

**STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH**

DOCKET NO. A-41, SUB 22

In the Matter of)	
Joint Application of Bald Head Island	)	DIRECT TESTIMONY OF
Transportation, Inc., and Bald Head Island Ferry	)	KEVIN W. O'DONNELL, CFA
Transportation, LLC, for Approval of Transfer	)	ON BEHALF OF
of Common Carrier Certificate to Bald Head	)	VILLAGE OF BALD HEAD
Island Ferry Transportation, LLC, and	)	ISLAND
Permission to Pledge Assets)	

BEFORE THE NORTH CAROLINA UTILITIES COMMISSION

DOCKET NO. A-41, SUB 22

Direct Testimony of Kevin W. O'Donnell, CFA

On Behalf of the Village of Bald Head Island

February 20, 2022

1 **Q. PLEASE STATE YOUR NAME, TITLE, AND ADDRESS.**

2 A. My name is Kevin W. O'Donnell. I am President of Nova Energy Consultants, Inc.
3 My business address is 1350 SE Maynard Rd., Suite 101, Cary, North Carolina
4 27511.

5
6 **Q. ON WHOSE BEHALF ARE YOU PRESENTING TESTIMONY IN THIS**
7 **PROCEEDING?**

8 A. I am testifying on behalf of the Village of Bald Head Island (the "Village").
9

10 **Q. PLEASE SUMMARIZE YOUR EDUCATIONAL BACKGROUND AND**
11 **RELEVANT EMPLOYMENT EXPERIENCE.**

12 A. I have a Bachelor of Science in Civil Engineering from North Carolina State
13 University and a Master of Business Administration from Florida State University.
14 I earned the designation of Chartered Financial Analyst ("CFA") in 1988. I have
15 worked in utility regulation since September 1984, when I joined the Public Staff

1 of the North Carolina Utilities Commission. I left the Public Staff in 1991 and have
2 worked continuously in utility consulting since that time, first with Booth &
3 Associates, Inc. (until 1994), then as Director of Retail Rates for the North Carolina
4 Electric Membership Corporation (1994-1995), and since then in my own
5 consulting firm.

6 I have been accepted as an expert witness on rate of return, cost of capital,
7 capital structure, cost of service, rate design, and other regulatory issues in general
8 rate cases, fuel cost proceedings, and other proceedings before the North Carolina
9 Utilities Commission, the South Carolina Public Service Commission, the
10 Wisconsin Public Service Commission, the Virginia State Commerce Commission,
11 the Minnesota Public Service Commission, the New Jersey Commission of Public
12 Utilities, the Colorado Public Utilities Commission, the District of Columbia Public
13 Service Commission, and the Florida Public Service Commission. In 1996, I
14 testified before the U.S. House of Representatives Committee on Commerce and
15 Subcommittee on Energy and Power, concerning competition within the electric
16 utility industry. Additional details regarding my education and work experience are
17 set forth in Exhibit KWO-1.

18
19 **Q. ARE YOU THE SAME KEVIN O'DONNELL WHO PROVIDED DIRECT**
20 **AND REBUTTAL TESTIMONY ON BEHALF OF THE VILLAGE OF**
21 **BALD HEAD ISLAND IN DOCKET A-41, SUB 21?**

1 A. Yes. I provided testimony in Docket No. A-41, Sub 21 docket, in which the Village
2 was seeking a determination of the regulatory status of the parking and barge
3 operations owned by Bald Head Island Limited, LLC ("BHIL").

4

5 **Q. WHAT IS THE PURPOSE OF YOUR TESTIMONY?**

6 A. The purpose of my testimony is to present my opinion on certain matters that are
7 relevant to the Commission's review of the proposed transaction. First, I address
8 BHIL's argument from the Sub 21 proceeding (which is pertinent to this
9 proceeding) that the parking and barge assets should be valued for rate base
10 purposes at market value, rather than at book value. Second, I review financial
11 information relating to the ferry, parking, and barge departments operated under the
12 control of BHIL, and provide an estimate of rate base and the associated rate of
13 return earned by BHIL. Third, I address the Commission's treatment of acquisition
14 premiums.

15

16 **Q. WHY ARE THESE ISSUES RELEVANT TO THE TRANSFER**
17 **PROCEEDING?**

18 A. The future treatment of rate base should be an important factor in the Commission's
19 evaluation of the proposed transaction.

20 First, the future rate-making treatment of the parking and barge assets will
21 impact the costs that can be passed on to ratepayers in the future. As I explain

1 below, if SharpVue is allowed to place the parking and barge assets into rate base
2 at fair market value—rather than book value—then ratepayers will have to *pay*
3 *again* for assets for which they have already paid. Ratepayers should not be forced
4 to pay a twice for a utility asset. As stated in the affidavit submitted by Julie Perry
5 (Exhibit KWO-2), it appears that the Commission has historically prevented
6 utilities from recovering acquisition premiums (i.e., the price paid above book
7 value) from ratepayers.

8 Second, the calculation of rate base determines the returns on utility assets
9 and, in turn, dictates the revenues that the utility is permitted to collect. As shown
10 below, my estimate of rate base suggests that BHIL is currently earning excessive
11 returns. Such returns could warrant a future reduction in the revenues earned from
12 those assets, which could impact the cash flow that a future owner can use to meet
13 debt obligations and make future investments in the system.

14
15 **Q. WHAT RECORDS DID YOU REVIEW IN CONNECTION WITH YOUR**
16 **ANALYSIS?**

17 A. I reviewed the quarterly financial reports filed with the Commission in Docket No.
18 A-41, Sub 7A relating to operation of the ferry, and various financial reports
19 relating to all three operating departments provided in connection with this
20 proceeding, including the tax asset details sheets for the ferry, barge, and parking
21 operations. I reviewed the testimony submitted by Shirley A. Mayfield on behalf of

1 BHIL and Bald Head Island Transportation, Inc. in the Sub 21 proceeding. I also
2 reviewed parts of the Amended Application and testimony in this proceeding.
3

4 **Q. WHAT IS YOUR RESPONSE TO BHIL'S CONTENTION IN THE SUB 21**
5 **PROCEEDING THAT ASSETS SHOULD BE PLACED IN RATE BASE**
6 **BASED ON "FAIR MARKET VALUE"?**

7 A. Ms. Mayfield testified in Sub 21 that the parking and barge assets, should they be
8 placed into rate base, should be valued at fair market value. *See* Direct Testimony
9 and Exhibits of Shirley A. Mayfield, Docket No. A-41, Sub 21 (Sept. 8, 2022), at
10 4-5, 11-12. I believe she is mistaken on this point.

11 When a utility files a rate case, it must comply with the filing requirements
12 of Commission Rule R-17 which, in part, requires the filing of details surrounding
13 the original cost of an assets.¹ Specifically, Commission Rule R1-17 states as
14 follows as a filing requirement for original cost:

15 A statement or exhibit showing the original cost of all property of
16 the applicant used or useful in the public service to which such
17 proposed increased rates relate. If the original cost of any such
18 property cannot be accurately determined, such facts should be
19 stated and the best estimate of the original cost given. In case such
20 property consists of plants or facilities which have been devoted to
21 the public use by some other person, municipality, or utility, and
22 subsequently purchased by the applicant, the purchase price of such
23 plants or facilities must be shown, and also the original cost and

¹ I am aware of the General Assembly's enactment of G.S. § 62-133.1A, which provides a mechanism by which government-owned water and wastewater systems can be acquired and the assets placed into rate base at "fair value." However, this statute is the exception, not the rule, and is intended to address a specific public policy concern involving the acquisition by a private entity of an existing publicly owned water or wastewater system.

1 accrued depreciation at the time of purchase must be shown, if
2 known. (underline added)
3

4 There is a strong financial reason for the above-stated Commission rule. It is
5 intended to prevent consumers from double paying for the same utility asset.
6 Placing assets in rate base at market value would, essentially, turn the keys to
7 regulation of utility rates to arbitrage specialists that would buy and sell assets on
8 an endless basis and force consumers to pay higher and higher rates for assets for
9 which they have already paid.
10

11 **Q. CAN YOU PROVIDE AN EXAMPLE THAT ILLUSTRATES THIS**
12 **CONCERN?**

13 A. Yes. Suppose Duke owned a generating plant that was constructed for \$100 million
14 30 years ago. Today, however, the plant is fully depreciated but Duke puts the plant
15 on the market and it is sold to a merchant plant operator, which operates the plant
16 for a year and then sells it back to Duke for \$50 million. Under Ms. Mayfield's
17 contention, Duke would then be allowed to put the plant in rate base for \$50 million,
18 even though consumers have already paid for the plant once. In this example,
19 consumers would pay for the plant twice, thereby driving their rates upward and
20 effectively allowing the utility to arbitrage the utility ratemaking process to obtain
21 excessive profits. To avoid situations like this, the Commission has typically only
22 allowed the original cost of the plant investment less depreciation or the net book
23 value for purchases of regulated or non-regulated assets.

1 Ms. Mayfield's proposal in this case would be, indeed, a highly dangerous
2 precedent in that it will have lasting implications for many years to come for a
3 variety of different utilities.

4
5 **Q. MS. MAYFIELD STATES IN HER PRIOR TESTIMONY IN THE SUB 21**
6 **DOCKET THAT THE LAND USED FOR PARKING HAS BECOME**
7 **INCREASINGLY VALUABLE OVER TIME AND SHOULD,**
8 **THEREFORE, BE INCLUDED IN RATE BASE AT MARKET VALUE AS**
9 **OPPOSED TO BOOK VALUE. DO YOU AGREE WITH HER**
10 **CONTENTION?**

11 A. No. First off, it is important to acknowledge that the property at issue has been used
12 since inception in support of the utility operation and owned by an affiliate of the
13 utility. This is not analogous to the acquisition of non-utility property from an
14 unrelated seller. Here the property in question has always been used and useful in
15 support of the regulated operations. Moreover, the valuation of the parking
16 operation referred to by Ms. Mayfield was based on the cash flow generated from
17 the parking operation and assumptions concerning the future recovery of the cash
18 flow – it was not a pure valuation of the land itself.

19
20 **Q. HAVE THE PARKING AND BARGE ASSETS OF LIMITED BEEN PAID**
21 **FOR IN THE PAST BY CONSUMERS?**

22 A. Yes, they have. While the parking and barge operations have not been regulated to

1 date, the fees set by the entities have allowed Limited to already receive the value
2 of those assets many times over via extremely healthy returns on those assets (as
3 shown later in my testimony). It is little wonder, therefore, that the market value
4 of the parking and barge operations is so much greater than that of net book value.
5

6 **Q. IS YOUR CONCERN IN THE EXAMPLE ABOVE ABOUT RATEPAYERS**
7 **PAYING TWICE FOR THE SAME ASSET RELEVANT HERE?**

8 A. Yes, particularly for parking. The same people who are buying ferry tickets (i.e.,
9 ratepayers) are paying for parking. Despite the fact that the parking assets have
10 only recently been deemed to be a formal component of the regulated operation,
11 utility ratepayers have been paying for this asset for years as a practical matter.
12

13 **Q. WOULD IT BE YOUR RECOMMENDATION TO THE VILLAGE TO**
14 **OPPOSE ANY RECOMMENDATION THAT MARKET VALUE OF THE**
15 **ASSETS BE USED FOR DETERMINING RATE BASE?**

16 A. Absolutely. BHIL should not be permitted to “game” the regulatory process by
17 seeking to recover “fair market value” for what are, effectively, captive ratepayers
18 that have been utilizing the assets as part of the regulated ferry operations. If the
19 Commission permits this sort of regulatory gamesmanship here, it will invite every
20 other utility to organize its property holdings in a similar fashion in hopes that they
21 too will be able to arbitrage recovery of an inflated valuation of utility property
22 from ratepayers.

1
2 **Q. WHAT WAS YOUR CALCULATION OF RATE BASE AND THE RATE**
3 **OF RETURN OF THE OVERALL TRANSPORTATION OPERATIONS?**

4 A. Based on the information provided in discovery, I was able to calculate the
5 following return on Limited's estimated rate base for 2021. Below are my
6 calculations in Table 1. These are the same calculations as those that I presented in
7 my rebuttal testimony in Docket No. A-41, Sub 21.

8 **Table 1: Consolidated Operations Rate of Return**

Dec. 31, 2021

	Total Parking, Barge, & BHIT
Income Before Interest and Income Taxes	\$3,092,106
Interest Expense on Rate Base	<u>\$307,684</u>
Taxable Income	\$2,784,422
Composite Income Tax Rate	<u>22.975%</u>
Computed Income Taxes	<u>\$639,721</u>
Net Operating Income for Return	<u>\$2,452,385</u>
 Total Rate Base	 <u>\$8,978,096</u>
 Return on Investment	 <u>42.24%</u>

9 The details for these calculations can be seen in Exhibit KWO-3, attached hereto.²

10 As can be seen in the above values, the estimated overall rate of return is

² The rate base calculation was based on the financial information available in the 2021 audited financial statements for BHIL's barge and parking departments, BHIT's 2021 fourth quarter financial report filed with the Commission, and BHIL's discovery responses. I have provided copies of these three financial statements as Exhibit KWO-4 and the discovery response as Exhibit KWO-5.

1 42.24%. This table shows that Limited is already earning a tremendous profit –
2 significantly above that which would typically be permitted in a rate proceeding –
3 from its investment in the transportation assets serving Bald Head Island.

4
5 **Q. WOULD YOU PLEASE EXPLAIN HOW THE RETURN ON**
6 **INVESTMENT SHOWN ON EXHIBIT KWO-3 WAS DETERMINED?**

7 A. The calculation of the return on investment shown on Exhibit KWO-3 was prepared
8 by the Village's Consultants, Peedin and Perry Consulting, LLC. I have reviewed
9 and agree with their calculations of the return on investment.

10
11 **Q. IS THE METHODOLOGY REFLECTED IN EXHIBIT KWO-3**
12 **CONSISTENT WITH THE METHODOLOGY NORMALLY EMPLOYED**
13 **BY THE PUBLIC STAFF IN CALCULATING RATE OF RETURN IN**
14 **RATE CASES?**

15 A. Yes, it is consistent with the quarterly surveillance earnings reports filed with the
16 Commission for the large gas and electric utilities in the State and is similar to the
17 methodology used by the Public Staff to calculate the earnings for Bald Head Island
18 since its last rate case. The primary difference is that Exhibit KWO-3 uses an end
19 of period rate base amount as of December 31, 2021, as is done in rate case filings
20 instead of using a 13-month average as is typically done in the Public
21 Staff's/Commission's surveillance report earnings calculations.

1 **Q. WHAT INPUTS DID YOU USE FROM THE PRIOR RATE CASE IN**
2 **CALCULATING THE RETURN ON INVESTMENT FOR THE PARKING**
3 **AND BARGE OPERATIONS?**

4 A. The return on investment calculations assume the same capital structure and the
5 debt cost rate that was approved in the prior rate case as the basis for determining
6 the return on investment for the parking and barge operations.

7 As noted in Exhibit KWO-3, the Net Operating Income for Return was
8 calculated consistent with the ratemaking methodology typically used in rate cases
9 and is compared to the total rate base that is typically calculated in general rate
10 cases to determine the Return on Investment. In addition, the calculations also
11 utilize the current income tax rates in effect today instead of the tax rates in effect
12 at the time of the last rate case.

13

14 **Q. WHERE DID YOU ASCERTAIN THE INFORMATION USED TO**
15 **CALCULATE THE RETURN ON INVESTMENT ON EXHIBIT KWO-3?**

16 A. All information used to calculate the return on investment was provided from the
17 Data Request Responses provided by Limited.

18

19 **Q. WERE YOU ABLE TO FIND ALL THE INFORMATION NEEDED IN THE**
20 **CALCULATIONS?**

21 A. No. Limited stated that it could not provide balance sheet data for the parking and
22 barge operations, therefore rate base line items such as cash working capital and

1 tax accruals were determined using a formula approach that is widely accepted by
2 the Commission in most water utility proceedings.

3 In addition, accumulated deferred income taxes (ADIT) was not reflected
4 in the determination of rate base for parking and barge operations since the balance
5 sheet data was not provided.

6
7 **Q. WOULD YOU EXPECT THAT THIS ADDITIONAL DATA, IF IT WERE**
8 **AVAILABLE, TO MATERIALLY IMPACT YOUR FINDINGS?**

9 A. No, I would not.

10
11 **Q. PLEASE EXPLAIN THE HOW THE PLANT DATA WAS PROVIDED**
12 **RELATED TO DEPRECIATION METHODOLOGIES FOR TAX BASIS**
13 **VERSUS BOOK BASIS OF PARKING, BARGE AND BHIT ASSETS.**

14 A. Limited provided plant data for the parking, barge, and BHIT in the data request
15 responses. The data reflect both straight-line and Double Declining Method (DDB)
16 depreciation methods. The difference between the straight line and the DDB
17 method appears to be immaterial to the overall calculation since the DDB method
18 is applied to smaller account balance items. However, the depreciable life of the
19 assets appears to be consistent with the service lives that would be typically
20 recommended by the Public Staff.

