicated. PURCHASER shall provide CBW with the series of book and ticket numbers assigned to this Agreement and shall account for any gaps in the series of numbers when the truck trip tickets are provided to CBW.

10. TIMBER OPERATIONS

A. Operating Plan Requirements. Unless otherwise provided for, PURCHASER shall be responsible for performing all timber sale layout work, including road location and design work and shall do so in strict compliance with applicable Laws and the approved Timber Sale Operating Plans. Timber Operations shall not commence until: (i) the Operating Plan and has been completed by PURCHASER and approved in writing by CBW; and (ii) PURCHASER has obtained all necessary permits and approvals and provided copies to CBW. Division of Forestry approvals will be sought after CBW has approved the Operating Plans. The Operating Plans shall address operating considerations including but not limited to those contained in Exhibit D (Operating Plan Requirements). Reasonable delays in obtaining CBW approval of the Operating Plans shall not constitute a Force Majeure under this Agreement.

(1) Submission of the Operating Plans. PURCHASER shall submit the Operating Plans at least thirty (30) days prior to the time PURCHASER plans to commence

Timber Operations. The “detailed operating plan” submitted with Purchaser’s bid for this timber sale as required in the timber sale RFP may at Purchaser’s request and with CBW approval be substituted for the Operating Plan as required herein. PURCHASER may modify the Operating Plans from time to time, subject to CBW’s approval in writing and receipt of any necessary regulatory approvals.

(2) Fish and Wildlife Considerations. PURCHASER’s Operating Plans shall include measures to minimize fish and wildlife impacts within the Timber Sale Area as required by Law, and, where reasonable and practical, shall include additional measures recommended by the Alaska Department of Fish and Game and CBW with the understanding that said recommendations will not result in an overall economic loss to PURCHASER.

B. Timber Utilization Standards. Unless otherwise mutually agreed by CBW and PURCHASER, PURCHASER shall conduct its Timber Operations in accordance with the following utilization standards:

(1) PURCHASER shall harvest Timber in such a manner as to ensure that all the Merchantable Timber in the Timber Sale Area is logged to the road side. If Purchaser wishes to leave Merchantable timber on road side in the unit this is acceptable with CBW.

(2) PURCHASER shall be obligated to pay the stumpage rates set forth for damage to Merchantable Timber left standing resulting from PURCHASER’s Timber Operations.

(3) PURCHASER shall ensure that stumps left after logging are cut as low to the ground as practicable (in order to minimize waste), and in any event are not higher than eighteen (18) inches above the ground on the side of the stump where the elevation of the ground is the highest;

(4) PURCHASER shall vary log lengths to provide for as complete a utilization of all the Merchantable Timber in the Timber Sale Area as is practicable; and

(5) CBW acknowledges that this is a salvage sale of blowdown timber that is several years old and much of which timber is in poor condition.

C. Slash Disposal. PURCHASER shall comply with all applicable Laws relating to the disposal of or accumulation of Slash.

D. Reforestation. It is anticipated that applicable reforestation obligations will be met through natural regeneration. Except as provided below, CBW shall be responsible for all reforestation obligations required under applicable Laws. PURCHASER shall take reasonable

actions to facilitate natural regeneration, as described in the approved Operating Plans.

Notwithstanding any of the above, PURCHASER shall be responsible for reforestation of areas where PURCHASER's Timber Operations have materially damaged or impeded the area's ability to naturally regenerate.

E. Roads. PURCHASER shall, at its cost, construct, reconstruct, and improve roads in accordance with applicable Laws, the approved Operating Plans and the Road Construction and maintenance requirements in Exhibit E. It is the responsibility of the PURCHASER to enter into agreements with adjoining landowners as to any shared use or maintenance requirements on roads owned or maintained by other entities, including, but not limited to private, federal, state and local landowners or administrators. CBW reserves the right to approve all such agreements which approval shall not be unreasonably withheld.

F. Maintenance. During the Term of this Agreement, PURCHASER, at its cost, shall maintain the Timber Sale Area, Roads and Related Transportation Facilities, and all other improvements used by PURCHASER in connection with this Agreement, in a clean, sanitary and safe condition and in accordance with applicable Laws, the approved Operating Plans, and other provisions of this Agreement. PURCHASER may share maintenance obligations with other Authorized Users of the Timber Sale Area, subject to the terms and conditions of joint use agreements that are approved in writing by CBW. Cleanup measures and other maintenance shall be kept reasonably current with timber harvest operations.

G. Removal of Refuse. PURCHASER shall at its expense dispose of all refuse resulting from its use of the Timber Sale Area, including garbage, wood waste, Hazardous Materials and debris of any kind, in a manner consistent with applicable Laws. No landfills or solid waste disposal sites shall be allowed to exist within the Timber Sale Area.

H. Fire Control

(1) Prevention and Suppression. During the Term of this Agreement, PURCHASER shall make every effort to prevent and suppress fires within the Timber Sale Area. Unless otherwise required herein or prevented by circumstances over which PURCHASER has no control, PURCHASER shall place its equipment, employees, contractors, and employees of contractors at the disposal of any authorized government employee for the purpose of fighting forest fires within or near the Timber Sale Area.

(2) Presence of Fire Equipment. PURCHASER shall ensure that both the road building crews, and logging crews have adequate fire fighting equipment and training for

use on site when operating in the Timber Sale Area, pursuant to the approved Operating Plans. In the event of “extreme fire danger,” a fire watch shall remain in all active Timber Operations areas for a minimum of one hour after work has stopped for the day, or at its election, CBW may suspend Timber Operations until the fire danger is reduced. PURCHASER shall report all fires to the Alaska Division of Forestry, to the U. S. Forest Service, and to the CBW Contract Administrator at (907) 205 0322 immediately after becoming aware of a fire or imminent threat of fire. Not applicable from September to April 30.

