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Via Electronic Filing

Shonta Dunston, Chief Clerk
North Carolina Utilities Commission
4325 Mail Service Center
Raleigh, NC 27699-4300

Re: Docket No. A-41, Sub 21
Witness Summaries

Dear Ms. Dunston:

Attached for filing on behalf of the Village of Bald Head Island in the above-referenced proceeding are summaries of the pre-filed direct testimony of the following witnesses:

- George Corvin
- Brandy Munroe
- David Cox
- Stephen Boyett

Should any questions arise in connection with this matter, please do not hesitate to contact this office.

Very truly yours,

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cc: All parties

**Summary of the Direct Testimony of George Corvin
On Behalf of the Village of Bald Head Island**

In my direct testimony I discuss my perspective as a Bald Head Island homeowner.

Because my wife and I still work in Raleigh, we will often come down to the Island on the weekends. Each time, we must park at the parking facilities at the Deep Point Terminal. Due to its remote location, there is no other reliable and readily accessible way to get to the ferry other than driving to Deep Point. And there is no alternative way for the public to get to the Island—the ferry is the only way for the public, including residents, visitors, and workers, to reach the Island.

As I explain in my direct testimony, it seems critical to me that the parking facility and barge be regulated like the ferry and tram services. Bald Head's ferry, tram, parking, and barge access are all integrally interrelated. These services are the lifeblood of Bald Head Island, and without each of them working effectively in conjunction with the others, those who live, work, or vacation on the Island will be seriously impacted. Even the perception that access to these services might be disrupted has serious implications.

My testimony emphasizes that families from all backgrounds vacation on the Island year after year to take advantage of the unique history and environment that the Island offers. Without affordable and available public access to the Island—which includes access to parking and the barge—we risk running off those families and workers on which the Island relies.

If people are discouraged from visiting or living on Bald Head Island, this change will have massive implications beyond the Island. For example, my daughter teaches in a

Title I school in Brunswick County, and I have witnessed firsthand how important that tax revenue is to her students. That tax revenue depends on the Island's tourism industry.

The barge is also an important service. It is well known on the Island that this is the only way to get furniture and other large household items transported to the Island. I have myself used the barge to transport furniture in a U-haul back in 2016.

I am generally not a fan of government regulation, but there are situations where regulation of this sort is essential, and in my opinion this is one of those situations.

This concludes the summary of my Direct Testimony.

**Summary of the Direct Testimony of Brandy Munroe
On Behalf of the Village of Bald Head Island**

My direct testimony discusses the impact of the Deep Point ferry, parking, and barge operations on island businesses.

I first provide an overview of my business. I am the owner of Bald Head Island Services Rentals and Sales, Inc. (“Bald Head Island Services”). We are the largest rental company on the Island. We provide property management, maintenance, cleaning, and services for over 130 rental properties on the Island, and have over 40 employees.

Next, I discuss the impact of the parking facilities on my businesses. Of my staff of 40, only three live on the Island. The rest commute from the mainland and rely on the ferry to reach the Island every day. Bald Head Island Services purchases over a dozen yearly parking passes as well as daily parking for our part-time employees. The cost of parking and using the ferry is a major expense for my business.

My testimony notes my concerns regarding the regulatory status of the parking facilities. In the absence of regulatory oversight, I am worried that if the ferry system and parking facilities are bought by a company that is focused on maximizing profit as opposed to promoting the interests of the Island it will not take the concerns of businesses, Islanders, and vacationers into account. If business owners can’t afford parking, this will trickle down to every business on the Island. If this happens the businesses will have to close causing loss of property values for homeowners, creating massive unemployment and huge tax dollars losses for Brunswick County.

Lastly, I discuss my business and personal use of the barge and tug service. I rely on the barge to bring supplies over for my business, and have used the barge to bring

household goods over for my personal use, since the only way to get furniture or other large household goods to the Island is by using the barge.

This concludes the summary of my Direct Testimony.