21 In addition, the straight-line method is applied to the larger account balance
22 items, and the depreciable life of the assets to which the straight-line methodology

1 is applied is consistent with the service lives which would also be typically
2 recommended by the Public Staff.

3
4 **Q. DO YOU AGREE WITH JULIE PERRY'S CALCULATION OF THE**
5 **MAGNITUDE OF THE ACQUISITION PREMIUM AS PRESENTED IN**
6 **HER AFFIDAVIT?**

7 A. I have reviewed the affidavit prepared by Julie Perry and attached as Exhibit KWO-
8 2 to my testimony. I agree that, based on SharpVue's purchase price allocation
9 amounts³ and the rate base amounts stated above, SharpVue is paying a [BEGIN
10 AEO CONFIDENTIAL] [REDACTED] [END AEO CONFIDENTIAL]
11 acquisition premium for the transportation assets.

12
13 **Q. WHY IS THE ACQUISITION PREMIUM RELEVANT TO A TRANSFER**
14 **PROCEEDING?**

15 A. It is my understanding that the Commission typically examines the following
16 factors in connection with transfer cases: (a) whether the transfer is in the public
17 interest, (b) whether ratepayers are protected as much as possible from potential
18 costs and risks resulting from the transfer, and (c) whether the transfer will have
19 adverse impact on rates and service. Here, however, ratepayers would be harmed
20 by the transfer if SharpVue was allowed the opportunity to seek recovery of an

³ SharpVue provided the allocation of its purchase price in its supplemental response to the Village's Second Set of Data Requests, at DR 2-21, which is attached as Exhibit KWO-6.

1 approximate [BEGIN AEO CONFIDENTIAL] [REDACTED] [END AEO
2 CONFIDENTIAL] acquisition premium from ratepayers because rates would
3 have to be increased to cover the premium SharpVue paid for the assets.

4 Allowing SharpVue to recovery an acquisition premium would have any
5 adverse impact on rates by driving them higher. Indeed, allowing a new owner to
6 recover such a premium—simply because the assets changed hands—is not in the
7 public’s interest. Julie Perry points out in her affidavit that, in the past 25 years,
8 transfer orders that have always included language and regulatory conditions
9 disallowing the recovery of any acquisition premium.

10

11 **Q. DO YOU HAVE ANY RECOMMENDATIONS TO THE COMMISSION**
12 **REGARDING YOUR FINDINGS?**

13 A. Yes. I am not offering an opinion on the ultimate question before the Commission
14 in this proceeding—i.e., whether to approve the transfer. However, I do believe the
15 Commission should consider the future rate-making treatment of the parking and
16 barge assets as part of its review of the proposed transaction.

17 To the extent that the Commission does approve the transfer, I would
18 recommend that the Commission condition such approval on SharpVue agreeing
19 that, in future rate cases, (1) the parking and barge assets will be valued at book
20 value for purposes of calculating rate base, (2) SharpVue cannot seek to recoup any
21 acquisition premium from ratepayers and that ratepayers will be protected to the
22 greatest extent possible from any other costs or risks of the transfer. If the

1 Commission were to approve the transfer, then the Commission should also
2 calculate and state what the rate base is for each of the parking, barge, and ferry
3 assets as of December 31, 2021.

4 **Q. DOES THIS COMPLETE YOUR TESTIMONY?**

5 **A. Yes.**

INDEX OF EXHIBITS

KWO-1	Kevin W. O'Donnell – Experience and Qualifications
KWO-2	Affidavit of Julie G. Perry
KWO-3	Rate Base Workpapers
KWO-4	BHIL – Barge Department Dec. 31, 201 Financial Report; BHIL – Parking Department Dec. 31, 201 Financial Report; and BHIT Quarterly Financial Report of Monthly Information (A-41, Sub 7A)
KWO-5	BHIT and BHIL Response to VBHI's Sixth Data Request (with attachment)
KWO-6	SharpVue's Supplemental Response to the Village's Second Data Request (Preliminary Estimated Purchase Price Allocation)

EXHIBIT KWO-1

Kevin W. O'Donnell – Experience and Qualifications

Kevin W. O'Donnell, CFA
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Kevin W. O'Donnell, is the founder of Nova Energy Consultants, Inc. in Cary, NC. Mr. O'Donnell's academic credentials include a B.S. in Civil Engineering - Construction Option from North Carolina State University as well as a MBA in Finance from Florida State University. Mr. O'Donnell is also a Chartered Financial Analyst (CFA).

Mr. O'Donnell has over thirty-four years of experience working in the electric, natural gas, and water/sewer industries. He is very active in municipal power projects and has assisted numerous southeastern U.S. municipalities cut their wholesale cost of power by as much as 67%. On Dec. 12, 1998, *The Wilson Daily Times* made the following statement about O'Donnell.

Although we were skeptical of O'Donnell's efforts at first, he has shown that he can deliver on promises to cut electrical rates.

Mr. O'Donnell has completed close to 30 wholesale power projects for municipal and university-owned electric systems throughout North and South Carolina. In May of 1996 Mr. O'Donnell testified before the U.S. House of Representatives, Committee on Commerce, Subcommittee on Energy and Power regarding the restructuring of the electric utility industry.

Mr. O'Donnell has appeared as an expert witness in over 110 regulatory proceedings before the North Carolina Utilities Commission, the South Carolina Public Service Commission, the Virginia Corporation Commission, the Minnesota Public Service Commission, the New Jersey Board of Public Utilities, the Colorado Public Service Commission, the Wisconsin Public Service Commission, the Maryland Public Service Commission, the District of Columbia Public Service Commission, the Pennsylvania Public Utility Commission, the Indiana Public Utility Commission, the California Public Service Commission, and the Florida Public Service Commission. His area of expertise has included rate design, cost of service, rate of return, capital structure, asset valuation analyses, fuel adjustments, merger transactions, holding company applications, as well as numerous other accounting, financial, and utility rate-related issues.

Mr. O'Donnell is the author of the following two articles: "Aggregating Municipal Loads: The Future is Today" which was published in the Oct. 1, 1995 edition of *Public Utilities Fortnightly*; and "Worth the Wait, But Still at Risk" which was published in the May 1, 2000 edition of *Public Utilities Fortnightly*. Mr. O'Donnell is also the co-author of "Small Towns, Big Rate Cuts" which was published in the January, 1997 edition of *Energy Buyers Guide*. All of these articles discuss how rural electric systems can use the wholesale power markets to procure wholesale power supplies.

Regulatory Cases of Kevin W. O'Donnell, CFA
Nova Energy Consultants, Inc.

Year	Name of Applicant	State Jurisdiction	Docket No.	Client/Employer	Case Issues
1985	Public Service Company of NC	NC	G-5, Sub 200	Public Staff of NCUC	Return on equity, capital structure
1985	Piedmont Natural Gas Company	NC	G-9, Sub 251	Public Staff of NCUC	Return on equity, capital structure
1986	General Telephone of the South	NC	P-19, Sub 207	Public Staff of NCUC	Return on equity, capital structure
1987	Public Service Company of NC	NC	G-5, Sub 207	Public Staff of NCUC	Return on equity, capital structure
1988	Piedmont Natural Gas Company	NC	G-9, Sub 278	Public Staff of NCUC	Return on equity, capital structure
1989	Public Service Company of NC	NC	G-5, Sub 246	Public Staff of NCUC	Return on equity, capital structure
1990	North Carolina Power	NC	E-22, Sub 314	Public Staff of NCUC	Return on equity, capital structure
1991	Duke Energy	NC	E-7, Sub 487	Public Staff of NCUC	Return on equity, capital structure
1991	North Carolina Natural Gas	NC	G-21, Sub 306	Public Staff of NCUC	Natural gas expansion fund
1991	North Carolina Natural Gas	NC	G-21, Sub 307	Public Staff of NCUC	Natural gas expansion fund
1991	Penn & Southern Gas Company	NC	G-3, Sub 186	Public Staff of NCUC	Return on equity, capital structure
1995	North Carolina Natural Gas	NC	G-21, Sub 334	Carolina Utility Customers Assoc.	Return on equity, capital structure, rate design, cost of service
1995	Carolina Power & Light Company	NC	E-2, Sub 680	Carolina Utility Customers Assoc.	Fuel adjustment proceeding
1995	Duke Power	NC	E-7, Sub 559	Carolina Utility Customers Assoc.	Fuel adjustment proceeding
1996	Piedmont Natural Gas Company	NC	G-9, Sub 378	Carolina Utility Customers Assoc.	Return on equity, capital structure, rate design, cost of service
1996	Piedmont Natural Gas Company	NC	G-9, Sub 382	Carolina Utility Customers Assoc.	Return on equity, capital structure, rate design, cost of service
1996	Public Service Company of NC	NC	G-5, Sub 356	Carolina Utility Customers Assoc.	Return on equity, capital structure, rate design, cost of service
1996	Cardinal Extension Company	NC	G-39, Sub 0	Carolina Utility Customers Assoc.	Capital structure, cost of capital
1997	Public Service Company of NC	NC	G-5, Sub 327	Carolina Utility Customers Assoc.	Return on equity, capital structure, rate design, cost of service
1998	Public Service Company of NC	NC	G-5, Sub 386	Carolina Utility Customers Assoc.	Return on equity, capital structure, rate design, cost of service
1998	Public Service Company of NC	NC	G-5, Sub 386	Carolina Utility Customers Assoc.	Natural gas transportation rates
1999	Public Service Company of NC/SCANA Corp	NC	G-5, Sub 400	Carolina Utility Customers Assoc.	Merger case
1999	Public Service Company of NC/SCANA Corp	NC	G-43	Carolina Utility Customers Assoc.	Merger Case
1999	Carolina Power & Light Company	NC	E-2, Sub 753	Carolina Utility Customers Assoc.	Holding company application
1999	Carolina Power & Light Company	NC	G-21, Sub 387	Carolina Utility Customers Assoc.	Holding company application
1999	Carolina Power & Light Company	NC	P-708, Sub 5	Carolina Utility Customers Assoc.	Holding company application
2000	Piedmont Natural Gas Company	NC	G-9, Sub 428	Carolina Utility Customers Assoc.	Return on equity, capital structure, rate design, cost of service
2000	NUI Corporation	NC	G-3, Sub 224	Carolina Utility Customers Assoc.	Holding company application
2000	NUI Corporation/Virginia Gas Company	NC	G-3, Sub 232	Carolina Utility Customers Assoc.	Merger application
2001	Duke Power	NC	E-7, Sub 685	Carolina Utility Customers Assoc.	Emission allowances and environmental compliance costs
2001	NUI Corporation	NC	G-3, Sub 235	Carolina Utility Customers Assoc.	Tariff change request.
2001	Carolina Power & Light Company/Progress E	NC	E-2, Sub 778	Carolina Utility Customers Assoc.	Asset transfer case
2001	Duke Power	NC	E-7, Sub 694	Carolina Utility Customers Assoc.	Restructuring application
2002	Piedmont Natural Gas Company	NC	G-9, Sub 461	Carolina Utility Customers Assoc.	Return on equity, capital structure, rate design, cost of service
2002	Cardinal Pipeline Company	NC	G-39, Sub 4	Carolina Utility Customers Assoc.	Cost of capital, capital structure
2002	South Carolina Public Service Commission	SC	2002-63-G	South Carolina Energy Users Committee	Rate of return, accounting, rate design, cost of service
2003	Piedmont Natural Gas/North Carolina Natura	NC	G-9, Sub 470	Carolina Utility Customers Assoc.	Merger application
2003	Piedmont Natural Gas/North Carolina Natura	NC	G-9, Sub 430	Carolina Utility Customers Assoc.	Merger application
2003	Piedmont Natural Gas/North Carolina Natura	NC	E-2, Sub 825	Carolina Utility Customers Assoc.	Merger application
2003	Carolina Power & Light Company	NC	E-2, Sub 833	Carolina Utility Customers Assoc.	Fuel case
2004	South Carolina Electric & Gas	SC	2004-178-E	South Carolina Energy Users Committee	Return on equity, capital structure, rate design, cost of service
2005	Carolina Power & Light Company	NC	E-2, Sub 868	Carolina Utility Customers Assoc.	Fuel case
2005	Piedmont Natural Gas Company	NC	G-9, Sub 499	Carolina Utility Customers Assoc.	Return on equity, capital structure, rate design, cost of service
2005	South Carolina Electric & Gas	SC	2005-2-E	South Carolina Energy Users Committee	Fuel application
2005	Carolina Power & Light Company	SC	2006-1-E	South Carolina Energy Users Committee	Fuel application
2006	IRP in North Carolina	NC	E-100, Sub 103	Carolina Utility Customers Assoc.	Submitted rebuttal testimony in investigation of IRP in NC.
2006	Piedmont Natural Gas Company	NC	G-9, Sub 519	Carolina Utility Customers Assoc.	Creditworthiness issue
2006	Public Service Company of NC	NC	G-5, Sub 481	Carolina Utility Customers Assoc.	Return on equity, capital structure, rate design, cost of service
2006	Duke Power	NC	E-7, 751	Carolina Utility Customers Assoc.	App to share net revenues from certain wholesale pwr trans

Regulatory Cases of Kevin W. O'Donnell, CFA
Nova Energy Consultants, Inc.

Year	Name of Applicant	State Jurisdiction	Docket No.	Client/ Employer	Case Issues
2006	South Carolina Electric & Gas	SC	2006-192-E	South Carolina Energy Users Committee	Fuel application
2007	Duke Power	NC	E-7, Sub 790	Carolina Utility Customers Assoc.	Application to construct generation
2007	South Carolina Electric & Gas	SC	2007-229-E	South Carolina Energy Users Committee	Rate of return, accounting, rate design, cost of service
2008	South Carolina Electric & Gas	SC	2008-196-E	South Carolina Energy Users Committee	Base load review act proceeding
2009	Western Carolina University	NC	E-35, Sub 37	Western Carolina University	Rate of return, accounting, rate design, cost of service
2009	Duke Power	NC	E-7, Sub 909	Carolina Utility Customers Assoc.	Cost of service, rate design, return on equity, capital structure
2009	South Carolina Electric & Gas	SC	2009-261-E	South Carolina Energy Users Committee	DSM/EE rate filing
2009	Duke Power	SC	2009-226-E	South Carolina Energy Users Committee	Return on equity, capital structure, rate design, cost of service
2009	Tampa Electric	FL	080317-EI	Florida Retail Federation	Return on equity, capital structure
2010	Duke Power	SC	2010-3-E	South Carolina Energy Users Committee	Fuel application - assisted in settlement
2010	South Carolina Electric & Gas	SC	2009-489-E	South Carolina Energy Users Committee	Return on equity, capital structure, rate design, cost of service
2010	Virginia Power	VA	PUE-2010-00006	Mead Westvaco	Rate design
2011	Duke Energy	SC	2011-20-E	South Carolina Energy Users Committee	Nuclear construction financing
2011	Northern States Power	MN	E002/GR-10-971	Xcel Large Industrials	Return on equity, capital structure
2011	Virginia Power	VA	PUE-2011-0027	Mead Westvaco	Capital structure, revenue requirement
2011	Duke Energy	NC	E-7, Sub 989	Carolina Utility Customers Assoc.	Accounting, cost of service, rate design, ROE, capital structure
2011	Duke Energy	SC	2011-271-E	South Carolina Energy Users Committee	Accounting, cost of service, rate design, ROE, capital structure
2011	Dominion Virginia Power	VA	PUE-2011-00073	Mead Westvaco	Rate design
2012	Town of Smithfield/Partners Equity Group	NC	ES-160, Sub 0	Partners Equity Group	Rate design, asset valuation
2012	Florida Power & Light	FL	120015-EI	Florida Office of Public Counsel	Capital structure
2012	South Carolina Electric & Gas	SC	2012-218-E	South Carolina Energy Users Committee	Accounting, cost of service, rate design, ROE, capital structure
2013	Progress Energy Carolinas	NC	E-2, Sub 1023	Carolina Utility Customers Assoc.	Accounting, cost of service, rate design, ROE, capital structure
2013	Duke Energy Carolinas	NC	E-7, Sub 1026	Carolina Utility Customers Assoc.	Rate design
2013	Jersey Central Power & Light	NJ	BPU ER12111052	Gerdau Ameristeel	Return on equity, capital structure
2013	Duke Energy Carolinas	SC	2013-59-E	South Carolina Energy Users Committee	Accounting, cost of service, rate design, ROE, capital structure
2013	Tampa Electric	FL	130040-EI	Florida Office of Public Counsel	Capital structure and financial integrity
2013	Piedmont Natural Gas	NC	G-9, Sub 631	Carolina Utility Customers Assoc.	Accounting, cost of service, rate design, ROE, capital structure
2014	Dominion Virginia Power	VA	PUE-2014-00033	Mead Westvaco	Recoverable fuel costs, hedging strategies
2014	Public Service Company of Colorado	CO	14AL-0660E	Colorado Healthcare Electric Coordinating Council	Return on equity, capital structure
2015	WEC Acquisition of Integrys	WI	9400-YO-100	Staff of Wisconsin Public Service Commission	Merger analysis
2015	Dominion Virginia Power	VA	PUE-2015-00027	Federal Executive Agencies	Return on equity
2015	South Carolina Electric & Gas	SC	2015-103-E	South Carolina Energy Users Committee	Return on equity
2015	Western Carolina University	NC	E-35, Sub 45	Western Carolina University	Accounting, cost of service, rate design, ROE, capital structure
2016	Sandpiper Energy	MD	9410	Maryland Office of People's Counsel	Return on equity, capital structure
2016	Washington Gas Light	DC	FC 1137	Washington, DC Office of People's Counsel	Return on equity, capital structure
2016	Florida Power & Light	FL	160021-EI	Florida Office of Public Counsel	Capital Structure
2016	Jersey Central Power & Light	NJ	EM15060733	NJ Division of Rate Counsel	Asset valuation
2016	Rockland Electric Company	NJ	ER16050428	NJ Division of Rate Counsel	Rate design
2016	Dominion NC Power	NC	E-22, Sub 532	Carolina Utility Customers Assoc.	Accounting, cost of service, rate design, ROE, capital structure
				Healthcare Council of the National Capitol Area (HCNCA)	
2017	Potomac Electric Power	DC	FC 1139		ROE and capital structure
2017	Columbia Gas of Maryland	MD	FC 9447	Maryland Office of People's Counsel	ROE and capital structure
2017	Washington Gas Light	DC	FC 1142	Washington, DC Office of People's Counsel	Merger analysis
2017	Duke Energy Progress	NC	E-2, Sub 1142	Carolina Utility Customers Assoc.	Accounting, cost of service, rate design, ROE, capital structure
2018	Public Service Electric & Gas	NJ	GR17070776	NJ Division of Rate Counsel	ROE and capital structure
2018	Duke Energy Carolinas	NC	E-7, Sub 1146	Carolina Utility Customers Assoc.	Accounting, cost of service, rate design, ROE, capital structure
2018	Elkton Gas/SJI	MD	FC 9475	Maryland Office of People's Counsel	Merger analysis
2018	Entergy Texas	TX	PUC 48371	Entergy Texas Cities	ROE
2018	Duke Energy Carolinas	SC	2018-3-E	South Carolina Energy Users Committee	Fuel case