I. Notification to CBW. In addition to notifying CBW of its intentions to commence or complete seasonal Timber Operations, PURCHASER shall notify CBW of PURCHASER’s intention to begin Timber Operations in each new Timber Harvest Unit at least fourteen (14) days in advance of commencing work in the new Timber Harvest Unit. CBW shall then have fourteen (14) days from receipt of said notice to inspect the current Timber Operations and advise the PURCHASER of any obligations that PURCHASER has failed to perform. If after fourteen (14) days of receipt of notice CBW has not informed PURCHASER of any obligations that it has failed to perform, PURCHASER may commence Timber Operations in the new Timber Harvest Unit. Failure of CBW to inform PURCHASER of any obligations that it has failed to perform shall not be construed to be a waiver or affect the right of CBW to thereafter strictly enforce PURCHASER’s performance obligations.

J. Timber Trespass. Unless otherwise agreed, PURCHASER shall not fell or damage any tree not within the boundary of the Timber Sale Area. PURCHASER shall be liable for all trespass damages and is responsible for properly locating itself in the Timber Sale Area. In the event of trespass damage to timber outside of the Timber Sale Area but owned by the CBW, CBW will appraise the damage and assess PURCHASER the cost of such appraisal plus treble damages (triple stumpage), at the sole discretion of CBW. PURCHASER shall be responsible for the location or re-survey of exterior property lines where the timber sale abuts other ownership.

K. CBW Inspections. CBW and its Representatives, shall at all times have access to observe and inspect the Timber Operations of PURCHASER and shall be furnished such information, documentation and assistance by PURCHASER as may be reasonably requested by CBW for the purpose of ensuring compliance with this Agreement and applicable Laws.

PURCHASER shall complete additional work as requested by CBW, consistent with the approved Operating Plans and requirements of this Agreement.

L. Emergency Repairs by CBW. In the event PURCHASER refuses to make a repair, of an emergency nature to improvements or structures in the Timber Sale Area, after being requested to do so by CBW or a regulatory agency, then except for situations where the necessity for these emergency repairs results from the sole gross negligence or willful misconduct of CBW, CBW shall be entitled to make such repairs and PURCHASER shall be responsible for reimbursing CBW for the actual cost of such repairs.

M. Facilities Construction. Nothing herein shall be construed to grant PURCHASER or PURCHASER's contractors or subcontractors the right to construct any facilities such as barge ramps, camps, buildings, sawmills, shake mills, fuel storage facilities, or to locate trailers on the Timber Sale Area or other CBW unless such facilities have been included as part of an approved Operating Plan.

N. Use of Timber Sale Area. PURCHASER may only use the Timber Sale Area for actions related to the harvest of Merchantable Timber from CBWs. The Timber Sale Area and related facilities may not be used for any other purpose, including hunting and other recreational activity.

O. Protection of Water Quality and Adjacent Property. Purchaser shall apply and comply with all provisions of Exhibit F in all road construction and timber harvest activities.

11. RISK MANAGEMENT

A. Indemnification. PURCHASER, its officers, agents, contractors and employees shall perform all of their obligations and carry on all of their operations and activities entirely at their own risk and responsibility. PURCHASER shall indemnify, defend and hold CBW, their officers, agents and employees harmless from and against any and all loss, damage (including property and personal injury), claim, demand, action or proceeding of any kind, judgment, settlement, fee, charge, lien, liability, or expense (including attorneys' fees, costs of litigation, and costs of appeal) and costs of investigation and remediation (if required by any federal, state or local government agency or political subdivision) which they shall suffer or incur, including, but not limited to, those arising out of or in any way connected with the presence, disposal, release, spill or discharge of any Hazardous Material on the Timber Sale Area, whether arising on account of damage to or loss of property, or personal injury, emotional distress or death or for any other cause, arising in any manner directly or indirectly in connection with the performance,

activities or operations of PURCHASER, its officers, agents, employees, invitees, contractors, subcontractors or anyone directly or indirectly employed by them under this Agreement whether the same arises before or after completion of PURCHASER's activities or expiration of the Term of this Agreement. Nothing herein shall relieve CBW, and their officers, agents, employees, permittees, invitees and Authorized Users, from liability as a result of their sole gross negligence or willful misconduct. Liabilities associated with significant concurrent uses will be addressed as provided for in CBW-approved joint use agreements between PURCHASER and other Authorized Users of the Timber Sale Area or associated facilities.

B. Insurance Requirements. PURCHASER, its contractors and subcontractors shall purchase, at their own expense, and maintain in force at all times during the Term of this Agreement the policies of insurance specified in Exhibit G from an insurer qualified to do business in the state of Alaska. The policies shall name CBW as additional insured on all policies. CBW shall be provided with certificates of insurance and copies of all insurance policies, a minimum of fifteen (15) days prior to commencing Timber Operations. The policies shall provide that coverage shall not be canceled, limited, or allowed to expire until after thirty (30) days written notice has been given to CBW. CBW shall have the right, at its option, to pay any delinquent premium on any of the policies if necessary to prevent cancellation, non-renewal or material alteration thereof, and PURCHASER shall within five (5) business days, reimburse CBW, therefore. In the event that any insurance policy is canceled, or the policy is materially changed, PURCHASER shall immediately notify CBW and cease Timber Operations until new certificates of insurance and copies of new insurance policies are delivered to and approved in writing by CBW. CBW reserves the right to reasonably increase the required insurance coverage limits to be in accordance with the current industry standards.