**Summary of the Direct Testimony of David Cox
On Behalf of the Village of Bald Head Island**

The purpose of my testimony is to explain the reliance of island employees on the parking facilities at the Deep Point marina, and to discuss the role of the barge in package and household goods transportation to the island.

I first discuss my work experience on the island. I have been the Director of Technology for the Village of Bald Head Island (the “Village”) since July of 2007. As the Village’s technology officer, I am responsible for managing all of the Village’s hardware, software, and telecommunications assets and needs. I also am responsible for the Village’s Island Package Center (the “IPC”), which serves as the distribution hub for U.S. Mail, Federal Express and UPS packages coming to and from the island. I started working for the Village in May of 1999 as a law enforcement officer.

Next, I discuss my reliance on the parking facilities at the Deep Point marina. Although I have worked on the island for over two decades, I have never lived on the island. Therefore, I have had to drive and park at the ferry terminal every workday for the past twenty plus years. I am not aware of anybody who has taken the ferry and has parked anywhere other than the parking facilities at the terminal. The closest commercial parking lot of which I am aware would be the Circle K on Stewart Avenue in Southport, which is about a mile and a half away from the terminal, is not true public parking, and cannot hold the hundreds of cars that park at the Deep Point terminal every day. I am also not aware of any public bus that travels to the Deep Point terminal.

I then discuss the dependence of the IPC on the barge and tug service. The IPC is the delivery hub for packages and mail that come to and from the island, and handles an

average of about 7,000 packages a month. Local carriers, such as UPS, FedEx, and DHL, do not deliver packages to the island; rather, they deliver packages to a warehouse on the mainland for transport by the barge to the IPC on the island. The IPC also offers islanders point of sale operations for the receipt of packages that islanders wish to send out by a local carrier. Those packages are transported to the mainland via the barge as well.

Because there are size constraints on what you can carry on the passenger ferry, all big household items come over on the warehouse truck and barge. I think I have seen everything you could imagine as a household item come through the IPC via the barge. Individuals can also direct transport items on the barge by using a personal vehicle or rented vehicle or trailer.

This concludes the summary of my Direct Testimony.

**Summary of the Direct Testimony of Stephen Boyett
On Behalf of the Village of Bald Head Island**

The purpose of my testimony is to explain the reliance of island workers on the parking facilities at the Deep Point marina, and to discuss the critical role of the barge in the construction and furnishing of homes on the island.

I first provide an overview of the island and its many natural features that make it a popular vacation destination. I note that the island is accessible only by boat.

I then discuss my role as the Development Services Director for the Village of Bald Head Island (the “Village”). My responsibilities encompass planning and zoning decisions, and building inspections. I review building plans, issue permits, conduct inspections of structures on the island, and approve final certificates of occupancy.

Next, I discuss how ferry parking is critical to the wide range of passengers who rely on the ferry to reach the island. Few, if any, of the hundreds of workers who support the island reside on the island. Instead, they park every day at the “Contractor Lot” to commute to the island. I am not aware of anybody who has used the passenger ferry without having to park at the parking facilities. There are “No Parking” signs up and down the road leading to the entrance to the Deep Point property; I am not aware of any public busses that have a stop near the ferry terminal, and the closest alternative parking lot of which I can think is near Howe Street in Southport, over a mile away from the Deep Point terminal.

Lastly, I discuss the essential role played by the barge as the lifeblood of construction on the island. The barge carries everything needed to build and furnish a house, from construction materials to appliances and furniture. The only exceptions would

be small items that a passenger could carry onto the ferry and, if one owned a boat, whatever small items the boat owner could put on their boat.

My testimony also notes that the barge schedule dictates construction schedules. As a building inspector, as many as 40% of contractors ask me to perform final inspections by a certain date because they are expecting furniture to be delivered within a day or two of when they hope to get approval. Having to reschedule a furniture delivery can result in a delay before the furniture can be delivered again, due to the availability barge space.

I also note that it is common knowledge on the island that the barge is the appropriate vehicle for transporting large and bulk items for household use to the island.

This concludes the summary of my Direct Testimony.