**Regulatory Cases of Kevin W. O'Donnell, CFA
Nova Energy Consultants, Inc.**

Year	Name of Applicant	State Jurisdiction	Docket No.	Client/ Employer	Case Issues
2018	Elkton Gas Company	MD	FC 9488	Maryland Office of People's Counsel	Accounting, ROE, capital structure
2018	Baltimore Gas & Electric	MD	FC9484	Maryland Office of People's Counsel	ROE, capital structure
2018	South Carolina Electric & Gas	SC	2017-370-E	South Carolina Energy Users Committee	Creditworthiness issue
2018	Jersey Central Power & Light	NJ	EO18070728	NJ Division of Rate Counsel	ROE and capital structure
2019	Duke Energy Carolinas	SC	2018-319-E	South Carolina Energy Users Committee	Accounting, rate design
2019	Duke Energy Progress	SC	2018-318-E	South Carolina Energy Users Committee	Accounting, rate design
2019	Public Service Electric and Gas	NJ	EO18060629	NJ Division of Rate Counsel	ROE and capital structure
2019	Potomac Electric Power	MD	FC 9602	Maryland Office of People's Counsel	ROE, capital structure
2019	Oklahoma Gas and Electric	OK	PUD 201800140	Sierra Club	Creditworthiness issue
2019	Peoples Natural Gas	PA	R-2018-3006818	Pennsylvania Office of Consumer Advocate	ROE, capital structure
2019	UGI Natural Gas	PA	R-2018-3006814	Pennsylvania Office of Consumer Advocate	ROE, capital structure
2019	Dominion Virginia Power	VA	PUR-2019-00050	Federal Executive Agencies	Return on Equity
2019	Piedmont Natural Gas	NC	G-9, Sub 743	Carolina Utility Customers Assoc.	Accounting, cost of service, rate design, ROE
	Pacific Gas & Electric, Southern California				
2019	Edison, San Diego Gas & Electric	CA	A-1904014, et al	Federal Executive Agencies	ROE, capital structure
2019	Duke Energy Indiana	IN	Cause 45253	Federal Executive Agencies	ROE, capital structure
2020	Duke Energy Carolinas	NC	E-7 Sub 1214	Carolina Utility Customers Assoc.	Accounting, cost of service, rate design, ROE
2020	Duke Energy Progress	NC	E-2 Sub 1219	Carolina Utility Customers Assoc.	Accounting, cost of service, rate design, ROE
2020	Dominion Virginia Power	VA	PUR-2019-00154	Southern Environmental Law Center	Financial analysis of plant investment
2020	Southwest Electric Power Company	LA	U-35324	Alliance for Affordable Energy	Financial analysis of plant investment
2020	Texas Gas Company	TX	PUC 10928	Texas Gas Cities	ROE, capital structure
2020	Potomac Electric Power	DC	FC 1156	District of Columbia Office of Peoples Counsel	ROE, capital structure
2020	UGI Gas	PA	R-2019-3015162	Pennsylvania Office of Consumer Advocate	ROE, capital structure, creditworthiness
2020	Columbia Gas of Maryland	MD	FC 9644	Maryland Office of People's Counsel	ROE, capital structure
2020	Columbia Gas of Pennsylvania	PA	R-2020-3018835	Pennsylvania Office of Consumer Advocate	ROE, capital structure
2020	New Mexico Gas Company	NM	19-00317-UT	Federal Executive Agencies	ROE, capital structure, accounting, rate design, cost of service
2020	Washington Gas Light	DC	FC 1162	District of Columbia Office of Peoples Counsel	ROE, capital structure
2020	Dominion Energy South Carolina	SC	2020-125-E	South Carolina Energy Users Committee	Accounting, rate design
2021	Suez Water Company	NJ	BPU WR2011	NJ Division of Rate Counsel	ROE, capital structure, rate design
2021	Columbia Gas of Pennsylvania	PA	R-2021-3024296	Pennsylvania Office of Consumer Advocate	ROE, capital structure
2021	Florida Power & Light	FL	20210015-EI	Florida Office of Public Counsel	Capital structure, financial rate analysis
2021	Piedmont Natural Gas Company	NC	G-9 Sub 781	Carolina Utility Customers Assoc.	Rate of return, cost of service, rate design
2021	Dominion Virginia Power	VA	PUR-2021-00058	Federal Executive Agencies	ROE, capital structure
2021	Public Service Company of NC	NC	G-5 Sub 632	Carolina Utility Customers Assoc.	Rate of return, cost of service, rate design
2022	Entergy Texas	TX	52487	Texas Gas Cities	Generation plant feasibility analysis
2022	New Mexico Gas Company	NM	21-00267-UT	Federal Executive Agencies	ROE, capital structure, accounting, rate design, cost of service

EXHIBIT KWO-2

Affidavit of Julie G. Perry

**STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH**

DOCKET NO. A-41, SUB 22

In the Matter of
Joint Application of Bald Head Island
Transportation, Inc., and Bald Head Island
Ferry Transportation, LLC, for Approval of
Transfer of Common Carrier Certificate to Bald
Head Island Ferry Transportation, LLC, and
Permission to Pledge Assets)
)
)
)
)
)
)

**AFFIDAVIT OF
JULIE G. PERRY**

Julie G. Perry, being first duly sworn, deposes and says:

1. My name is Julie G. Perry. I have been engaged by the Village of Bald Head Island (the "Village") to provide expert consulting services regarding regulatory accounting.

2. I am currently a utility consultant with Peedin & Perry Consultants, LLC. I began my career with the Office of the State Auditor in October 1989, where I performed audits of state agencies, Community Colleges and other performance audits. In September 1990, I joined the Accounting Division of the Public Staff of the North Carolina Utilities Commission and remained employed there until my retirement on May 1, 2022. At that time and with over 32 years of State service, I was the Accounting Manager of the Natural Gas and Transportation section of the Public Staff. Over the course of my tenure with the Public Staff, I have filed testimony and affidavits in general rate cases, as well as presented items for approval in front of this Commission for Water, Transportation, and Natural Gas Utilities, as well as mergers, annual reviews, and other special projects and investigations including affiliated agreements and proceedings for the expansion of natural gas service in North Carolina.

3. The definition of an acquisition premium as illustrated by the National Association of Regulatory Utility Commissioners (NARUC) Uniform System of Accounts states that Utility Plant Acquisition Adjustments (Account 114) shall include the difference between (1) the cost to the utility of plant acquired as an operating unit or system by purchase, merger, or otherwise, and (2) the net of amounts distributed to the plant accounts, the accumulated depreciation account and other appropriate accounts, also referred to as net book value.

4. As listed in Exhibit A to my affidavit, the North Carolina Utilities Commission has consistently disallowed recovery of the acquisition premiums from ratepayers in merger proceedings over the last 25 years.

5. Based on SharpVue's purchase price allocation corresponding to the transportation assets amounts produced in discovery, and the rate base amounts determined in the financial analysis performed by Mr. O'Donnell, I am able to calculate the acquisition premium as shown in the table below:

[BEGIN AEO CONFIDENTIAL]

	Parking	Barge	Ferry	Total
[REDACTED]	[REDACTED]			
Rate Base	\$3,958,975	\$1,445,434	\$3,849,258	\$9,253,667
[REDACTED]	[REDACTED]			

[END AEO CONFIDENTIAL]

¹ SharpVue Supplemental Response to Village's Second Set of Data Requests, at DR 2-21 (SHARPVUE-1407) (Feb. 15, 2023). These allocations are stated to be "Preliminary Estimated" figures.

6. Ratepayers could be harmed if SharpVue is allowed the opportunity to seek recovery of an approximate **[BEGIN AEO CONFIDENTIAL]** **[END AEO CONFIDENTIAL]** acquisition premium from ratepayers. This position is in opposition to 25 years of precedent of this Commission's Orders involving merger and/or transfer proceedings. If the Commission were to allow the utilities to recover their acquisition premium—or leave the issue undecided—there is an extreme concern that ratepayers could be harmed in a future general rate case proceeding.

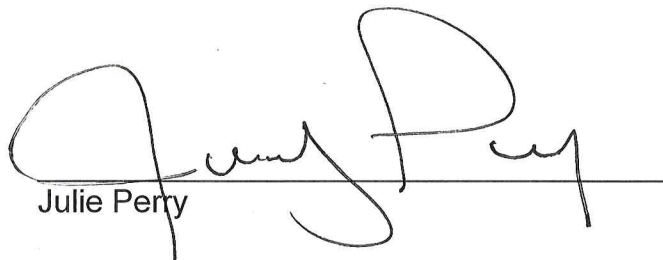
7. This Commission's Orders approving mergers consistently includes language that states that the transfer is in the public interest and ensures that ratepayers are protected as much as possible from potential costs and risks resulting from the transfers, and that the transfers will have no adverse impact on the rates and service of ratepayers. Thus, in order to ensure ratepayers are protected, this Commission's past orders have always included language and regulatory conditions disallowing the recovery of any acquisition premium and other merger-related costs from ratepayers.

8. Even though the Commission has stated that no rate changes will take place in this proceeding, the table shown above presents the current rate base for the consolidated parking, barge and ferry operations and is estimated at approximately \$9 million. The purchase price that SharpVue has assigned to these assets is approximately **[BEGIN AEO CONFIDENTIAL]** **[END AEO CONFIDENTIAL]**. **[BEGIN AEO CONFIDENTIAL]** If the Commission does not disallow the recovery of the **[BEGIN AEO CONFIDENTIAL]** **[END AEO CONFIDENTIAL]** acquisition

premium in this proceeding, then the Commission would be opening up the possibility that rates could increase to a point much higher than what is reasonable and appropriate for these assets and ratepayers would be harmed.

9. If the Commission decides to allow the transfer, at a minimum, the Commission should state what the rate base is for each of the parking, barge, and ferry assets as of December 31, 2021, and implement regulatory conditions that set forth that no acquisition premium will be allowed to be recovered from BHIT ratepayers, and that the ratepayers will be protected as much as reasonably possible from any other costs and risks of the transfer.

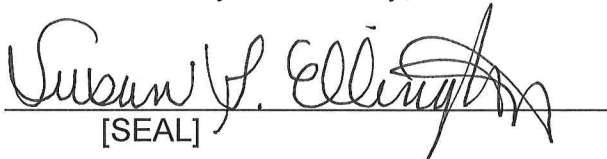
This completes my affidavit.

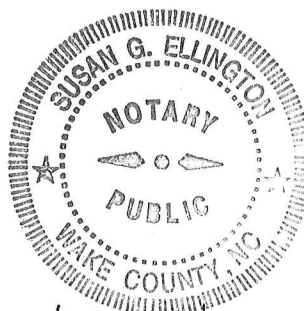

Julie Perry

State of NC,

County of WAKE

Sworn to and subscribed before me,
this the 20th day of February, 2023.


[SEAL]



Notary Public
Printed Name: SUSAN G. ELLINGTON

My Commission Expires: MAY 12, 2024

EXHIBIT A**Acquisition Premiums Not Allowed in the Following Merger/Transfer Proceedings:**

Duke Power Company and PanEnergy Corp -Docket Nos. E-7, Sub 596 (1997)

Dominion Resources, Inc., and Consolidated Natural Gas Company, Docket No. E-22, Sub 380 (1999)

Carolina Power & Light Company and North Carolina Natural Gas Corporation, Docket Nos. E-2, Sub 740 and G-21, Sub 377 (1999)

Carolina Power and Light Company and Florida Progress Corporation, Docket No. E-2, Sub 760 (2000)

Piedmont Natural Gas Company & NUI North Carolina Gas Service -Docket Nos. G-9, Sub 466/G-3, Sub 251 (2002)

Piedmont and North Carolina Natural Gas Corporation and Eastern NCNG Merger - G-9, Sub 470, G-21 Sub 439, and E-2, Sub 825 (2003)

Duke Energy Corporation - Cinergy in Docket No. E-7 Sub 795 (2005)

Duke and Progress Energy, Inc. Merger in Docket Nos. E-2, Sub 998 and E-7, Sub 986 (2012)

Duke Energy Corporation (Duke) and Piedmont Merger in Docket Nos. E-2, Sub 1095, E-7, Sub 1100, and G-9, Sub 682 (2016)

Public Service Dominion Energy, Inc. (Dominion Energy) and SCANA Corporation (SCANA) - Docket Nos. E-22, Sub 551 and G-5, Sub 585 (2018)

Ullico Infrastructure Hearthstone Holdco, LLC Acquisition of GEP Bison Holdings Inc., Including Frontier Natural Gas Company - Docket No G-40, Sub 160 (2021)

EXHIBIT KWO-3

Rate Base Workpapers

Bald Head Island Transportation
Docket No. A- 41, Sub 7

For the Period Ending December 31, 2021

Rate Case - Imputed \$523,097 in parking Revenues

	Parking Facilities	Barge Facilities	BHI Ferry Transportation	Total Parking, Barge, & BHIT	BHI Ferry Transportation
Income Before Interest and Income Taxes	\$2,485,954 [1]	\$820,282 [7]	(\$214,130) [8]	\$3,092,106	308,967
Interest Expense on Rate Base	\$131,636 [2]	\$48,061 [2]	\$127,988 [2]	\$307,684	126,750
Taxable Income	\$2,354,318	\$772,221	(\$342,118)	\$2,784,422	182,217
Composite Income Tax Rate	22.975% [3]	22.975% [3]	22.975% [3]	22.975%	22.975%
Computed Income Taxes	\$540,905	\$177,418	(\$78,602)	\$639,721	41,864
Net Operating Income for Return	\$1,945,049 [4]	\$642,864 [4]	(\$135,528) [4]	\$2,452,385	\$267,103
Total Rate Base	\$3,958,975 [5]	\$1,445,434 [5]	\$3,849,258 [5]	\$8,978,096	3,849,258
Return on Investment	49.13% [6]	56.75% [6]	-5.56% [6]	42.24%	8.03%

[A] Rate Base: Per the Village of Bald Head Island Data Request No. 6, Request 1,2,3,4 and 5 in Docket No A-41, Sub 21, unless otherwise noted.