C. Risk of Loss. Except for loss caused by PURCHASER's acts or omissions, including, but not limited to, unreasonable delays in removing logs from the Timber Sale Area, the risk of loss by fire, windstorm, or other cause of any standing Merchantable Timber and windfalls which have not been bucked shall be borne by the parties as follows: in the event such Merchantable Timber or windfalls are damaged or destroyed by fire, windstorm, or other cause, so as not to be merchantable, CBW shall be under no obligation to PURCHASER to replace such Merchantable Timber or reimburse for costs related to such Merchantable Timber by reason of the fact that it has been lost to PURCHASER, and PURCHASER's obligation to purchase Merchantable Timber shall be reduced by the amount of board feet of Timber so damaged or

destroyed with an appropriate pro rata reduction in the remaining required Minimum Advance Stumpage Fee payments.

D. Performance Deposit. At the time this Agreement is signed by CBW, PURCHASER shall deposit with CBW One-Thousand Dollars (\$1,000) (“Performance Deposit”) in the form of cash, certified check, cashier’s check, money order, certified line of credit, or a time certificate of deposit made payable to CBW. If the Performance Deposit is in the form of cash, certified check, cashiers check or money order, CBW shall place the Performance Deposit in a separate state account and all interest on the Performance Deposit shall accrue to the benefit of CBW. If the Performance Deposit is in the form of a time certificate of deposit, CBW shall place the Performance Deposit in the state safe and all interest on the Performance Deposit shall accrue to the benefit of PURCHASER. If PURCHASER is in default under this Agreement and has received notice of such default from CBW, but has failed to cure such default, CBW may apply said Performance Deposit to pay for the performance of the default obligation and to any of CBW’s expenses or damages incurred as a result of PURCHASER’s default. PURCHASER shall remain liable for any deficiency which remains after application of the Performance Deposit to any amount owed, and within ten (10) days of CBW’s said application, PURCHASER shall deposit that sum of money necessary to maintain a Performance Deposit of One Thousand (\$1,000.00).

12. ENVIRONMENTAL COMPLIANCE, PROTECTION AND SAFETY

A. No Hazardous Materials. PURCHASER shall not cause or permit to be brought upon, stored or used in or about the Timber Sale Area, or the Roads and Related Transportation Facilities by PURCHASER, its agents, employees, contractors, or invitees, any Hazardous Materials without the prior written consent of CBW, which will not be unreasonably withheld by CBW so long as PURCHASER demonstrates to CBW’s satisfaction that such Hazardous Materials are reasonably necessary to PURCHASER’s Timber Operations and will be used, kept, stored and disposed of in a manner that complies with all applicable Laws regulating any such Hazardous Materials.

B. Fuel Storage, Fueling, Maintenance and Spill Prevention. CBW hereby consents that PURCHASER may bring upon, and use necessary fuel, lubricating oil, hydraulic fluids, explosives and anti-freeze substances in the Timber Sale Area, during the Term of this Agreement only to the extent such items are transported, used, and disposed of in a manner that complies with all applicable Laws and the terms of this Agreement. PURCHASER shall

maintain and use offsite centralized fuel storage, refueling and maintenance facilities (including facilities for the collection of waste oil) and shall do so in accordance with all applicable Laws. PURCHASER shall have adequate absorbent materials on site and in all vehicles and machinery used in the Timber Sale Area.

C. Immediate Cleanup of Environmental Contamination. In the event PURCHASER becomes aware of any Environmental Contamination within the Timber Sale Area, PURCHASER shall immediately notify CBW and the Alaska Department of Environmental Conservation of any such Environmental Contamination and (unless provided for otherwise in a CBW-approved joint use agreement between PURCHASER and other Authorized Users of the Timber Sale Area) shall immediately take all actions at its sole expense as are necessary to contain and cleanup Environmental Contamination in a manner consistent with the requirements of applicable Laws. Without limiting PURCHASER's containment and cleanup obligations herein, to the extent that it is economically reasonable to do so, PURCHASER shall return the affected area to the condition existing prior to the introduction of any such Hazardous Materials.

13. DEFAULT BY PURCHASER

A. Events of Default by PURCHASER. Any of the following shall be deemed an event of default by PURCHASER ("Event of Default"):

- (1) If any representation or warranty made by PURCHASER proves to be false in any material respect;
- (2) If PURCHASER fails or refuses to perform, fulfill, or observe any provision in this Agreement, or breaches any covenant in this Agreement; or
- (3) If PURCHASER has a receiver appointed for all or any significant part of its assets, becomes insolvent, files a petition-in-bankruptcy or for reorganization, liquidation, or relief under any bankruptcy, insolvency, or debtor laws, or makes an assignment for the benefit of creditors, or if a petition is filed against it in bankruptcy or under insolvency or debtor laws.
- (4) The inability to perform this Agreement due to loss of financing, key management, contractor, subcontractor, or similar, and failure, within 30 days of written notice from CBW of such inability, to provide reasonable written assurances of Purchaser's ability to perform this Agreement.

B. Notice of Default/Cure/Termination. In the event of default under paragraph 13.A. (Events of Default by PURCHASER) above, CBW will serve written notice on PURCHASER that shall state the ground or grounds upon which default is alleged and demand a

cure. In the event of a default by PURCHASER for failure to make payments of Stumpage Fees, or the Performance Deposit, or for failure to obtain or maintain insurance as required herein, Timber Operations shall cease immediately upon PURCHASER's knowledge of the default or upon notice from CBW, whichever is earlier. If the default is not cured within ten (10) business days of written notice to PURCHASER, CBW may suspend or terminate this Agreement by serving written notice on the PURCHASER that states that this Agreement is suspended or terminated. If an Event of Default is of any nature other than the defaults identified in the previous sentence and if (i) the default is not cured, or (ii) reasonable steps are not taken to diligently execute a cure within thirty (30) business days of notice, or within 48 hours in the case of obligations which CBW or an authorized regulatory agency has declared to be of an emergency nature, CBW may suspend or terminate this Agreement by serving written notice on PURCHASER that states this Agreement is suspended or terminated. Failure of CBW to strictly enforce at any time any of the provisions of this Agreement shall not be construed to be a waiver or affect the right of CBW to thereafter strictly enforce such provision.