Plant in Service	\$10,225,330	\$2,765,525	\$6,737,006 [8]	\$19,727,861	\$6,737,006
Less: Accumulated Depreciation	(\$6,447,301)	(\$1,406,191)	(\$3,597,515) [8]	(\$11,451,007)	(\$3,634,740)
Net Plant in Service	\$3,778,029	\$1,359,334	\$3,139,491	\$8,276,854	\$3,102,267
Cash Working Capital (formula approach)	\$184,012	\$87,967	\$794,304	\$1,066,283	\$794,304
Tax Accruals (formula approach)	(\$3,066)	(\$1,866)	(\$70,188)	(\$75,120)	(\$70,188)
Accumulated Deferred Taxes	\$0	\$0	(\$14,350)	(\$14,350)	(\$14,350)
Total Rate Base	\$ 3,958,975	\$ 1,445,434	\$ 3,849,258	\$ 9,253,667	\$ 3,812,033

[B] ROE Calculations for Each Segment Based on Prior Rate Case Capital Structure & Debt Cost

	Average Capital Structure	Average Rate Base	Last Rate Case Embedded Cost/Return %	Net Operating Income
Parking Facilities				
Debt	50.00%	\$1,979,488	6.65%	\$131,636
Common Equity	50.00%	\$1,979,488	91.61%	\$1,813,413
Total	100.00%	3,958,975	49.13%	\$1,945,049
Barge Facilities				
Debt				
Common Equity	50.00%	\$722,717	6.65%	\$48,061
	50.00%	\$722,717	82.30%	\$594,803
Total	100.00%	\$1,445,434	44.48%	\$642,864
BHI Ferry Transportation				
Debt				
Common Equity	50.00%	\$1,924,629	6.65%	\$127,988
	50.00%	\$1,924,629	-13.69%	(\$263,516)
Total	100.00%	\$3,849,258	-3.52%	(\$135,528)

BHI Ferry Transportation - with imputed Parking Revenues

	Average Capital Structure	Average Rate Base	Last Rate Case Embedded Cost/Return %	Net Operating Income
Debt				
Common Equity	50.00%	\$1,924,629	6.65%	\$127,988
	50.00%	\$1,924,629	7.23%	\$139,115
Total	100.00%	\$3,849,258	6.94%	\$267,103

- [1] Bald Head Island Limited, LLC - Parking Department Financial Report; December 31, 2021.
[2] Section B reflects the interest expense assigned to rate base for each segment.
[3] Composite Tax Rate. 21% FIT and 2.5% SIT.
[4] Income Before Interest and Income Taxes less Computed Income Taxes.
[5] Section [A] which reflects calculation of rate base per the financials for each segment.
[6] Net Operating Income for Return divided by Total Rate Base.
[7] Bald Head Island Limited, LLC - Barge Department Financial Report; December 31, 2021.
[8] BHIT: Quarterly Financial Report of Monthly Information, Docket No. A-41, Sub 7.

EXHIBIT KWO-4

**BHIL – Barge Department Dec. 31,
201 Financial Report;
BHIL – Parking Department Dec. 31,
201 Financial Report; and
BHIT Quarterly Financial Report of
Monthly Information (A-41, Sub 7A)**

Bald Head Island Limited, LLC - Barge Department

Financial Report
December 31, 2021

Contents

Independent auditor's report	1-2
Financial statements	
Statements of revenues and direct expenses	3
Notes to financial statements	4



RSM US LLP

Independent Auditor's Report

Board of Directors
Bald Head Island Limited, LLC - Barge Department

Opinion

We have audited the statements of revenues and direct expenses of Bald Head Island Limited, LLC - Barge Department (the Department) for the years ended December 31, 2021 and 2020, and the related notes to the financial statements.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the revenues and direct expenses of Bald Head Island Limited, LLC - Barge Department for the years ended December 31, 2021 and 2020, in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Department and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Department's ability to continue as a going concern within one year after the date that the financial statements are issued or available to be issued.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

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In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Department's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Department's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

RSM US LLP

Wilmington, North Carolina
June 24, 2022

Bald Head Island Limited, LLC - Barge Department

**Statements of Revenues and Direct Expenses
Years Ended December 31, 2021 and 2020**

	2021	2020
Revenues:		
Barge revenues	\$ 1,381,425	\$ 1,175,450
Barge revenues - affiliates	153,770	147,565
Total operating revenues	1,535,195	1,323,015
Direct expenses:		
Salaries and wages	192,879	187,915
Fuel	74,345	48,355
Repairs and maintenance	24,667	48,557
Marina expenses	1,550	1,200
Employee benefits	12,366	21,045
Payroll taxes	11,198	12,101
Transportation	292	-
Parking	1,850	1,800
Operating supplies and expenses	11,443	3,232
Communications and utilities	8,202	7,261
Insurance	65,071	56,125
Taxes and licenses	20,522	27,138
Credit card	29,398	24,211
Depreciation	221,693	251,179
Other	39,437	1,407
Total direct expenses	714,913	691,526
Net revenues in excess of direct expenses	\$ 820,282	\$ 631,489

See notes to financial statements.

Bald Head Island Limited, LLC - Barge Department

Note to Financial Statements

Note 1. Summary of Significant Accounting Policies

Nature of business and ownership: Bald Head Island Limited, LLC - Barge Department (the Department) is an operating department of Bald Head Island Limited, LLC (the Company). The department operates a tugboat and a barge for the commercial transportation of vehicles between Southport, North Carolina and Bald Head Island, North Carolina.

Property and equipment: Property and equipment is recorded at cost, less accumulated depreciation. Depreciation is computed using the straight-line method over estimated useful lives ranging from 2 to 15 years.

Impairment: At each balance sheet date, the Company reviews its long-lived assets, consisting primarily of equipment, for impairment. Accounting guidance requires recording a charge for impairment when the sum of the expected future gross cash flows is less than the carrying amount of the asset. Based on this definition of impairment and management's analysis of gross cash flows expected to be generated by the Company's transportation equipment assets, the Company has not recorded a charge for impairment in the value of the assets.

Revenue and expense recognition: The Department's revenue is derived primarily from sales of tickets for barge services. The Department recognized revenue in accordance with Accounting Standards Codification (ASC) Topic 606, Revenue from Contracts with Customers, which provides a five-step model for recognizing revenue from contracts with customers as follows:

- Identify the contract with a customer
- Identify the performance obligations in the contract
- Determine the transaction price
- Allocate the transaction price to the performance obligations in the contract
- Recognize revenue when or as performance obligations are satisfied

Performance obligations are satisfied at a point in time, when tickets are used by customers and related expenses are recognized as incurred.

Barge revenues from affiliates consist of charges to other departments of the Company that utilize the barge operations.

Operating expenses include only those costs directly attributable to the Department. Company overhead, including support services within the Company, are not allocated among Company departments and are excluded from Department operating expenses.

Use of estimates: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Note 2. Subsequent Event

On May 17, 2022, the Company, entered into an asset purchase agreement to sell substantially all of the assets of the Company, including the Department, to SharpVue Capital, LLC, subject to certain closing conditions. The agreement calls for a purchase price of \$67,200,000. The purchase price allocation was not available at the time of financial statement issuance.

Bald Head Island Limited, LLC - Parking Department

Financial Report
December 31, 2021

Contents

Independent auditor's report	1-2
Financial statements	
Statements of revenues and direct expenses	3
Notes to financial statements	4-5



RSM US LLP

Independent Auditor's Report

Board of Directors
Bald Head Island Limited, LLC - Parking Department

Opinion

We have audited the statements of revenues and direct expenses of Bald Head Island Limited, LLC - Parking Department (the Department) for the years ended December 31, 2021 and 2020, and the related notes to the financial statements.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the revenues and direct expenses of Bald Head Island Limited, LLC - Parking Department for the years ended December 31, 2021 and 2020, in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Department and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Department's ability to continue as a going concern within one year after the date that the financial statements are issued or available to be issued.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

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In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Department's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Department's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

RSM US LLP

Wilmington, North Carolina
June 24, 2022

Bald Head Island Limited, LLC - Parking Department**Statements of Revenues and Direct Expenses
Years Ended December 31, 2021 and 2020**

	2021	2020
Revenues:		
Parking revenues	\$ 3,887,105	\$ 3,210,685
Parking revenues - affiliates	89,342	101,341
Total operating revenues	3,976,447	3,312,026
Direct expenses:		
Salaries and wages	262,921	267,569
Rent	3,805	6,546
Fuel	300	235
Repairs and maintenance	25,465	27,236
Marina expenses	171,800	182,013
Employee benefits	28,012	33,172
Payroll taxes	18,394	18,820
Transportation	589	161
Parking	10,362	2,746
Operating supplies and expenses	33,529	9,541
Communications and utilities	14,891	12,405
Insurance	14,895	10,696
Taxes and licenses	26,786	32,901
Credit card	152,829	66,649
Depreciation	695,929	680,467
Other	29,986	6,787
Total direct expenses	1,490,493	1,357,944
Net revenues in excess of direct expenses	\$ 2,485,954	\$ 1,954,082

See notes to financial statements.

Bald Head Island Limited, LLC - Parking Department

Note to Financial Statements

Note 1. Summary of Significant Accounting Policies

Nature of business and ownership: Bald Head Island Limited, LLC - Parking Department (the Department) is a part of Bald Head Island Limited, LLC (the Company). The Department operates the Deep Point parking facilities for the Company. The Department conducts business in Southeastern North Carolina.

Property and equipment: Property and equipment is recorded at cost, less accumulated depreciation. Depreciation is computed using the straight-line method over estimated useful lives ranging from 5 to 15 years.

Impairment: At each balance sheet date, the Company reviews its long-lived assets, consisting primarily of equipment, for impairment. Accounting guidance requires recording a charge for impairment when the sum of the expected future gross cash flows is less than the carrying amount of the asset. Based on this definition of impairment and management's analysis of gross cash flows expected to be generated by the Company's transportation equipment assets, the Company has not recorded a charge for impairment in the value of the assets.

Revenue recognition: The Department's revenue is derived primarily from sales of tickets for use of the Department's parking lot locations. The Department recognized revenue in accordance with Accounting Standards Codification (ASC) Topic 606, Revenue from Contracts with Customers, which provides a five-step model for recognizing revenue from contracts with customers as follows:

- Identify the contract with a customer
- Identify the performance obligations in the contract
- Determine the transaction price
- Allocate the transaction price to the performance obligations in the contract
- Recognize revenue when or as performance obligations are satisfied

Performance obligations are satisfied at a point in time when tickets are used by customers and related expenses are recognized as incurred.

The Company offers annual passes for use of the Company's parking lot locations. Annual passes are only valid for the calendar year in which they are purchased and are recognized into revenue ratably over the life of the pass.

Parking revenues from affiliates consist of charges to other departments within and subsidiaries of the Company that utilize the parking facilities based on established monthly market rates and the number of employees parking.

Direct expenses: Direct expenses include only those costs directly attributable to the Department. Company overhead, including support services within the Company, are not allocated among Company departments and are excluded from Department direct expenses. The Company does not charge the Department rent for the parking lot land; therefore, land rental is excluded from Department direct expenses.

Use of estimates: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Bald Head Island Limited, LLC - Parking Department**Note to Financial Statements**

Note 2. Asset Purchase Agreement

On May 17, 2022, the Company, entered into an asset purchase agreement to sell substantially all of the assets of the Company, including the Department, to SharpVue Capital, LLC, subject to certain closing conditions. The agreement calls for a purchase price of \$67,200,000. The purchase price allocation was not available at the time of financial statement issuance.



February 09, 2022

Chief Clerk
North Carolina Utilities Commission
4325 Mail Service Center
Raleigh, NC 27699

Re: Docket No. A-41, Sub 7A – Quarterly Financial Report of Monthly Information

Chief Clerk:

As required by Commission Order dated December 17, 2010, Bald Head Island Transportation, Inc. files the attached Quarterly Financial Report of Monthly Information for the fourth quarter calendar year 2021.

Sincerely,

Shirley A. Mayfield
Secretary/Treasurer
Bald Head Island Transportation, Inc.

/att

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Feb 20 2023
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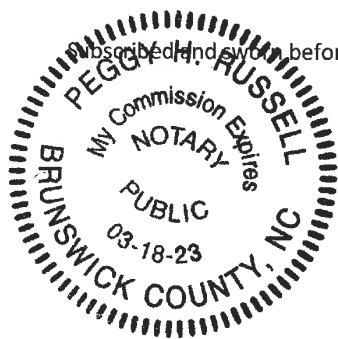
VERIFICATION UNDER OATH REGARDING ACCURACY OF REPORT

(NOTE: THIS VERIFICATION SHALL BE COMPLETED BY EITHER THE CHIEF EXECUTIVE OFFICER, A SENIOR LEVEL FINANCIAL OFFICER, OR THE RESPONSIBLE ACCOUNTING OFFICER)

I, Shirley A. Mayfield, state and attest that the attached Quarterly Financial Report of Monthly Information is filed on behalf of Bald Head Island Transportation, Inc., as required by the North Carolina Utilities Commission; that I have reviewed said report and, in the exercise of due diligence, have made reasonable inquiry into the accuracy of the information provided therein; and that, to the best of my knowledge, information, and belief, all of the information contained therein is accurate and true, no material information or fact has been knowingly omitted or misstated therein, and all of the information contained in said report has been prepared and presented in accordance with all applicable North Carolina General Statutes, Commission Rules, and Commission Orders.

Shirley A. Mayfield
Shirley A. Mayfield
Secretary/Treasurer
Bald Head Island Transportation, Inc.

February 9, 2022
Date



Subscribed and sworn before me this the 9th day of February, 20 22

Peggy H. Russell
Notary Public

My Commission Expires: 03-18-2023

Bald Head Island Transportation, Inc.
Income Statement
For the Quarter Ended Dec 31, 2021

	January	February	March	1st Qtr	April	May	June	2nd Qtr	July	August	September	3rd Qtr	October	November	December	4th Qtr	YTD
Operating Revenues																	
Ferry Tickets	295,054	309,316	503,906	1,108,275	621,167	761,760	837,467	2,220,394	884,066	693,633	606,594	2,184,293	567,490	417,465	366,179	1,351,134	6,884,097
Fuel Surcharge & Amortization	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Interco Tram	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tram	0	-	0	0	2,415	405	0	2,820	0	135	1,460	1,595	560	0	0	560	4,975
Other Miscellaneous	1,128	212	810	2,150	1,474	1,330	1,238	4,042	813	1,330	809	2,952	764	641	540	1,945	11,089
Total Operating Revenues	296,182	309,528	504,716	1,110,426	625,056	763,495	838,705	2,227,256	884,879	695,098	608,663	2,188,840	568,814	418,106	366,719	1,353,639	6,880,161
Operating Expenses																	
Wages and Benefits	228,087	214,217	226,507	668,811	265,081	249,698	260,015	774,794	319,041	257,107	241,371	817,519	234,157	252,107	259,577	745,841	3,008,965
Insurance	19,236	19,493	25,236	63,965	19,669	19,296	19,236	58,201	16,236	20,225	15,557	52,018	18,415	18,401	38,850	75,666	249,850
General & Administrative	1,652	4,505	7,106	13,263	1,859	3,196	1,977	7,032	12,167	6,515	3,096	21,778	5,485	3,171	2,968	11,624	53,697
Legal & Professional	1,407	1,003	1,199	3,609	8,586	2,292	2,589	13,467	6,169	2,427	4,795	13,391	10,511	2,036	10,142	22,689	53,156
Uniforms	100	172	0	272	0	1,055	0	1,055	9,002	869	1,376	11,247	1,117	2,395	2,035	5,547	18,121
Utilities	2,510	3,600	3,267	9,377	4,123	5,045	3,623	12,791	3,509	3,225	4,196	10,930	3,216	2,809	2,695	8,720	41,818
Deep Point Allocation	26,245	27,158	29,800	83,203	25,583	22,154	26,661	74,418	27,258	30,994	24,957	83,209	24,096	27,019	22,478	73,593	314,423
Safety Equipment	212	252	1,735	2,199	728	570	408	1,708	1,092	1,223	2,403	4,718	449	323	228	1,000	9,623
Baggage Products	196	65	274	535	405	513	577	1,495	567	526	624	1,717	299	359	232	890	4,637
Supplies General	864	589	628	2,081	825	723	861	2,409	2,920	938	2,415	6,273	834	1,760	955	3,549	14,312
Fuel	37,137	35,178	46,171	118,486	49,938	59,301	58,434	167,673	69,267	63,362	58,835	191,264	68,768	59,174	54,988	182,930	660,353
Supplies LP Gas	0	0	88	88	0	45	0	45	45	0	0	45	57	0	0	57	235
Supplies Small Tools	26	165	882	1,073	42	395	332	769	644	781	1,477	2,902	39	167	920	1,126	5,870
R&M Buildings	24	24	24	72	24	24	24	72	48	171	165	384	24	24	202	250	778
R&M Carts & Vehicles	4,273	2,319	9,771	16,363	6,961	2,937	5,545	15,443	20,838	9,521	7,748	38,107	10,037	14,469	14,369	38,875	108,788
R&M Machinery & Equipment	0	0	0	0	1,805	68	62	1,735	3,413	0	(7)	3,406	15	1,232	64	1,311	6,452
R&M Docks & Piers	0	0	0	0	0	134	0	134	0	0	0	0	0	0	0	0	134
Marina Maintenance Reserve	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dredging	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
R&M Ferries	6,838	8,113	5,680	20,631	22,646	17,638	11,227	51,511	20,584	14,555	8,885	44,024	5,926	12,887	7,810	26,623	142,789
Credit Card	3,928	3,853	6,943	14,724	9,395	11,348	12,860	33,603	13,221	11,179	9,185	33,585	8,621	5,827	4,846	19,294	101,206
Equipment Rental	82	82	754	918	82	82	82	246	82	0	82	164	164	164	82	410	1,738
Taxes Licenses & Permits	14	290	1,447	1,751	26	0	936	962	18,646	479	570	19,695	27	0	0	27	22,435
Signage	850	850	850	2,550	850	850	850	2,550	850	850	1,700	3,400	850	850	850	2,550	11,050
Total Operating Expenses	333,681	321,928	368,362	1,023,971	418,428	397,364	406,319	1,222,111	545,599	424,947	389,230	1,359,776	393,107	405,174	424,230	1,222,571	4,828,429