C. Remedies. In addition to the above, if an Event of Default by PURCHASER occurs under this Agreement, CBW, at its election, shall be entitled, after written notice to PURCHASER and the cure periods set forth above have expired: (i) to suspend the operations under this Agreement until the breach is cured; (ii) to terminate this Agreement and recover any and all damages including incidental and consequential damages; (iii) to terminate this Agreement and retain the Bid Deposit, any Stumpage Payments, the Performance Deposit and all other fees and deposits paid by PURCHASER, plus all interest accrued thereon, as liquidated damages and not as a penalty; (iv) to seek specific performance of this Agreement; and (v) to pursue any and all remedies in addition to or by way of alternatives to the foregoing available at law or in equity.

14. FINAL ACCOUNTINGS

Upon the expiration of the Term of this Agreement including any extensions thereof, or within thirty (30) business days of the completion of all remaining obligations of PURCHASER, whichever is earlier, there shall be a final accounting between the parties. The following amounts shall be computed: (i) any unpaid completion costs; (ii) amounts due to CBW under Paragraph 10 L (Emergency Repairs) of this Agreement; and (iii) any other amount due CBW or PURCHASER pursuant to this Agreement. Within thirty (30) days after all calculations have been made and approved by both parties, and final inspections have been completed by CBW

and applicable regulatory agencies, the party indebted to the other shall pay the outstanding balance owed to the other party, at which time the Performance Deposit or remaining portion thereof shall be released or refunded.

15. RIGHTS AND OBLIGATIONS UPON EXPIRATION OR TERMINATION OF AGREEMENT

A. Rights in Timber Sale Area. Upon the termination or expiration of this Agreement, any claim or right PURCHASER may have in and to the Timber Sale Area, to any Merchantable Timber or logs remaining in the Timber Sale Area or to the Roads shall terminate.

B. Obligation to Remove. Within thirty (30) days of completion of PURCHASER’S Timber Operations or termination of this Agreement, whichever is earlier, PURCHASER shall remove from the Timber Sale Area and the Roads, all equipment, materials, chemicals, goods, supplies, machinery, cable, wastes, buildings, structures, and any other items or improvements placed thereon by PURCHASER. The Timber Sale Area and the Roads shall be left free of all litter, debris, and all foreign materials generated by PURCHASER’S Timber Operations. PURCHASER’S removal thereof shall be made in a manner that does not leave the Timber Sale Area in dangerous or unsafe condition and allows for reasonable concurrent uses during the removal period. If the above items are not so removed, they shall either be removed from the Timber Sale Area at PURCHASER’S expense or shall become property of the CBW if CBW so elects.

16. NOTICES AND PARTIES’ REPRESENTATIVES

All notices, requests, elections, consents or other communications that may be or are required to be given pursuant to this Agreement to either of the Parties shall be effective only if given in writing and sent by certified mail, return receipt requested, or by confirmed facsimile copy, and shall be deemed received on the earlier of actual receipt or five (5) days after being deposited in the mail, postage prepaid, addressed to CBW or PURCHASER at the following addresses:

To CBW:
City and Borough of Wrangell
Attn: Borough Manager
PO Box 531
Wrangell, AK 99929

To CBW’s Field Representative:
*Contracted Representative

To PURCHASER:

Mike Allen

PO Box 158
Wrangell, AK 99929

Either party may change its representative or its field representative and its address for the purposes of this Paragraph 16 (Notices and Parties' Representatives) by giving notice of such change to the other party in the manner provided in this Paragraph 16.

17. ASSIGNMENT OF AGREEMENT

PURCHASER may not assign this Agreement, or any part hereof, or otherwise convey or dispose of this Agreement, or of its right, title, or interest herein, or its power to execute this Agreement, to any other person, firm, or corporation without the prior written consent of CBW, which may be withheld for any reason. Furthermore, PURCHASER's interests and rights in and to this Agreement shall not be transferred by operation of law through any execution or judicial sale or insolvency or bankruptcy proceeding. Any assignment or transfer without CBW's approval shall be void and not merely voidable. Assignment for purposes of this Paragraph 17 (Assignment of Agreement) shall include, but not be limited to, any change in the structure of or the ownership of shares or stock or other interests in PURCHASER such that control of the affairs of PURCHASER is transferred to persons other than those exercising such control or management on the date of execution of this Agreement or on the date of CBW's approval of the immediately prior assignment (but shall not include a change in the directors or officers of PURCHASER or changes in ownership directly resulting from the death of a shareholder or owner of other interests, where the shares or interest is transferred pursuant to a Will or the Laws of Intestacy, and where CBW determines in its sole discretion that said transferee or manager is capable of assuming all obligations under this Agreement). CBW may, at its discretion, and without PURCHASER's consent, assign its rights hereunder.

18. LIENS

PURCHASER shall pay or cause to be paid promptly when due any claim, debt or charge against PURCHASER, which might become a lien against any of the CBW's assets associated with this Agreement. PURCHASER shall not suffer or permit any such lien or encumbrance of any kind to be filed against or upon any equipment, improvements, logs, the Timber or the property from which the same are cut, or from the proceeds thereof, regardless of whether the basis of such lien is a claim against PURCHASER or against an employee, agent, supplier,

contractor or subcontractor of PURCHASER. PURCHASER shall keep the Timber Sale Area and Timber free and clear of any and all mechanics, loggers, labor or materialmens liens arising from the performance of labor upon or the furnishing of materials to the Timber Sale Area. PURCHASER may contest the validity of any such lien that may be filed by providing reasonable security to CBW. PURCHASER shall post notices of CBW's non-responsibility pursuant to AS 34.35.065 and AS 34.35.150.

19. REPRESENTATIONS AND WARRANTIES

A. CBW. As additional consideration for this sale, CBW hereby represents and warrants that it is duly authorized to enter into this Agreement.

B. PURCHASER. As additional consideration for this purchase, PURCHASER hereby represents and warrants as follows, which representations and warranties shall survive the expiration of this Agreement:

(1) It has read this Agreement with care and in its entirety and understands it completely;

(2) It has had an unrestricted opportunity to review documents received from the CBW related to this timber sale which are not subject to the attorney-client privilege and has carefully inspected the Timber Sale Area and all Timber on the Timber Sale Area, and is purchasing the Merchantable Timber and accepting the Timber Sale Area "AS IS"

(3) It has independently considered and made its own determination concerning the physical, legal and economic facts related to the access to and operations within the Timber Sale Area, barging and towing, log transport, log storage and transfer, raft delivery conditions, fuel transport and storage, availability of camps and sort yards, matters of title, present and future government regulations, the construction of the required Roads and Related Transportation Facilities, the harvest of the Merchantable Timber (and the ease or difficulty in harvesting it), the value, volume, grade, species distribution, type, quality and merchantability of the Timber and the economic feasibility and operability of the Timber and PURCHASER's ability to harvest the Timber, and all other matters related to the harvest and sale of the Timber. PURCHASER assumes each, every and all risks related to Timber Operations, the Merchantable Timber and the Timber Sale Area;

(4) It further assumes all risks related to the quantity or quality of rock, sand, gravel, stone or other Construction Materials in the Timber Sale Area;

(5) It is duly incorporated in accordance with the laws of the State of Alaska

and in good standing in accordance with the Laws of the State of Alaska and is fully qualified to do business in the State of Alaska;

(6) It has the ability in terms of experience, expertise and financial capability to perform this Agreement in a timely manner and further agrees to provide to CBW such financial information as may reasonably be requested from time to time by CBW to confirm PURCHASER'S continuing ability to perform this Agreement; provided that CBW agrees (1) to keep confidential such financial information submitted to it by PURCHASER, (2) that said financial information will be used only for purposes directly related to this Agreement, and will not be disclosed to any person other than authorized representatives of CBW; and any professional persons engaged by CBW relative to PURCHASER'S performance of this Agreement, except information that is in the public domain or that lawfully enters the public domain through no violation of this Agreement, provided that any such professional person agrees, beforehand, in writing, to abide by the terms of this confidentiality agreement, (3) to provide to PURCHASER in writing the identity of the professional parties to whom the additional financial information is disclosed and the purpose of such disclosure, within ten (10) days of making said disclosure, (4) that if at some point a dispute arises and CBW concludes that it needs to submit to a court or other similar tribunal any document covered by this confidentiality agreement or the contents of any such document, then such submission will be made under seal; and (5) upon PURCHASER'S completion of its performance of this Agreement, CBW shall return to Purchaser all such financial documents or place them in storage under proper security, at the CBW's option. PURCHASER acknowledges that, pursuant to 11 AAC 99.120, all financial information submitted to the CBW is required to be available to its contracted third-party sale administrator, subject to the requirement that the material will remain confidential after receipt.

(7) It is duly authorized to enter into this Agreement and all agreements and documents contemplated hereby, and to make the representations and warranties set forth herein; that when executed and delivered by PURCHASER, this Agreement shall constitute a legal, valid and binding obligation of PURCHASER; that the person executing this Agreement for and on behalf of PURCHASER is duly authorized to do so; and, that neither the execution of this Agreement nor its performance by PURCHASER will conflict with or result in the breach of any other instrument, covenant or undertaking of PURCHASER;

(8) All submissions to CBW made in relation to this Agreement are true and

correct;

(9) It is entering into this Agreement based upon its own knowledge and information of the Timber, of the Timber Sale Area and of the timber business, and not because of any inducement or representation of CBW, or any representative of CBW;

(10) It is experienced in the logging industry, has independently reviewed all applicable Laws and has sufficient working familiarity with such Laws to enable it to obtain necessary permits and comply with same;

(11) It has had the opportunity to consult with an attorney of PURCHASER's own choosing concerning the contents of this Agreement; and

(12) PURCHASER acknowledges and agrees that:

- (a) CBW has made no representations or warranties, express or implied, as to the access, availability, operability, value, total volume that may be cut in the Timber Sale Area, type, species distribution, grade, quantity, quality, merchantability or fitness for a particular use concerning the Timber and the Timber Sale Area;
- (b) CBW's approval of the Operating Plans shall not be a warranty that the Operating Plans are economic, safe, or meet the requirements of applicable Law;
- (c) CBW does not warrant the fitness or suitability of the Roads and Related Transportation Facilities (or lack thereof) and the Timber Sale Area and makes no representations concerning them;
- (d) CBW does not warrant the accuracy of any title, appraisals, timber cruises, investigations or other pre-sale documents or evaluation CBW has prepared;
- (e) CBW does not warrant the Timber Sale Area to be free of risks associated with previous activity in the area; and
- (f) CBW does not warrant any other item that extends beyond the express written contents of this Agreement.