BHIL/IT 000309

Bald Head Island Transportation, Inc.
Income Statement
For the Quarter Ended Dec 31, 2021

	January	February	March	1st Qtr	April	May	June	2nd Qtr	July	August	September	3rd Qtr	October	November	December	4th Qtr	YTD
Intercompany/Department Trans																	
Management Fees	12,248	12,248	12,248	36,744	12,248	12,248	12,248	36,744	12,248	12,248	12,248	36,744	12,248	12,248	12,248	36,744	146,976
Facility Maintenance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Facilities Lease	104,392	104,392	104,392	313,176	104,392	104,392	104,392	313,176	104,392	104,392	104,392	313,176	104,392	104,392	104,392	313,176	1,252,704
Employee Ferry	5,222	4,704	5,950	15,876	5,516	6,272	6,468	18,256	7,082	6,566	5,740	19,388	5,796	5,110	5,110	16,016	69,536
Other Interco Expense	306	410	81	797	464	1,069	990	2,523	231	300	662	1,193	816	150	58	1,024	5,537
Monthly Parking	4,050	4,050	4,150	12,250	4,200	4,500	4,850	13,550	4,850	4,300	3,950	13,100	4,050	4,050	4,250	12,350	51,250
Vehicle Maintenance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fuel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Intercompany Expenses	126,218	125,854	126,821	378,843	126,820	128,481	128,948	384,249	128,803	127,806	126,992	383,601	127,302	126,950	126,058	379,310	1,526,003
Total Operating & Interco Exp	459,899	447,732	495,183	1,402,814	545,248	525,845	535,267	1,606,360	674,402	652,753	516,222	1,743,377	520,409	531,124	550,348	1,601,881	6,354,432
Depreciation Exp/Amortization	24,747	25,678	25,144	75,569	25,144	25,436	29,593	80,173	30,413	30,220	31,607	92,240	31,607	32,386	31,513	95,508	343,488
Gain or Loss on Capital Asset	0	10,756	0	10,756	0	37,473	3,788	41,261	25,343	0	0	25,343	0	0	37,080	37,080	114,440
Property Taxes	5,990	6,137	5,990	18,117	5,990	5,990	5,990	17,970	5,990	6,102	5,990	18,082	5,995	5,990	3,443	15,428	69,597
Payroll Taxes	18,597	16,676	17,322	52,795	19,787	16,962	14,307	51,076	23,162	17,993	16,592	57,767	15,332	17,379	17,985	50,696	212,334
Regulatory Fee	0	0	1,441	1,441	0	0	2,987	2,887	0	0	2,940	2,840	0	0	1,756	1,756	8,924
State Income Tax	0	0	5,500	5,500	0	21	0	21	0	0	0	0	0	0	0	0	5,521
Federal Income Tax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Operating Rev Deductions	509,233	507,179	550,580	1,566,992	596,169	611,747	591,832	1,799,748	759,330	607,068	573,251	1,939,649	573,343	586,879	642,125	1,802,347	7,108,736
Net Operating Income for Return	(213,051)	(197,651)	(45,864)	(456,566)	26,887	151,748	246,873	427,508	125,549	88,030	35,612	249,191	(4,529)	(168,773)	(275,406)	(448,708)	(228,575)
Interest	14,679	13,418	15,014	43,111	14,565	14,990	14,334	43,889	14,684	14,613	14,069	43,366	14,557	14,152	14,806	43,515	173,881
Net Profit/(Loss)	(227,730)	(211,069)	(60,878)	(499,677)	14,322	136,758	232,539	383,619	110,865	73,417	21,543	205,825	(19,086)	(182,925)	(290,212)	(492,223)	(402,456)

Footnote:

1/ Reflects accelerated tax depreciation methodologies not used in the regulated financials

BHIL/IT 000310

Bald Head Island Transportation, Inc.
Plant Schedule - Per Regulatory Accounting Basis
For the Quarter Ended Dec 31, 2021

Description	At end of Month			
	Plant	Accumulated Depreciation	Deferred Taxes	Regulated Depreciation
January 2021:				
Land	64,355	-	-	-
Docks & Piers	94,648	33,636	-	526
Vehicles	1,107,208	792,085	7,049	9,350
Equipment	260,089	202,636	4,418	1,126
Computer Hardware	71,583	71,583	-	-
Computer Software	67,087	67,087	-	-
BHIT Boats	4,865,615	2,279,090	13,602	16,652
Total BHIT	6,530,585	3,446,117	25,069	27,654
February 2021:				
Land	64,355	-	-	-
Docks & Piers	94,648	34,162	-	526
Vehicles	1,053,577	703,649	6,525	10,281
Equipment	260,089	203,762	4,316	1,126
Computer Hardware	71,583	71,583	-	-
Computer Software	67,087	67,087	-	-
BHIT Boats	4,865,615	2,295,743	13,107	16,652
Total BHIT	6,476,954	3,375,985	23,948	28,585
March 2021:				
Land	64,355	-	-	-
Docks & Piers	94,648	34,688	-	526
Vehicles	1,053,577	713,484	6,001	9,834
Equipment	260,089	204,800	4,214	1,038
Computer Hardware	71,583	71,583	-	-
Computer Software	67,087	67,087	-	-
BHIT Boats	4,865,615	2,312,395	12,612	16,652
Total BHIT	6,476,954	3,404,036	22,828	28,051
1st QUARTER 1/	6,476,954	3,404,036	22,828	84,290

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Bald Head Island Transportation, Inc.
Plant Schedule - Per Regulatory Accounting Basis
For the Quarter Ended Dec 31, 2021

Description	At end of Month			
	Plant	Accumulated Depreciation	Deferred Taxes	Regulated Depreciation
April 2021:				
Land	64,355	-	-	-
Docks & Piers	94,648	35,214	-	526
Vehicles	1,053,577	723,814	5,286	10,331
Equipment	260,089	205,838	4,112	1,039
Computer Hardware	71,583	71,583	-	-
Computer Software	67,087	67,087	-	-
BHIT Boats	4,865,615	2,329,048	12,117	16,652
Total BHIT	6,476,954	3,432,583	21,516	28,547
May 2021:				
Land	64,355	-	-	-
Docks & Piers	94,648	35,740	-	526
Vehicles	1,081,645	733,562	4,954	9,748
Equipment	260,089	206,877	4,011	1,038
Computer Hardware	71,583	71,583	-	-
Computer Software	67,087	67,087	-	-
BHIT Boats	4,823,457	2,340,899	11,622	16,652
Total BHIT	6,462,864	3,455,747	20,586	27,964
June 2021:				
Land	64,355	-	-	-
Docks & Piers	94,648	36,265	-	526
Vehicles	1,081,645	743,310	4,621	9,748
Equipment	260,089	207,915	3,909	1,038
Computer Hardware	71,583	71,583	-	-
Computer Software	67,087	67,087	-	-
BHIT Boats	4,944,622	2,360,597	11,127	20,575
Total BHIT	6,584,028	3,486,756	19,657	31,887
2nd Quarter 1/	6,584,028	3,486,756	19,657	88,398

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Bald Head Island Transportation, Inc.
Plant Schedule - Per Regulatory Accounting Basis
For the Quarter Ended Dec 31, 2021

Description	At end of Month			
	Plant	Accumulated Depreciation	Deferred Taxes	Regulated Depreciation
July 2021:				
Land	64,355	-	-	-
Docks & Piers	94,648	36,791	-	526
Vehicles	1,109,399	753,520	4,288	10,210
Equipment	260,089	208,954	3,807	1,038
Computer Hardware	71,583	71,583	-	-
Computer Software	67,087	67,087	-	-
BHIT Boats	4,992,625	2,326,053	10,632	21,050
Total BHIT	<u>6,659,786</u>	<u>3,463,988</u>	<u>18,728</u>	<u>32,824</u>
Aug 2021:				
Land	64,355	-	-	-
Docks & Piers	94,648	37,317	-	526
Vehicles	1,138,228	764,211	3,956	10,691
Equipment	260,089	209,852	3,759	899
Computer Hardware	71,583	71,583	-	-
Computer Software	67,087	67,087	-	-
BHIT Boats	4,992,625	2,346,429	10,137	20,375
Total BHIT	<u>6,688,615</u>	<u>3,496,478</u>	<u>17,852</u>	<u>32,491</u>
Sept 2021:				
Land	64,355	-	-	-
Docks & Piers	94,648	37,843	-	526
Vehicles	1,221,493	776,289	3,623	12,079
Equipment	260,089	210,751	3,711	899
Computer Hardware	71,583	71,583	-	-
Computer Software	67,087	67,087	-	-
BHIT Boats	4,992,625	2,366,804	9,642	20,375
Total BHIT	<u>6,771,880</u>	<u>3,530,357</u>	<u>16,977</u>	<u>33,878</u>
3rd Quarter 1/	6,771,880	3,530,357	16,977	99,193

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Bald Head Island Transportation, Inc.
Plant Schedule - Per Regulatory Accounting Basis
For the Quarter Ended Dec 31, 2021

Description	At end of Month			
	Plant	Accumulated Depreciation	Deferred Taxes	Regulated Depreciation
Oct 2021:				
Land	64,355	-	-	-
Docks & Piers	94,648	38,369	(0)	526
Vehicles	1,221,493	788,368	3,291	12,079
Equipment	260,089	211,650	3,663	899
Computer Hardware	71,583	71,583	-	-
Computer Software	67,087	67,087	-	-
BHIT Boats	4,992,625	2,387,179	9,147	20,375
Total BHIT	<u>6,771,880</u>	<u>3,564,235</u>	<u>16,101</u>	<u>33,878</u>
Nov 2021:				
Land	64,355	-	-	-
Docks & Piers	94,648	38,894	-	526
Vehicles	1,221,493	800,446	2,958	12,079
Equipment	260,089	212,548	3,615	899
Computer Hardware	71,583	71,583	-	-
Computer Software	67,087	67,087	-	-
BHIT Boats	5,029,992	2,408,333	8,652	21,154
Total BHIT	<u>6,809,247</u>	<u>3,598,892</u>	<u>15,226</u>	<u>34,657</u>
Dec 2021:				
Land	64,355	-	-	-
Docks & Piers	94,648	39,420	-	526
Vehicles	1,221,493	812,525	2,626	12,079
Equipment	260,089	213,447	3,568	899
Computer Hardware	71,583	71,583	-	-
Computer Software	67,087	67,087	-	-
BHIT Boats	4,957,751	2,393,453	8,157	20,281
Total BHIT	<u>6,737,006</u>	<u>3,597,515</u>	<u>14,350</u>	<u>33,784</u>
4th Quarter 1/	6,737,006	3,597,515	14,350	102,319
YTD as of 12/31/2021 1/	6,737,006	3,597,515	14,350	374,200

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BALD HEAD ISLAND TRANSPORTATION, INC.
Report of Passengers Boarded by Fare Class
On-Time Performance (OTP) Information

TYPE TICKET	2021	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Class I GENERAL		3,847	4,385	8,882	13,046	17,101	19,039	21,966	15,327	13,939	11,763	7,351	6,204	142,850
Class II BULK 40		2,152	2,144	3,054	3,475	3,988	4,791	4,539	3,770	3,841	3,707	3,253	2,830	41,544
Class III BULK 80		157	137	175	170	187	186	162	214	198	196	175	166	2,123
Class IV NO FRILLS		600	574	826	760	874	1,076	1,214	1,019	855	803	749	565	9,915
Class V CONTRACTOR		2,533	2,429	2,939	2,725	2,768	2,828	2,635	2,734	2,707	2,498	2,673	2,429	31,898
Class VI EMPLOYEE		7,282	7,098	9,619	10,534	11,479	12,119	12,363	11,213	10,168	9,835	8,684	8,258	118,652
Class VII CHILDREN		418	416	1,394	1,834	2,087	3,668	4,016	2,837	1,683	1,427	921	785	21,486
Class VII CHILDREN NO COST		84	83	216	361	574	599	667	590	474	279	193	121	4,241
Class VIII ANNUAL PASS		36	43	51	38	50	57	46	62	95	119	128	126	851
Class X ONE-WAY TICKET		121	153	196	250	300	288	359	292	254	240	205	181	2,839
TOTAL (w/o Class X ONE-WAY)		17,109	17,309	27,156	32,943	39,108	44,363	47,608	37,766	33,960	30,627	24,127	21,484	373,560
TOTAL (w/Class X ONE-WAY)		17,230	17,462	27,352	33,193	39,408	44,651	47,967	38,058	34,214	30,867	24,332	21,665	376,399
Class IXa OVERSIZED BAGGAGE		112	129	501	498	600	788	886	590	435	302	191	158	5,190
Class IXb EXCESS BAGGAGE		0	0	0	5	0	0	0	0	0	0	0	0	5
TICKETED TRAM RIDERS ¹		2,693	2,912	6,151	8,019	10,499	12,365	13,703	9,811	8,311	7,100	4,792	4,030	90,386
INVOICED TRAM RIDERS		0	0	0	0	0	0	0	0	0	0	0	0	0
INVOICED INTERCO SHUTTLE BUS RIDERS		0	0	0	0	0	0	0	0	0	0	0	0	0
INVOICED NON-INTERCO SHUTTLE BUS RIDERS		0	0	0	0	0	0	0	0	0	0	0	0	0
														Average
FERRY DEPARTURES ON-TIME		90%	86%	65%	67%	54%	47%	45%	53%	59%	68%	76%	84%	66%
NUMBER DAYS WITH A LATE DEPARTURE		22	18	30	26	31	30	31	31	30	30	25	21	27

Notes:

¹ Riders whose ticket includes tram

EXHIBIT KWO-5

BHIT and BHIL Response to VBHI's Sixth Data Request (with attachment)

**STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH**

Docket No. A-41, Sub 21

VILLAGE OF BALD HEAD ISLAND,)	
Complainant,)	
)	
v.	)	RESPONSES TO
	)	COMPLAINANT'S SIXTH
BALD HEAD ISLAND	)	DATA REQUESTS
TRANSPORTATION, INC. and BALD)	
HEAD ISLAND LIMITED, LLC,)	
Respondents.)	

Bald Head Island Transportation, Inc. ("BHIT") and Bald Head Island Limited, LLC ("BHIL") (collectively, "Respondents"), by and through legal counsel, hereby respond to Complainant's Sixth Data Requests as follows:

General Statement

In responding to these general data requests, Respondents have made reasonable efforts to research documents and data regarding the subject matter of the proceeding. These responses are based upon information presently available to Respondents and their attorneys, and specifically known to the individuals who are preparing these responses. It is possible that future discovery and independent investigation may supply additional facts or information, add meaning to known facts, and may establish entirely new factual conclusions and contentions, all of which may lead to substantial additions to, changes in, and variations from the responses set forth herein.

These responses are made without prejudice to Respondents' rights to provide additional evidence at the time of any proceeding before the Commission. Respondents reserve the right to supplement or correct these responses. Respondents also reserve the right to object to future discovery on the same or related matters and do not waive any

objection by providing the information in these responses. Finally, Respondents reserve the right to object to the admissibility of any of these responses, in whole or in part, at any further proceeding of this matter, on any grounds, including but not limited to timeliness, materiality, relevance, and privilege.

Objections

1. Respondents object to the Data Requests to the extent they are vague, ambiguous, and/or incapable of reasonable ascertainment.
2. Respondents object to the Data Requests to the extent they seek information, documents and/or things protected from disclosure by the attorney-client privilege, the work-product doctrine, consulting expert privilege, and/or the common-interest privilege. Inadvertent disclosure of any such information, documents and/or things shall not operate as a waiver of any applicable privilege or immunity.
3. Respondents object to the Data Requests to the extent they seek discovery of documents available by means that are less burdensome, less expensive, or more appropriate.

DATA REQUESTS

1. Please provide the **gross** book value of each (listed separately) of the following assets comprising the following business units:
 - Ferry;
 - Parking;
 - Barge

RESPONSE: Without waiving any of their objections, Respondents state that responsive information is produced contemporaneously in BHIL/IT 004337-004341 and that this document has been designated as CONFIDENTIAL.

2. **Please provide the accumulated depreciation of each (listed separately) of the assets listed in no. 1 above.**

RESPONSE: Without waiving any of their objections, Respondents state that responsive information is produced contemporaneously in BHIL/IT 004337-004341 and that this document has been designated as CONFIDENTIAL.

3. **Please provide a spreadsheet showing the annual depreciation expense calculation as noted in no. 2 above.**

RESPONSE: Without waiving any of their objections, Respondents state that responsive information is produced contemporaneously in BHIL/IT 004337-004341 and that this document has been designated as CONFIDENTIAL.

4. **In the calculations in no. 3 above, please state whether the depreciation is based on straight-line depreciation or accelerated depreciation.**

RESPONSE: Without waiving any of their objections, Respondents state that responsive information is produced contemporaneously in BHIL/IT 004337-004341 and that this document has been designated as CONFIDENTIAL.

5. **For the most recent three fiscal years, please provide a balance sheet for each asset category as noted in item 1 above.**

RESPONSE: Without waiving any of their objections, Respondents state that responsive information is produced contemporaneously in BHIL/IT 004337-004341 and that this document has been designated as CONFIDENTIAL.

This 6th day of September, 2022.



FOX ROTHSCHILD LLP

M. Gray Styers, Jr.
N.C. State Bar No. 16844
Bradley M. Risinger
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*Attorneys for Bald Head Island
Transportation, Inc. and Bald Head Island
Limited, LLC*

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing **RESPONSES TO COMPLAINANT'S SIXTH DATA REQUESTS** has been served this day upon all parties of record in this proceeding, or their legal counsel, by electronic mail.

This the 6th day of September, 2022.

A handwritten signature in blue ink that reads "Brad Risinger". The signature is written in a cursive style and is positioned above a horizontal line.

By: _____

Data Request No.6:

1. Please provide the gross book value of each (listed separately) of the following assets comprising the following business units: Ferry, Parking & Barge.

Response: Please see column "c". Tax cost is per asset, subtotals to asset group, then to department and/or company.

2. Please provide the accumulated depreciation of each (listed separately) of the assets listed in no. 1 above.

Response: Please see column "g." below, total accumulated depreciation.

3. Please provide a spreadsheet showing the annual depreciation expense calculation as noted in no. 2 above.

Response: Please see column "f." below, the current year annual depreciation.

4. In the calculations in no 3 above, please state whether the depreciation is based on straight-line depreciation or accelerated depreciation.

Response: Please see column "i" below, Tax Method is depreciation method.

5. For the most recent three fiscal years, please provide a balance sheet for each asset category as noted in item 1 above.

Response: Please see previously provided audit reports for the calendar Years Ended 2019, 2020 & 2021 for Bald Head Island Transportation, Inc. Bald Head Island Limited, LLC does not generate balance Sheets by department, balance sheets are not available for the Parking & the Barge department.

Bald Head Island Transportation, Inc.

Tax Asset Detail 1/01/21 - 12/31/21										
a.	b.	c.	d.	e.	f.	g.	h.	i.	j.	
Asset	Property Description	Date In Service	Tax Cost	Tax Bonus Amt	Tax Prior Depreciation	Tax Current Depreciation	Tax End Depr	Tax Net Book Value	Tax Method	Tax Period
Division: 275 - Ferry										
Group: 1705 Land										
1818	BHI Marina- 1' Riparian area (1194 linear ft)	3/27/14	64,355.25	0.00	0.00	0.00	0.00	64,355.25	Land	0.00
1705 Land										
			64,355.25	0.00	0.00	0.00	0.00	64,355.25		
Group: 1713 - Docks & Piers										
1811	RMC-Dolphin at Gate A	7/01/13	16,772.81	0.00	8,386.42	1,118.19	9,504.61	7,268.20	S/L	15.00
1817	Dolphins-BHI Ferry Dock	11/02/13	3,895.60	0.00	1,861.25	259.71	2,120.96	1,774.64	S/L	15.00
1834	New Pilings (26)	6/01/15	36,002.98	0.00	13,401.12	2,400.20	15,801.32	20,201.66	S/L	15.00
1848	Piling Work 2015	12/01/15	12,476.83	0.00	4,228.27	831.79	5,060.06	7,416.77	S/L	15.00
1971	Work Pier Dolphins & Pilings	10/27/17	8,500.00	0.00	1,794.45	566.67	2,361.12	6,138.88	S/L	15.00
1974	5 Pile Dolphin - Gate A	12/06/17	7,000.00	0.00	1,438.90	466.67	1,905.57	5,094.43	S/L	15.00
1975	6 Pile Dolphin BHI Gate A	12/17/17	10,000.00	0.00	2,000.01	666.67	2,666.68	7,333.32	S/L	15.00
1713 - Docks & Piers										
			94,648.22	0.00	33,110.42	6,309.90	39,420.32	55,227.90		
Group: 1720-08-000 MACHINERY & EQUIPMENT										
5	ALUMINUM DOLLY	7/01/89	1,300.00	0.00	1,300.00	0.00	1,300.00	0.00	S/L	5.00
6	ALUMINUM DOLLY	7/01/89	1,300.00	0.00	1,300.00	0.00	1,300.00	0.00	S/L	5.00
7	ALUMINUM DOLLY	7/01/89	1,300.00	0.00	1,300.00	0.00	1,300.00	0.00	S/L	5.00
8	ALUMINUM DOLLY	7/01/89	1,300.00	0.00	1,300.00	0.00	1,300.00	0.00	S/L	5.00
9	ALUMINUM DOLLY	7/01/89	1,300.00	0.00	1,300.00	0.00	1,300.00	0.00	S/L	5.00
10	ALUMINUM DOLLY	7/01/89	1,300.00	0.00	1,300.00	0.00	1,300.00	0.00	S/L	5.00
11	ALUMINUM DOLLY	7/01/89	1,300.00	0.00	1,300.00	0.00	1,300.00	0.00	S/L	5.00
12	ALUMINUM DOLLY	7/01/89	1,300.00	0.00	1,300.00	0.00	1,300.00	0.00	S/L	5.00
13	ALUMINUM DOLLY	7/01/89	1,300.00	0.00	1,300.00	0.00	1,300.00	0.00	S/L	5.00
14	ALUMINUM DOLLY	7/01/89	1,300.00	0.00	1,300.00	0.00	1,300.00	0.00	S/L	5.00
15	ALUMINUM DOLLY	7/01/89	1,300.00	0.00	1,300.00	0.00	1,300.00	0.00	S/L	5.00
16	ALUMINUM DOLLY	7/01/89	1,300.00	0.00	1,300.00	0.00	1,300.00	0.00	S/L	5.00
20	ALUMINUM DOLLY	11/08/90	1,569.17	0.00	1,569.17	0.00	1,569.17	0.00	S/L	5.00
21	ALUMINUM DOLLY	11/08/90	1,569.17	0.00	1,569.17	0.00	1,569.17	0.00	S/L	5.00
22	ALUMINUM DOLLY	11/08/90	1,569.17	0.00	1,569.17	0.00	1,569.17	0.00	S/L	5.00
23	ALUMINUM DOLLY	11/08/90	1,569.17	0.00	1,569.17	0.00	1,569.17	0.00	S/L	5.00
24	ALUMINUM DOLLY	11/08/90	1,569.17	0.00	1,569.17	0.00	1,569.17	0.00	S/L	5.00
25	ALUMINUM DOLLY	11/08/90	1,569.15	0.00	1,569.15	0.00	1,569.15	0.00	S/L	5.00
28	ALUMINUM DOLLY	7/01/91	1,287.00	0.00	1,287.00	0.00	1,287.00	0.00	S/L	5.00
29	ALUMINUM DOLLY	7/01/91	1,287.00	0.00	1,287.00	0.00	1,287.00	0.00	S/L	5.00
30	ALUMINUM DOLLY	7/01/91	1,287.00	0.00	1,287.00	0.00	1,287.00	0.00	S/L	5.00
31	ALUMINUM DOLLY	7/01/91	1,287.00	0.00	1,287.00	0.00	1,287.00	0.00	S/L	5.0
32	ALUMINUM DOLLY	7/01/91	1,287.00	0.00	1,287.00	0.00	1,287.00	0.00	S/L	5.0
33	ALUMINUM DOLLY	7/01/91	1,287.00	0.00	1,287.00	0.00	1,287.00	0.00	S/L	5.0
34	ALUMINUM DOLLY	7/01/91	1,287.00	0.00	1,287.00	0.00	1,287.00	0.00	S/L	5.0
35	ALUMINUM DOLLY	7/01/91	1,287.00	0.00	1,287.00	0.00	1,287.00	0.00	S/L	5.0
36	ALUMINUM DOLLY	7/01/91	1,287.00	0.00	1,287.00	0.00	1,287.00	0.00	S/L	5.0
37	ALUMINUM DOLLY	7/01/91	1,287.00	0.00	1,287.00	0.00	1,287.00	0.00	S/L	5.0
38	BASE STATION VHF RADIO	7/01/91	923.00	0.00	923.00	0.00	923.00	0.00	S/L	5.0
46	LUGGAGE DOLLY	2/28/94	1,033.40	0.00	1,033.40	0.00	1,033.40	0.00	S/L	5.0
47	LUGGAGE DOLLY	2/28/94	1,033.40	0.00	1,033.40	0.00	1,033.40	0.00	S/L	5.0
48	LUGGAGE DOLLY	2/28/94	1,033.40	0.00	1,033.40	0.00	1,033.40	0.00	S/L	5.0
49	LUGGAGE DOLLY	2/28/94	1,033.40	0.00	1,033.40	0.00	1,033.40	0.00	S/L	5.0
50	LUGGAGE DOLLY	2/28/94	1,033.40	0.00	1,033.40	0.00	1,033.40	0.00	S/L	5.0
83	ALUMINUM DOLLY	7/01/97	1,565.95	0.00	1,565.95	0.00	1,565.95	0.00	S/L	5.0
84	ALUMINUM DOLLY	7/01/97	1,565.95	0.00	1,565.95	0.00	1,565.95	0.00	S/L	5.0
85	ALUMINUM DOLLY	7/01/97	1,565.95	0.00	1,565.95	0.00	1,565.95	0.00	S/L	5.0
86	ALUMINUM DOLLY	7/01/97	1,565.95	0.00	1,565.95	0.00	1,565.95	0.00	S/L	5.0
87	ALUMINUM DOLLY	7/01/97	1,565.93	0.00	1,565.93	0.00	1,565.93	0.00	S/L	5.0
120	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
121	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
122	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
123	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
124	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
125	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
126	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
127	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
128	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
129	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
130	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
131	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
132	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0
133	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0

Tax Asset Detail 1/01/21 - 12/31/21

Docket No. 14-1104328

a.		b.	c.		d.	e.	f.	g. Docket No. 17-111004328				h.	
Asset	Property Description	Date in Service	Tax Cost	Tax Bonus Amt	Tax Prior Depreciation	Tax Current Depreciation	Tax End Depr	Tax Net Book Value	Tax Method	Tax Period			
134	ALUMINUM DOLLY	12/08/99	1,727.59	0.00	1,727.59	0.00	1,727.59	0.00	S/L	7.0			
135	ALUMINUM DOLLY	12/08/99	1,727.65	0.00	1,727.65	0.00	1,727.65	0.00	S/L	7.0			
143	VHF 8 CH PORTABLE RADIO	7/01/00	2,404.08	0.00	2,404.08	0.00	2,404.08	0.00	S/L	7.0			
181	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
182	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
183	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
184	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
185	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
186	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
187	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
188	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
189	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
190	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
191	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
192	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
193	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
194	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
195	LUGGAGE DOLLY	7/28/03	1,886.56	943.28	1,886.56	0.00	1,886.56	0.00	S/L	5.0			
196	LUGGAGE DOLLY	7/28/03	1,886.60	943.30	1,886.60	0.00	1,886.60	0.00	S/L	5.0			
1732	FEMA Grant -Contra for Assets 1733-1736	7/23/08	-24,095.00	0.00	-24,095.00	0.00	-24,095.00	0.00	200DB	7.0			
1733	Ranger-Automatic ID System	7/23/08	5,004.74	2,502.37	5,004.74	0.00	5,004.74	0.00	200DB	7.0			
1734	Patriot - Automatic ID System	7/23/08	8,976.32	4,488.16	8,976.32	0.00	8,976.32	0.00	200DB	7.0			
1735	Sans Souci - Automatic ID System	7/23/08	5,102.59	2,551.30	5,102.59	0.00	5,102.59	0.00	200DB	7.0			
1736	Adventure - Automatic ID System	7/23/08	8,423.12	4,211.56	8,423.12	0.00	8,423.12	0.00	200DB	7.0			
1769	GPS Chart Plotters (4) - 7" screen	5/31/11	3,400.59	3,400.59	3,400.59	0.00	3,400.59	0.00	200DB	7.0			
1770	Floor Scale w/ ramps	5/01/11	2,122.67	2,122.67	2,122.67	0.00	2,122.67	0.00	200DB	7.0			
1771	Luggage Dolly	8/01/11	2,160.00	2,160.00	2,160.00	0.00	2,160.00	0.00	200DB	5.0			
1772	Luggage Dolly	8/01/11	2,160.00	2,160.00	2,160.00	0.00	2,160.00	0.00	200DB	5.0			
1773	Luggage Dolly	8/01/11	2,160.00	2,160.00	2,160.00	0.00	2,160.00	0.00	200DB	5.0			
1788	Aluminum Luggage Dolly	9/01/12	2,473.63	0.00	2,473.63	0.00	2,473.63	0.00	S/L	7.00			
1789	Aluminum Luggage Dolly	9/01/12	2,473.62	0.00	2,473.62	0.00	2,473.62	0.00	S/L	7.00			
1790	Aluminum Luggage Dolly	9/01/12	2,473.62	0.00	2,473.62	0.00	2,473.62	0.00	S/L	7.00			
1791	Furuno 1835 Radar for Sans Souci	10/01/12	7,481.51	0.00	7,481.51	0.00	7,481.51	0.00	S/L	7.00			
1801	Aluminum Luggage Dolly	6/27/13	2,410.97	0.00	1,004.55	133.94	1,138.49	1,272.48	S/L	18.00			
1802	Aluminum Luggage Dolly	6/27/13	2,410.97	0.00	1,004.55	133.94	1,138.49	1,272.48	S/L	18.00			
1803	Aluminum Luggage Dolly	6/27/13	2,410.98	0.00	1,004.55	133.94	1,138.49	1,272.49	S/L	18.00			
1815	Furuno FCV-627 Color Fishfinder	7/01/13	1,036.05	0.00	777.07	103.61	880.68	155.37	S/L	10.00			
1819	AED - ZOLL (plus batteries and pads)	3/01/14	1,838.83	0.00	1,795.05	43.78	1,838.83	0.00	S/L	7.00			
1820	AED - ZOLL (plus batteries and pads)	3/01/14	1,838.83	0.00	1,795.05	43.78	1,838.83	0.00	S/L	7.00			
1821	AED - ZOLL (plus batteries and pads)	3/01/14	1,838.83	0.00	1,795.05	43.78	1,838.83	0.00	S/L	7.00			
1822	AED - ZOLL (plus batteries and pads)	3/01/14	1,838.83	0.00	1,795.05	43.78	1,838.83	0.00	S/L	7.00			
1826	Chart table, 3 drawer-Sans Souci	6/01/14	3,769.67	0.00	2,481.72	376.97	2,858.69	910.98	S/L	10.00			
1831	Ticket printers (2) Boca Lemur	3/01/15	3,279.31	0.00	3,279.31	0.00	3,279.31	0.00	S/L	5.00			
1832	SaniSailor Sentinel Pumpout System, M-300	4/14/15	11,670.23	0.00	11,670.23	0.00	11,670.23	0.00	S/L	5.00			
1845	Aluminum Luggage Dolly	12/30/15	2,566.67	0.00	712.95	142.59	855.54	1,711.13	S/L	18.00			
1846	Aluminum Luggage Dolly	12/30/15	2,566.67	0.00	712.95	142.59	855.54	1,711.13	S/L	18.00			
1847	Aluminum Luggage Dolly	12/30/15	2,566.66	0.00	712.95	142.59	855.54	1,711.12	S/L	18.00			
1972	Power Posts for Ferries	8/31/17	19,863.86	0.00	9,458.97	2,837.69	12,296.66	7,567.20	S/L	7.00			
1985	4 Luggage Dollies	7/15/19	11,357.28	0.00	2,433.70	1,622.47	4,056.17	7,301.11	S/L	7.00			
2003	Wheeled Fire Extinguisher BHI Dock	6/25/20	2,919.08	0.00	208.51	417.01	625.52	2,293.56	S/L	7.00			
1720-08-000 MACHINERY & EQUIPMENT			218,536.44	40,849.15	184,994.93	6,362.46	191,357.39	27,179.05					
Group: 1722-08-000 COMPUTER HARDWARE													
1561	RTP hardware - transportation	12/31/05	27,996.18	0.00	27,996.18	0.00	27,996.18	0.00	200DB	5.0			
1562	RTP t-1 line @ deep pt - transportation	12/31/05	2,540.00	0.00	2,540.00	0.00	2,540.00	0.00	200DB	5.00			
1660	RTP hardware - transportation	12/31/05	13,926.82	0.00	13,926.82	0.00	13,926.82	0.00	200DB	5.0			
1781	Security Cameras (3) P-3301-V	1/11/12	2,243.79	0.00	2,243.79	0.00	2,243.79	0.00	200DB	5.0			
1827	Outdoor Ferry Cameras (2) with mounts	6/01/14	2,172.19	0.00	2,172.19	0.00	2,172.19	0.00	S/L	5.00			
1833	PVC Card Printer-Fargo DTC4500e	5/01/15	2,603.14	0.00	2,603.14	0.00	2,603.14	0.00	S/L	5.00			
1996	Printer-Boca PC Serial	9/01/07	1,633.44	0.00	1,633.44	0.00	1,633.44	0.00	200DB	5.0			
1999	DP Ticket Printer	5/01/09	6,643.56	0.00	6,643.56	0.00	6,643.56	0.00	200DB	5.0			
2000	Printer - Boca 2 of 2	3/01/06	1,734.49	0.00	1,734.49	0.00	1,734.49	0.00	200DB	5.0			
2001	2 Boca Scanners with accessories	3/10/06	7,580.56	0.00	7,580.56	0.00	7,580.56	0.00	200DB	5.0			
1722-08-000 COMPUTER HARDWARE			69,074.17	0.00	69,074.17	0.00	69,074.17	0.00					
Group: 1723-08-000 COMPUTER SOFTWARE													
251	RTP Baggage Ticket Configuration Software	3/01/07	1,350.00	0.00	1,350.00	0.00	1,350.00	0.00	Amort	3.00			
1563	RTP software - transportation	12/31/05	27,749.00	0.00	27,749.00	0.00	27,749.00	0.00	Amort	3.00			
1564	RTP initial setup - cards transportation	12/31/05	7,154.00	0.00	7,154.00	0.00	7,154.00	0.00	Amort	3.00			
1738	Ferry Reservation Software	12/31/02	17,204.63	5,161.39	17,204.63	0.00	17,204.63	0.00	Amort	3.00			
1758	DP Server Software - Office & Windows	5/01/09	2,379.55	0.00	2,379.55	0.00	2,379.55	0.00	Amort	3.00			
1761	RTP POS software (3)	6/01/09	11,250.00	0.00	11,250.00	0.00	11,250.00	0.00	Amort	3.00			
1723-08-000 COMPUTER SOFTWARE			67,087.18	5,161.39	67,087.18	0.00	67,087.18	0.00					