20. TAXES, FEES AND ASSESSMENTS

PURCHASER shall file timely reports and make timely payment of any and all taxes, including deposits for withholding taxes, and fees and assessments due the United States, the State of Alaska, and any local governing body, and any and all payments for unemployment

compensation and Workers Compensation Insurance, and other taxes and contributions required by Law, which become due and payable on account of PURCHASER's operations carried out under this Agreement. Should PURCHASER fail to make any such payments, CBW shall have the right, at its option, to make such payment for PURCHASER's account, and PURCHASER agrees that it will, within five (5) days, reimburse CBW therefore.

21. VALID EXISTING RIGHTS

The rights granted to PURCHASER under this Agreement are subject to all valid existing rights in existence on the Effective Date whether or not made of record, including without limitation, easements, rights-of-way, reservations or other interests in land.

22. OFFER FOR IN-STATE USE

When reasonable to do so, PURCHASER, at no cost to CBW, is encouraged to consider the sale of the Merchantable Timber to in-state manufacturers.

23. GENERAL PROVISIONS

A. Remedies. Except as otherwise expressly provided in this Agreement, the parties shall be entitled to any and all remedies provided by Law and all such remedies shall be cumulative.

B. Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed an original, and all of which, taken together, shall constitute a single agreement. This Agreement shall not become binding upon any party unless and until both parties have executed at least one counterpart of this Agreement.

C. Further Actions. The parties hereby agree to take any and all actions and execute, acknowledge and deliver any and all documents reasonably necessary to effect the purposes of this Agreement.

D. Modification of Agreement. Only an instrument in writing duly executed by and delivered to all of the parties hereto may modify this Agreement.

E. Entire Agreement. This Agreement, the Exhibits attached hereto including the Operating Plans, and all other documents necessary to effect the purposes of this Agreement embody the entire Agreement and understanding between the parties and supersede all prior agreements and understandings, whether written or oral, relating to the subject matter hereof. In case of a conflict between this Agreement and any other document necessary to effect the purposes of this Agreement, the terms of this Agreement shall control.

F. Interpretation. This Agreement shall be governed and construed in accordance

with the Laws of the State of Alaska. All words and phrases used in this Agreement are to be interpreted in conformance with AS 01.10.040. The descriptive paragraph headings throughout this Agreement are for convenience and reference only, and the words contained therein shall not be held to expand, modify, amplify or aid in the interpretation or construction of this Agreement.

G. Venue. Venue for any legal action shall be in the Alaska Superior Court at Anchorage, Alaska.

H. Dispute Resolution. The parties agree to use their best efforts to resolve any disputes under this Agreement fairly, efficiently and promptly. Potential methods for achieving such dispute resolution may include (but shall not require) mediation, arbitration, and other approaches that may be appropriate under the circumstances.

I. Severability. If any provision of this Agreement or any application thereof shall be invalid or unenforceable, the remainder of this Agreement and any other application of such provision shall remain valid and enforceable so long as the provision determined to be invalid or unenforceable is not material to the rights of either party hereto.

J. Binding Effect. The rights, obligations, and liabilities set forth in or arising under this Agreement shall extend to, be binding upon, and inure to the benefit of the parties and their respective successors and permitted assigns.

K. Relationship of the Parties. Nothing in this Agreement shall be construed to make the CBW an agent, a partner, or a joint venture with PURCHASER.

L. Exhibits. All Exhibits to this Agreement are adopted by reference and incorporated herein as if fully set forth in this Agreement.

M. Contractors. All Contractors and subcontractors engaged by PURCHASER to perform Timber Operations relating to this Agreement, shall be approved in advance by CBW; however, CBW shall not unreasonably withhold its approval. All such contractors and subcontractors shall be required by contract to abide by the terms and conditions of this Agreement, and PURCHASER shall provide them with relevant provisions of this Agreement.

N. Covenant to Act in Good Faith. In order to permit this Agreement, throughout its Term, to be fully effective in accordance with the original intent of the parties, each party agrees that it shall at all times act in good faith in performing its obligations and in exercising its rights under this Agreement.

SIGNATURE PAGE FOLLOWS

CITY AND BOROUGH OF WRANGELL:

By: _____ Date: _____

Title: Borough Manager

STATE OF ALASKA)

) ss.

THIRD JUDICIAL DISTRICT)

The Foregoing Instrument was acknowledged before me by Mason Villarma, Borough Manager of the City and Borough of Wrangell on this ____ day of _____, 2026.

Notary Public for the State of Alaska

My Commission expires: _____

MIKE ALLEN ENTERPRIZES:

By: _____ Date: _____

Title: Owner

STATE OF Alaska)

) ss.

_____)

The Foregoing Instrument was acknowledged before me by Mike Allen Jr. on behalf of the corporation on this ____ day of _____, 2026.

Notary Public for the State of Alaska

My Commission expires: _____

EXHIBIT A TIMBER SALE AREA MAP



EXHIBIT B

TIMBER SALE AREA LEGAL DESCRIPTIONS

A portion of Lot 26, according to Plat No. 29-19, located in the Wrangell Recording District, First Judicial District, State of Alaska, containing approximately 6.24 acres, more or less, being a part of Assessor's Parcel Number 03-008-500, and subject to all easements, rights-of-way, restrictions, and reservations of record.

EXHIBIT C

APPROVED OPERATING PLAN

To be submitted by PURCHASER before operations begin, approved by CBW or its contracted field representative and attached hereto.