Asset	Property Description	Date In Service	Tax Cost	Tax Bonus Amt	Tax Prior Depreciation	Tax Current Depreciation	Tax End Depr	Tax Book Value	Tax Method	Tax Period
Group: 1725-08-000 BOAT & MARINE										
39	Sans Souci	7/01/91	857,306.26	0.00	727,161.18	21,799.20	748,960.38	108,345.88	S/L	10.00
57	"ADVENTURE"	6/02/95	938,433.04	0.00	818,225.63	17,514.82	835,740.45	102,692.59	S/L	10.00
1794	Patriot Ferry	3/29/13	1,307,881.43	0.00	304,728.76	43,596.04	348,324.80	959,556.63	S/L	30.00
1795	Ranger Ferry	3/29/13	1,392,986.58	0.00	347,298.29	46,432.88	393,731.17	999,255.39	S/L	30.00
1966	Ranger Propeller Shaft	7/10/17	4,761.50	0.00	1,866.53	476.15	2,142.68	2,618.82	S/L	10.00
1970	Patriot Rudder	8/19/17	7,949.56	0.00	2,649.87	794.96	3,444.83	4,504.73	S/L	10.00
1987	AC system - Sans Souci	9/01/19	24,445.61	0.00	3,259.41	2,444.56	5,703.97	18,741.64	S/L	10.00
1993	2 HVAC units - Patriot	2/19/20	24,735.44	0.00	2,061.29	2,473.54	4,534.83	20,200.61	S/L	10.00
2002	Ranger Aft Stbd AC Unit	6/11/20	5,038.68	0.00	293.92	503.87	797.79	4,240.89	S/L	10.00
2004	Ranger Dry Dock 2020	7/31/20	30,810.69	0.00	6,418.89	15,405.35	21,824.24	8,986.45	S/L	2.00
2009	Ranger anchor modification (dry dock 2020)	9/02/20	4,350.00	0.00	725.00	2,175.00	2,900.00	1,450.00	S/L	2.00
2012	Ranger Starboard Engine	9/30/20	59,912.80	0.00	2,496.37	9,985.47	12,481.84	47,430.96	S/L	6.00
2013	major component of Patriot fire suppression	3/10/20	6,887.94	0.00	574.00	688.79	1,262.79	5,625.15	S/L	10.00
2017	Adventure generator	6/18/21	15,412.28	0.00	0.00	642.18	642.18	14,770.10	S/L	12.00
2018	Sans Souci dry dock, paint, insp	6/30/21	43,662.78	0.00	0.00	10,915.70	10,915.70	32,747.08	S/L	2.00
2021	Patriot Dry Dock 2021	6/30/21	66,871.01	0.00	0.00	16,717.75	16,717.75	50,153.26	S/L	2.00
2025	Patriot hull work	7/01/21	128,938.97	0.00	0.00	2,930.43	2,930.43	126,008.54	S/L	22.00
2030	Adventure Dry Dock & Paint Job	11/30/21	37,366.79	0.00	0.00	1,556.95	1,556.95	35,809.84	S/L	2.00
1725-08-000 BOAT & MARINE			4,957,751.34	0.00	2,217,559.14	197,053.64	2,414,612.78	2,543,138.56		
Total Division: 275 - Ferry			5,471,452.60	46,010.54	2,571,825.84	209,726.00	2,781,551.84	2,689,900.76		

Division: 276 - Marine Maintenance

Group: 1715-08-000 AUTOS										
203	CT-5 2003 MAINTENANCE TRAILER 6X12	12/02/03	2,500.00	1,250.00	2,500.00	0.00	2,500.00	0.00	S/L	5.0
229	MM-1 Truck - Ford F-250 Pickup	2/20/06	25,510.59	0.00	25,510.59	0.00	25,510.59	0.00	200DB	5.0
230	MM-2 Truck - Ford F-250 Pickup	2/18/06	25,510.59	0.00	25,510.59	0.00	25,510.59	0.00	200DB	5.0
1979	MM-3T Trailer	4/06/18	5,658.46	0.00	3,112.15	1,131.69	4,243.84	1,414.62	S/L	5.00
1983	MM F350 pickup truck	5/28/19	30,475.00	0.00	9,650.42	6,095.00	15,745.42	14,729.58	S/L	5.00
1715-08-000 AUTOS			89,654.64	1,250.00	66,283.75	7,226.69	73,510.44	16,144.20		
Group: 1720-08-000 MACHINERY & EQUIPMENT										
153	3500 POWER PRESSURE WASHER	3/31/02	1,809.00	542.70	1,809.00	0.00	1,809.00	0.00	S/L	5.0
231	Welding Machine	2/20/06	5,520.57	0.00	5,520.57	0.00	5,520.57	0.00	200DB	7.0
1792	Dustless Sandblaster Model 150	12/18/12	5,679.10	0.00	5,679.10	0.00	5,679.10	0.00	S/L	7.00
1793	Paint Sprayer-Proshot Heavy Duty	1/03/13	2,295.15	0.00	1,836.16	229.52	2,065.68	229.47	S/L	10.00
1814	Small Crane (truck mounted)	7/01/13	3,961.50	0.00	1,980.75	264.10	2,244.85	1,716.65	S/L	15.00
1828	Waste Oil Tank and trailer	10/21/14	3,375.98	0.00	1,387.93	225.07	1,613.00	1,762.98	S/L	15.00
1830	Steam Cleaner ICE-Landa 3100	3/30/15	4,499.95	0.00	3,696.39	642.85	4,339.24	160.71	S/L	7.00
1965	pallet jack	6/01/17	3,705.82	0.00	1,897.02	529.40	2,426.42	1,279.40	S/L	7.00
1982	Pipe Threading Machine	2/25/19	8,500.00	0.00	2,226.19	1,214.29	3,440.48	5,059.52	S/L	7.00
1720-08-000 MACHINERY & EQUIPMENT			39,347.07	542.70	26,033.11	3,105.23	29,138.24	10,208.73		
1722-08-000 COMPUTER HARDWARE										
1841	Wallboard w/mount, Samsung 55" UN55JU6500	9/01/15	1,302.48	0.00	1,302.48	0.00	1,302.48	0.00	S/L	5.00
1722-08-000 COMPUTER HARDWARE			1,302.48	0.00	1,302.48	0.00	1,302.48	0.00		
Total Division: 276 - Marine Maintenance			130,304.19	1,792.70	93,619.34	10,331.92	103,951.26	26,352.93		

Division: 290 - Island Transportation

Group: 1715-08-000 AUTOS										
157	TR-8 TRAM TRAILER	5/30/02	15,609.08	4,682.72	15,609.08	0.00	15,609.08	0.00	S/L	5.0
158	TR-3 TRAM TRAILER	5/30/02	15,609.08	4,682.72	15,609.08	0.00	15,609.08	0.00	S/L	5.0
159	TR-4 TRAM TRAILER	5/30/02	15,609.09	4,682.73	15,609.09	0.00	15,609.09	0.00	S/L	5.0
162	TR-22 "12-PASSENGER" TRAM	5/30/02	16,058.63	4,817.59	16,058.63	0.00	16,058.63	0.00	S/L	5.0
165	TR-26 ALUMINUM HANDICAP TRAM WITH COV	6/30/02	22,566.52	6,769.96	22,566.52	0.00	22,566.52	0.00	S/L	5.0
197	TR-5 TRAM TRAILER	7/28/03	19,195.21	9,597.61	19,195.21	0.00	19,195.21	0.00	S/L	5.0
198	TR-27 TRAM	7/28/03	19,195.21	9,597.61	19,195.21	0.00	19,195.21	0.00	S/L	5.0
215	TR-10, TR-12 "12 PASSNGR" TRAMS (2)	7/01/04	31,158.10	10,910.00	31,158.10	0.00	31,158.10	0.00	S/L	5.0
219	TR-23 TRAM (1)	12/28/04	23,558.57	10,910.00	23,558.57	0.00	23,558.57	0.00	S/L	5.0
238	TR-11,-18,-24,-29, Four (4) Tram Trailers	5/24/06	89,288.00	0.00	89,288.00	0.00	89,288.00	0.00	200DB	5.0
252	TR-7,-25,-17,-19 Four (4) Trams	4/30/07	102,373.45	0.00	102,373.45	0.00	102,373.45	0.00	200DB	5.0
1665	TR-33 "12-Passenger" Tram Trailer	4/24/08	25,085.63	12,542.82	25,085.63	0.00	25,085.63	0.00	200DB	5.0
1666	TR-32 "12-Passenger" Tram Trailer	4/24/08	25,085.63	12,542.82	25,085.63	0.00	25,085.63	0.00	200DB	5.0
1783	CT-2 Cargo Trailer 6 x 12'	5/24/12	1,830.76	0.00	1,830.76	0.00	1,830.76	0.00	200DB	5.0
1796	T-11 2013 Vantage Primo Truck	4/01/13	16,890.57	0.00	16,890.57	0.00	16,890.57	0.00	S/L	7.00
1824	T-16 Vantage Primo Tram Truck	4/29/14	18,013.04	0.00	14,762.11	1,975.00	16,737.11	1,275.93	S/L	7.00
1825	T-18 Vantage Primo Tram Truck	4/29/14	18,216.59	0.00	14,839.65	1,975.00	16,814.65	1,401.94	S/L	7.00
1829	CT-3 6 x 12 V Nose Cargo Trailer	2/05/15	2,919.00	0.00	2,467.25	417.00	2,884.25	34.75	S/L	7.00
1843	T-24 Vantage Primo Tram Trucks	11/20/15	18,029.55	0.00	13,092.89	2,575.65	15,668.54	2,361.01	S/L	7.00
1844	Canvas Work on Tram Fleet	12/05/15	7,853.13	0.00	5,702.89	1,121.88	6,824.77	1,028.36	S/L	7.00
1958	T-2 2012 EZ-Go ST Sport S4 Golf Cart	3/30/16	3,408.76	0.00	2,313.10	486.97	2,800.07	608.69	S/L	7.00
1959	T-19 2016 Vantage Primo Tram Truck	6/01/16	19,440.04	0.00	12,728.60	2,777.15	15,505.75	3,934.29	S/L	7.00
1960	T-8 2016 Vantage Primo Tram Truck	6/01/16	19,440.04	0.00	12,728.60	2,777.15	15,505.75	3,934.29	S/L	7.00
1967	T-30 Vantage Primo Tram Truck V2XS	7/18/17	20,217.44	0.00	13,815.26	4,043.49	17,858.75	2,358.69	S/L	5.00
1968	T-14 Vantage Primo Tram Truck V2XS	7/18/17	20,217.46	0.00	13,815.26	4,043.49	17,858.75	2,358.71	S/L	5.00
1969	T-31 Vantage Primo Tram Truck V2XS	7/18/17	20,217.47	0.00	13,815.26	4,043.49	17,858.75	2,358.72	S/L	5.00
1973	T-20, T-21 2 Vantage Primo Tram Trucks V2XS	11/07/17	37,864.85	0.00	23,981.07	7,572.97	31,554.04	6,310.81	S/L	5.00
1976	T-4 Vantage Primo Tram Truck	3/01/18	19,813.79	0.00	8,019.86	2,830.54	10,850.40	8,963.39	S/L	7.00
1978	T-37 Vantage Primo Tram Truck	3/01/18	19,813.77	0.00	8,019.86	2,830.54	10,850.40	8,963.37	S/L	7.00
1980	T-28 Ford F-150 Truck	12/19/18	15,000.00	0.00	4,285.72	2,142.86	6,428.58	8,571.42	S/L	7.00
1988	T-7 Vantage Primo Tram Truck	9/30/19	21,904.19	0.00	5,476.05	4,380.84	9,856.89	12,047.30	S/L	5.00
1989	T-10 Vantage Primo Tram Truck	9/30/19	21,904.18	0.00	5,476.05	4,380.84	9,856.89	12,047.29	S/L	5.00
1990	T-17 Vantage Primo Tram Truck	9/30/19	21,904.18	0.00	5,476.05	4,380.84	9,856.89	12,047.29	S/L	5.00
1991	T-29 Vantage Primo Tram Truck	9/30/19	21,904.18	0.00	5,476.05	4,380.84	9,856.89	12,047.29	S/L	5.00
1992	T-9 Vantage Primo Truck	12/31/19	23,591.75	0.00	4,718.35	4,718.35	9,436.70	14,155.05	S/L	5.00
2006	T-5 Vantage Primo Tram Truck	7/01/20	24,771.80	0.00	2,477.18	4,954.36	7,431.54	17,340.26	S/L	5.00
2007	T-15 Vantage Primo Tram Truck	7/01/20	24,771.80	0.00	2,477.18	4,954.36	7,431.54	17,340.26	S/L	5.00
2008	T-6 Vantage Primo Tram Truck	8/01/20	24,158.77	0.00	2,013.23	4,831.75	6,844.98	17,313.79	S/L	5.00
2010	T-3 Vantage Primo Truck	9/18/20	23,591.75	0.00	1,179.59	4,718.35	5,897.94	17,693.81	S/L	5.00
2014	T-12, T-22 2 Vantage Primo Tram trucks	2/08/21	55,841.35	0.00	0.00	10,237.58	10,237.58	45,603.77	S/L	5.00
2016	T-18 Vantage Primo Tram Truck	5/25/21	28,067.56	0.00	0.00	3,274.55	3,274.55	24,793.01	S/L	5.00
2024	T-25 Vantage Primo Tram Truck	7/02/21	27,755.00	0.00	0.00	2,775.50	2,775.50	24,979.50	S/L	5.00
2026	T-11 Vantage Primo Truck	8/03/21	28,828.21	0.00	0.00	2,402.35	2,402.35	26,425.86	S/L	5.00
2027	T-23 Vantage Primo Truck	9/10/21	27,755.00	0.00	0.00	1,850.33	1,850.33	25,904.67	S/L	5.00
2028	T-26 Vantage Primo Truck	9/10/21	27,755.00	0.00	0.00	1,850.33	1,850.33	25,904.67	S/L	5.00
2029	T-27 Vantage Primo Truck	9/14/21	27,755.00	0.00	0.00	1,850.33	1,850.33	25,904.67	S/L	5.00
1715-08-000 AUTOS			1,131,838.18	91,736.58	638,270.64	107,554.68	745,825.32	386,012.86		

a.	b.	c.	d.	e.	f.	g.	h.	i.	j.
Asset	Property Description	Date In Service	Tax Cost	Tax Bonus Amt	Tax Prior Depreciation	Tax Current Depreciation	Tax End Depr	Tax Net Book Value	Tax Method
Group: 1720-08-000 MACHINERY & EQUIPMENT									
1786	Generator-Briggs & Stratton #040301	6/01/12	2,205.46	0.00	2,205.46	0.00	2,205.46	0.00	S/L
1720-08-000 MACHINERY & EQUIPMENT			2,205.46	0.00	2,205.46	0.00	2,205.46	0.00	
Group: 1722-08-000 COMPUTER HARDWARE									
225	Dell Optiplex GX620	12/31/05	1,205.92	0.00	1,205.92	0.00	1,205.92	0.00	200DB
1722-08-000 COMPUTER HARDWARE			1,205.92	0.00	1,205.92	0.00	1,205.92	0.00	5.0
Total Division: 290 - Island Transportation			1,135,249.56	91,736.58	641,682.02	107,554.68	749,236.70	386,012.86	
Bald Head Island Transportation, Inc. Capital Assets			6,737,006.35	139,539.82	3,307,127.20	327,612.60	3,634,739.80	3,102,266.55	