EXHIBIT D

OPERATING PLAN REQUIREMENTS

The Annual Operating Plan shall comply with the requirements of the Alaska Forest Resources and Practices Act (FR&PA) under AS 41.17 and 11 AAC 95.220. The Overall Operating Plan shall provide CBW with sufficient information to allow CBW to understand the Timber Operations planned for the entire area, as they will occur in the field. The Overall Operating Plan shall include identification of any areas of concern that PURCHASER may have relating to any potential problems, including any potential conflicts with AS 41.17. The Annual Operating Plan is to be submitted to the CBW on the state Division of Forestry “Detailed Plan of Operations” form so as to comply with the FR&PA. In addition to the information required in the “Detailed Plan of Operations” under 11 AAC 95.220, PURCHASER shall provide CBW with the following information, attached to the state form:

A. Description of Overall Operating Plan.

(1) Timber Harvest schedules, to include specific scheduling for the operation of Timber Harvest Units within the Timber Sale Area and associated access development by year;

(2) Silvicultural and operating prescription – Description of silvicultural prescription for each harvest unit;

(3) Fire prevention and suppression planning, including an area wide action plan and list of adequate equipment maintained in the Timber Sale Area to suppress fires;

(5) Hazardous Substance, an area wide control plan;

B. Details of Annual Operating Plan.

(1) Method and schedule of timber harvest by unit within the Timber Sale Area, for the plan year, including a complete timber harvest unit layout for that portion of the Timber Sale Area to be logged for the year, tentative layout plans for the following year, and the estimated volume by month to be harvested during the plan year;

(2) Details of road construction and layout, to include a summary for areas of concern due to slope or other considerations.

(3) Details of the portions of the timber harvest unit layout designed to minimize damage to other resources, including fish and wildlife habitat, soils in areas of steep slope and water quality on each of the units planned for harvest;
City and Borough of Wrangell

(4) Details of seasonal closeout plans, including Roads and Related Transportation Facilities and other pertinent information. Purchaser should plan on operating only one Timber Harvest Unit at a time, and plan for orderly closing out of each Timber Harvest Unit as it is completed. The annual plan for the last year of this Agreement shall provide for closeout activities, including putting roads to bed and full clean-up;

(5) Names, addresses and contact persons for all contractors.

C. Training. PURCHASER shall include in any Operating Plans a training program for all personnel, including contractors and subcontractors, involved in the Timber Operations. The program shall be designed to inform each person working in the Timber Sale Area of environmental concerns associated with Timber Operations in the Timber Sale Area. The program shall specifically address the following Timber Operation elements: (i) safety, (ii) prevention of hazardous material contamination, (iii) prevention of fire, (iv) compliance with fish and wildlife protection Laws, (v) other fish and wildlife protection measures addressed in the Operating Plan, (vi) contract compliance, (vii) water quality laws and (viii) prevention of unauthorized uses of the Timber Sale Area.

EXHIBIT E

ROAD CONSTRUCTION AND MAINTENANCE REQUIREMENTS

1. Road and Landing Construction. The PURCHASER shall take all measures that CBW determines necessary to protect stream banks and stream courses during road and landing construction and to prevent erosion of exposed soil and fill material including but not limited to the following:

A. Road Specifications. The following road segments, must be built to the specifications described below, and in the location marked on the ground with Orange centerline ribbon (also shown on timber sale layout map).

B. Ballast. Ballast shall be obtained from an approved borrow pit. The above roads shall be rocked and shaped according to the specifications as shown below.

C. Road Fill. Unless otherwise approved in writing and staked on the ground by CBW, road fill placed by the PURCHASER shall not cover, encroach on, or alter permanent or intermittent water channels.

D. Culverts. Culverts will be as needed or as prescribed by the State of Alaska Forest Practices Act and Regulations. PURCHASER should be prepared to:

- (1) Increase structure size as required if conditions warrant, i.e. debris problems or drainage modification due to logging or road construction and
- (2) Install relief culverts every 1000 feet, or less to relieve ditch-line catchment.

2. Road Maintenance.

A. On-going Maintenance. Once initial operations involving road use under this contract commence by the PURCHASER, maintenance shall be an on-going function throughout the duration of the contract. The PURCHASER may cease maintenance operations during prolonged shut-down periods providing all roads are stabilized according to the standards specified in (E) below with prior written approval by CBW.

B. Existing Road Cross Sections. PURCHASER shall maintain existing road cross sections by blading and shaping the surface and shoulders or replacing surfacing as required by CBW.

C. Avoid Fouling Surface. While performing ordinary road maintenance work PURCHASER shall avoid permanently fouling gravel or rock surfaces through covering them with earth or debris from side ditches, slides or other sources. PURCHASER shall avoid blading surface material off the road surface.

D. Minimize Damage. PURCHASER shall minimize damage to ditches, drainage structures, slopes and road surfaces. Where damage does occur, PURCHASER shall restore the road and structures to their prior condition within a two-week period, unless CBW requires a shorter or longer period of time under the circumstances.

E. Preventative Maintenance. PURCHASER shall perform preventative maintenance at the end of each operating season to minimize weather damage during the non-hauling period. This may include cross-ditching, post-haul blading to remove berms, ruts or other surface irregularities that would interfere with normal runoff of water and cleaning ditches and culverts.

F. Seasonal Work. PURCHASER shall perform all seasonal weather clean-up, removal of bank slough, minor slides and fallen timber, brush road, replace material eroded from slopes, and clean out drainage ditches and culverts at the beginning of each operating season. In removing material from slides or other sources, PURCHASER shall deposit the material in a location where it will not erode into streams, lakes or reservoirs. Cut slopes, slumps, or other areas of exposed soil that are at risk for producing sedimentation of surface waters will be grass seeded or otherwise stabilized to reduce sediment transport.

G. Work Upon Termination. Upon termination of use, all roads shall be either put to bed, in compliance with the Alaska Forest Practices Act and Regulations or at the option of CBW, they may be maintained as specified in (E) and (F) above.

5. Road Maintenance Agreements. If PURCHASER jointly uses the Roads and Related Transportation Facilities with other authorized parties under this, or a subsequent contract, each party shall be required to enter into a joint use road maintenance agreement prior to hauling logs on the jointly used roads, see Agreement Paragraph 10.