Asset	Property Description	Date in Service	Tax Cost	Tax Bonus Amt	Tax Prior Depreciation	Tax Current Depreciation	Tax End Depr	Tax Net Book Value	Method	Period
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BALD HEAD ISLAND LIMITED, LLC**Division: 715-Parking**

Group: 1710 - LAND IMPROVEMENTS										
1548	DP Employee Parking Lot	12/31/05	160,875.56	0.00	160,875.56	0.00	160,875.56	0.00	150DB	15.0
2242	Deep Point Unallocated Road	6/05/09	571,453.00	0.00	353,170.86	25,128.75	378,299.61	193,153.39	150DB	15.0
2244	DP Main Road (Parking Alloc)	6/05/09	194,315.00	0.00	120,091.23	8,544.68	128,635.91	65,679.09	150DB	15.0
2246	DP Service Road (Parking Alloc)	6/05/09	107,700.00	0.00	66,560.78	4,735.95	71,296.73	36,403.27	150DB	15.0
2247	Deep Point General Parking Lot	6/05/09	4,032,003.00	0.00	2,491,869.76	177,300.82	2,669,170.58	1,362,832.42	150DB	15.0
2248	Deep Point Premium Parking Lot	6/05/09	1,855,228.00	0.00	1,146,573.09	81,580.66	1,228,153.75	627,074.25	150DB	15.0
2249	Deep Point Employee Parking Lot Expansion	6/05/09	426,702.00	0.00	263,711.50	18,763.52	282,475.02	144,226.98	150DB	15.0
2250	Deep Point Contractor Parking Lot	6/05/09	1,823,187.21	0.00	1,126,770.98	80,171.70	1,206,942.68	616,244.53	150DB	15.0
2299	DP Additional Parking Bollards (248)	11/10/10	12,706.49	12,706.49	0.00	0.00	12,706.49	0.00	150DB	15.0
2574	Deep Point Parking-Contractor Lot 2nd Exit	9/01/12	9,333.23	0.00	5,750.97	551.12	6,302.09	3,031.14	150DB	15.0
2875	Gravel Parking Lots Paving - DP	6/01/14	204,304.90	0.00	101,760.91	12,064.00	113,824.91	90,479.99	150DB	15.0
2988	LED lights & poles in new (2014) parking lot	9/01/15	17,897.99	0.00	7,725.72	1,056.86	8,782.58	9,115.41	150DB	15.0
3149	LED Light Conversion	12/10/16	6,414.32	0.00	2,416.30	399.80	2,816.10	3,598.22	150DB	15.0
3286	Cont Parking Low Voltage Path Lighting	4/12/18	14,467.61	0.00	3,334.78	1,113.28	4,448.06	10,019.55	150DB	15.0
3319	Parking Lot @ DP (for summer pkgng)	8/31/18	25,422.39	0.00	5,859.86	1,956.25	7,816.11	17,606.28	150DB	15.0
3383	Trench Drains @ Cont Lot	7/08/19	4,503.69	0.00	653.03	385.07	1,038.10	3,465.59	150DB	15.00
3384	Steel Bollards @ parking lot	9/01/19	3,003.08	0.00	390.40	261.27	651.67	2,351.41	150DB	15.00
3456	DP Parking Lot Striping	4/01/21	4,430.00	0.00	0.00	221.50	221.50	4,208.50	150DB	15.00
3494	DP Parking Lot Expansion-6E6W	6/30/21	349,249.34	0.00	0.00	17,462.47	17,462.47	331,786.87	150DB	15.00
1710 - LAND IMPROVEMENTS			9,823,196.81	12,706.49	5,870,222.22	431,697.70	6,301,919.92	3,521,276.89		
Group: 1715 - AUTOS										
3347	2013 Precedent 6 Pass Cart P-8	4/24/19	2,000.00	0.00	1,100.00	360.00	1,460.00	540.00	200DB	5.0
3466	P-2 Tempo (gas)	5/11/21	5,337.50	0.00	0.00	1,067.50	1,067.50	4,270.00	200DB	5.0
3467	P-6 Precedent	5/11/21	6,314.26	0.00	0.00	1,262.85	1,262.85	5,051.41	200DB	5.0
3488	PL-2 2015 Precedent Golf Cart	2/20/18	7,077.53	0.00	5,582.75	271.78	5,854.53	1,223.00	200DB	5.0
1715 - AUTOS			20,729.29	0.00	6,682.75	2,962.13	9,644.88	11,084.41		
Group: 1720 - MACHINERY & EQUIPMENT										
2213	Reflective Parking Lot Signs	10/01/09	2,198.10	0.00	2,198.10	0.00	2,198.10	0.00	200DB	5.0
2678	Hybrid Car Plug-in Station - Deep Point	6/01/13	3,550.55	0.00	3,550.55	0.00	3,550.55	0.00	200DB	7.0
2839	AC Unit for DP Contractor Parking Booth	10/07/14	1,082.65	0.00	1,034.34	48.31	1,082.65	0.00	200DB	7.0
3207	Electric Vehicle Charging Station	8/28/17	4,374.89	0.00	3,008.30	390.45	3,398.75	976.14	200DB	7.0
3357	HVAC - Main Parking Hut Fujitsu 9,000 BTU	9/12/19	2,996.00	0.00	1,085.29	545.92	1,631.21	1,364.79	200DB	7.0
3490	Lightning Protection -Parking Huts	10/01/17	2,618.00	0.00	1,955.98	77.88	2,033.86	584.14	200DB	7.0
1720 - MACHINERY & EQUIPMENT			16,820.19	0.00	12,832.56	1,062.56	13,895.12	2,925.07		
Group: 1722 - COMPUTER HARDWARE										
2298	Surveillance Cameras(2)-Cisco 2500 IP	11/05/10	1,941.61	1,941.61	1,941.61	0.00	1,941.61	0.00	200DB	5.0
2894	Three (3) ThinkCentre M73 Tiny i3 Computers	2/09/15	2,175.61	0.00	2,175.61	0.00	2,175.61	0.00	200DB	5.0
3469	Designa Parking System	5/01/21	256,428.04	0.00	0.00	51,285.61	51,285.61	205,142.43	200DB	5.0
3500	Designa Parking Final Pymt	5/01/21	36,666.30	0.00	0.00	7,333.26	7,333.26	29,333.04	200DB	5.0
1722 - COMPUTER HARDWARE			297,211.56	1,941.61	4,117.22	58,618.87	62,736.09	234,475.47		
Group: 1740 - BUILDINGS										
1998	Parking Booth - DP Contractor Lot	10/09/08	31,177.59	15,588.80	28,876.33	920.50	29,796.83	1,380.76	150DB	15.0
2158	Parking Booth - DP Main Parking Lot	6/01/09	32,794.16	0.00	26,016.54	1,936.46	27,953.00	4,841.16	150DB	15.0
3190	Parking Shelter - for Equip @ Booth	2/19/17	3,400.00	0.00	1,127.95	227.21	1,355.16	2,044.84	150DB	15.00
1740 - BUILDINGS			67,371.75	15,588.80	56,020.82	3,084.17	59,104.99	8,266.76		
Total Division: 715-Parking			10,225,329.60	30,236.90	5,949,875.57	497,425.43	6,447,301.00	3,778,028.60		

Division: 710-Barge

Group: 1713 - DOCKS, PIERS, BULKHEAD										
3058	Barge Ramp Grating & Tongues 1 of 2	4/30/16	99,784.91	0.00	37,589.48	3,109.77	40,699.25	59,085.66	150DB	15.0
3247	Island Barge Ramp Cross Bar Replacement	12/29/17	5,311.19	0.00	1,439.34	193.59	1,632.93	3,678.26	150DB	15.00
3316	Barge Ramp Hydraulic Cylinders - Island Side	7/31/18	31,519.35	0.00	7,052.45	1,223.35	8,275.80	23,243.55	150DB	15.00
3424	DP Barge Landing Mooring Dolphin	5/02/20	9,000.00	0.00	600.00	840.00	1,440.00	7,560.00	150DB	15.00
3471	Barge Ramp Revitalization-BHI	6/30/21	123,104.76	0.00	0.00	6,155.24	6,155.24	116,949.52	150DB	15.00
3477	Barge Ramp Grating & Tongues 2 of 2	4/30/16	99,784.92	0.00	37,589.48	3,109.77	40,699.25	59,085.67	150DB	15.0
3483	DP Barge Landing Mooring Dolphin Starboard	8/05/21	7,500.00	0.00	0.00	375.00	375.00	7,125.00	150DB	15.0
3505	Barge Ramp Bollards	12/31/21	7,230.00	0.00	0.00	0.00	0.00	7,230.00	150DB	15.00
3506	Barge Ramp Grating & Tongues 1 of 2	4/30/16	99,784.91	0.00	40,699.25	3,109.77	43,809.02	55,975.89	150DB	15.0
3507	Island Barge Ramp Cross Bar Replacement	12/29/17	5,311.19	0.00	1,632.93	193.59	1,826.52	3,484.67	150DB	15.00
3508	Barge Ramp Hydraulic Cylinders - Island Side	7/31/18	31,519.35	0.00	8,275.80	1,223.35	9,499.15	22,020.20	150DB	15.00
3509	DP Barge Ramp Grating & Tongues 2 of 2	4/30/16	99,784.92	0.00	40,699.25	3,109.77	43,809.02	55,975.90	150DB	15.00
3510	BHI Barge Ramp Gate Poles	12/13/21	7,219.00	0.00	0.00	60.16	60.16	7,158.84	150DB	15.00
1713 - DOCKS, PIERS, BULKHEAD			626,854.50	0.00	175,577.98	22,703.36	198,281.34	428,573.16		
Group: 1720 - MACHINERY & EQUIPMENT										
1262	KENWOOD MOBILE RADIO	12/31/03	1,433.83	716.92	1,433.83	0.00	1,433.83	0.00	200DB	5.0
3157	Generator - Island Barge Ramp	2/16/17	2,240.68	0.00	1,540.76	199.98	1,740.74	499.94	200DB	7.0
3231	Shore Power Pedestals for Tug	9/30/17	4,474.31	0.00	3,076.67	399.33	3,476.00	998.31	200DB	7.0
1720 - MACHINERY & EQUIPMENT			8,148.82	716.92	6,051.26	599.31	6,650.57	1,498.25		
Group: 1723 - COMPUTER SOFTWARE										
3258	Barge Software	4/21/15	12,308.00	0.00	12,308.00	0.00	12,308.00	0.00	Amort	3.00
1723 - COMPUTER SOFTWARE			12,308.00	0.00	12,308.00	0.00	12,308.00	0.00		
Group: 1725 - BOAT, VESSEL & BARGE										
804	Barge Brandon Randall	11/30/01	343,527.81	0.00	313,440.62	6,508.89	319,949.51	23,578.30	S/L	10.0
3217	Tug - Captain Cooper	8/02/17	1,601,767.96	0.00	547,270.73	160,176.80	707,447.53	894,320.43	S/L	10.00
3236	Barge Hull Paint Job	11/02/17	47,423.18	0.00	47,423.18	0.00	47,423.18	0.00	200DB	3.00
3340	Capt Cooper bottom paint	3/19/19	39,132.82	0.00	34,241.22	4,891.60	39,132.82	0.00	S/L	2.00
3341	Barge Deck Clean/Paint	3/21/19	37,417.78	0.00	32,740.56	4,677.22	37,417.78	0.00	S/L	2.00
3387	Barge hull paint job	12/31/19	34,650.00	0.00	17,325.00	17,325.00	34,650.00	0.00	S/L	2.00
3421	Capt Cooper HVAC - Wheelhouse	5/06/20	4,365.00	0.00	415.71	623.57	1,039.28	3,325.72	S/L	7.00
3426	Captain Cooper HVAC - cabin	9/04/20	9,929.45	0.00	472.83	1,418.49	1,891.32	8,038.13	S/L	7.00
1725 - BOAT, VESSEL & BARGE			2,118,214.00	0.00	993,329.85	195,621.57	1,188,951.42	929,262.58		
Total Division: 710-Barge			2,765,525.32	716.92	1,187,267.09	218,924.24	1,406,191.33	1,359,333.99		
Bald Head Island Limited, LLC Parking & Barge Departments			12,990,854.92	30,953.82	7,137,142.66	716,349.67	7,853,492.33	5,137,362.59		

EXHIBIT KWO-6

SharpVue's Supplemental Response to the Village's Second Data Request (Preliminary Estimated Purchase Price Allocation)

STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH

Docket No. A-41, Sub 22

In the Matter of		
Joint Application of Bald Head Island	)	SHARPVUE CAPITAL, LLC'S
Transportation, Inc., and Bald Head	)	<u>SUPPLEMENTAL</u>
Island Ferry Transportation, LLC, for	)	RESPONSE TO VILLAGE OF
Approval of Transfer of Common Carrier	)	BALD HEAD ISLAND'S
Certificate to Bald Head Island Ferry	)	SECOND DATA REQUESTS
Transportation, LLC, and Permission to)	
Pledge Assets)	

SharpVue Capital, LLC ("SharpVue"), by and through its undersigned counsel, and pursuant to the Commission's February 10, 2023 Order on First Motion to Compel of the Village of Bald Head Island, hereby provides this supplemental response to the Village of Bald Head Island's Second Data Request to SharpVue Capital, LLC that related to the original Application filed in the above-captioned docket, to supplement prior responses and supplemented responses to the data requests at issue, which are incorporated herein by reference.

Certain SharpVue information provided herein are produced on the condition that they are held as confidential pursuant to the parties' confidentiality agreement. SharpVue reserves the right to object to the admissibility of any of these responses, in whole or in part, at any further proceeding of this matter, on any grounds, including but not limited to timeliness, materiality, relevance, and privilege.

RESPONSE TO DATA REQUESTS

Data Requests 2-11 and 2-19

11. Identify the source of funds for the capital improvements specified in response to data request 8 and state whether such funds are currently committed or otherwise secured. If

not committed or otherwise secured, state SharpVue's plans for obtaining the necessary funds.

SUPPLEMENTAL RESPONSE: Based on conservative underwriting assumptions, as detailed in the investor presentations already provided (SHARPVUE Nos. 0001-0655), SharpVue anticipates that capital improvements will be funded by cash flow from business operations. For more substantial capital improvements, such as new vessels, SharpVue expects to either lease the vessels (requiring minimal capital investment, if any) or to secure asset-based loans to partially finance the purchase of new vessels. Asset-based financing is a readily available source of capital, and is offered by many lenders. If SharpVue chooses to purchase a new vessel, rather than lease, they would initiate a competitive process and select the lender that can provide the most attractive terms. Given that the source of funds would depend on each specific project or expense, SharpVue cannot provide greater detail at this time.

19. Identify all facts in support of the allegations of paragraph 27 of the Application.

SUPPLEMENTAL RESPONSE: SharpVue has demonstrated through conservative assumptions, as detailed in the investor presentations already provided (SHARPVUE Nos. 0001-0655), that business operations will deliver sufficient capital resources to support and enhance Ferry & Tram operations. SharpVue has further demonstrated its access to financial resources by raising the debt and equity capital necessary to close this transaction. Further, SharpVue anticipates that capital improvements will be funded by cash flow from business operations or from leases or asset-based loans, depending on the capital improvement at issue. SharpVue will also have access to a \$2 million line of credit after closing that will be undrawn at closing. SharpVue cannot provide greater detail at this time.

Data Request 2-16

16. State the acquisition premium associated with the ferry assets and provide a spreadsheet (in native form) showing the calculation of the premium, including any workpapers associated with or supporting the calculation.

SUPPLEMENTAL RESPONSE: Notwithstanding the fact that this data request is now moot, to respond, SharpVue has not calculated an acquisition premium associated with the ferry assets.

Data Request 2-21

21. Specify how SharpVue allocates the purchase price among the assets to be purchased in the Transaction and how it proposes to allocate the purchase price among the acquired assets at closing. If SharpVue contends that it has not allocated the purchase price among the assets, explain how SharpVue has valued the individual components of the transaction and provide all documents relating to the valuation of these components.

SUPPLEMENTAL RESPONSE: See SHARPVUE Nos. 1407-1408; document in native format is provided by electronic mail (not provided in the public version). This preliminary allocation is still being reviewed and analyzed in light of the Commission's Order in Sub 21. These documents are provided Confidential – Attorney's Eyes Only.

This the 15th day of February, 2023.

NEXSEN PRUET PLLC

By: /s/ David P. Ferrell
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Tel.: (919) 755-1800
Fax: (919) 890-4540
Attorneys for SharpVue Capital, LLC

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing SHARPVUE CAPITAL, LLC'S SUPPLEMENTAL RESPONSES TO THE VILLAGE OF BALD HEAD ISLAND'S SECOND DATA REQUESTS has been served this day upon all parties of record in this proceeding, or their legal counsel, by electronic mail.

This the 15th day of February, 2023.

By: /s/ David P. Ferrell

Country	Share of GDP
United States	1.0%
Germany	0.8%
France	0.7%
United Kingdom	0.6%
Italy	0.5%
Spain	0.4%
Japan	0.3%
China	0.2%
India	0.1%
Other countries	0.0%

Docket A-41-Sub22
Preliminary Estimated Purchase Price Allocation - Supplemental APA Schedule 2.3

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