6. Road Standards.

A. General Conditions.

1. Road Width. Roads shall be 20 feet, including ditch (see typical roadbed section) and 35 feet where designated turnouts are built.
2. Surfacing Width. 14-16 feet.

- 3. Surfacing. The minimum necessary to allow log trucking without surface deformation.
- 4. Turnouts. Will be inter-visible, with a surfaced length of 50 feet at full width.
- 5. Grade. The maximum grade on the “mainline” segments listed in (A) above, is 12%. The maximum grade on all spurs is 16% unless otherwise approved in writing by CBW representative.
- 6. Degree of Curvature. The absolute maximum permitted is 100 degrees. The ordinary designed maximum shall be 90 degrees.

B. Road Signage.

- 1. Signs. NA

C. Clearing and Grubbing

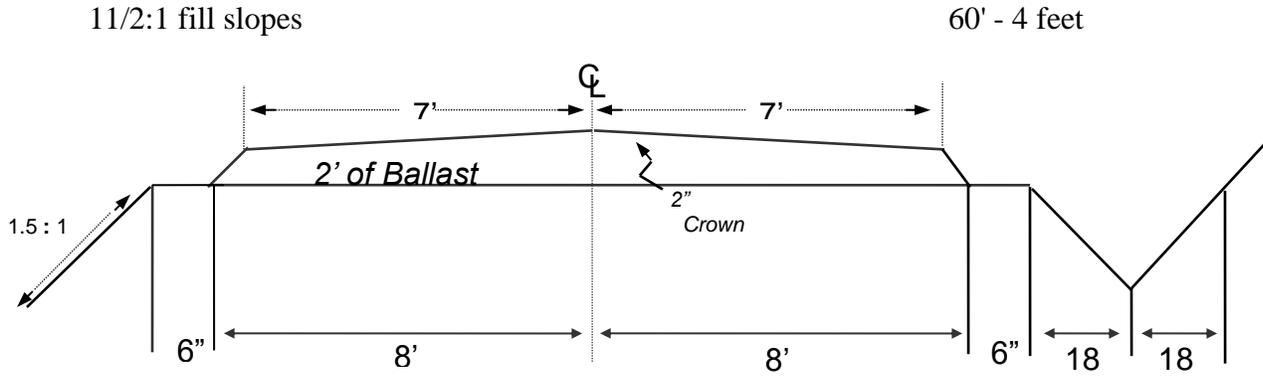
- 1. The clearing boundary limits outside of the sale area will be 33’ on either side of the centerline. Within the sale area, PURCHASER may determine the clearing limits.
- 2. Snags and trees leaning heavily over the roadway that are outside the clearing limits shall be felled. Snags will be felled in conjunction with cutting the regular right-of-way.
- 3. All stumps, any portion of that fall within the cut slopes, shall be removed.
- 4. Debris will not be piled or pushed against existing trees.

D. Grading.

- 1. All fills 6 feet deep and over shall be widened 2 feet for each 6 feet of centerline depth to a maximum width of 36 feet. Embankment slopes shall not be steeper than 1 1/4:1 for common and 1:1 for rock. Fills shall be compacted in 2-foot layers.
- 2. Cut slopes will generally be 3/4:1 below 70%, 1/2:1 above 70%, and vertical in rock.

9. Typical Roadbed Section, Single Lane - With Turnouts.

<u>Cut Slopes</u>	<u>Extra Widening</u>	<u>Inside of Curves</u>
1:1 common	Fills under 6' add 1'	10' - 1 foot
1/2:1 soft rock	Fills over 6' add 2'	30' - 2 feet
1/4:1 solid rock		50' - 3 feet



The grade and alignment can be changed only with the permission of CBW representative when conditions encountered during construction make this advisable.

EXHIBIT F

INSURANCE POLICIES

All of the insurance policies required by this Agreement shall be endorsed to provide that such insurance shall apply as primary insurance and that any insurance or self-insurance carried by CBW or permitting agencies will be excess only and will not contribute to the insurance required by this Agreement; shall be endorsed to name CBW as additional insured; and shall provide for a waiver of subrogation in favor of CBW. All endorsements shall refer to this Agreement. All insurance shall be on an occurrence and not a “claims made” basis. At a minimum PURCHASER shall provide and maintain the following:

A. Workers’ compensation, industrial accident and/or USL&H insurance for all its employees engaged in work under this Agreement, including subcontractors Workers' Compensation Insurance, Industrial Accident and/or USL&H, including Employer's Liability Insurance in accordance with the Laws of the State of Alaska. If there is exposure to injury under the U.S. Longshoremen’s and Harbor Workers’ Compensation Act, the Jones Act, or under Laws applicable to maritime employees, or any other federal act, coverage shall be included for such injuries or claims. Such policies shall be endorsed with a waiver of subrogation in favor of CBW.

B. Commercial general liability insurance, including contractual coverage with coverage limits not less than Two Million Dollars (\$2,000,000) combined single limit per occurrence and annual aggregate coverage of Two Million Dollars (\$2,000,000) including premises-operations, independent contractors, product/completed operations, broad form property damage, blanket contractual, and personal injury endorsements.

C. Comprehensive automobile and aircraft liability insurance, covering all owned, hired, and non-owned vehicles and aircraft with coverage limits not less than Two Million Dollars (\$2,000,000) combined single limit per occurrence of bodily injury and property damage.

D. Logger’s property damage liability, broad form with a limit per occurrence of at least One Million Dollars (\$1,000,000).

E. Pollution liability coverage with coverage limits of not less than One Million Dollars (\$1,000,000.00) per occurrence combined single limit for bodily injury, property damage and cleanup expense.