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PLACE: Dobbs Building, Raleigh, North Carolina
DATE: Wednesday, March 8, 2023
TIME: 9:32 a.m. - 12:34 p.m.
DOCKET NO.: A-41 Sub 22
BEFORE: Commissioner Kimberly W. Duffley, Presiding
Chair Charlotte A. Mitchell
Commissioner ToNola D. Brown-Bland
Commissioner Daniel G. Clodfelter
Commissioner Jeffrey A. Hughes
Commissioner Floyd B. McKissick, Jr.
Commissioner Karen M. Kemerait

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

VOLUME: 3

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T A B L E O F C O N T E N T S
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E X H I B I T S

IDENTIFIED/ADMITTED

Confidential Village Roberts Direct ... 28/-
 Cross Examination Exhibit Number 1

Confidential Village Roberts Direct ... 33/-
 Cross Examination Exhibit Number 2

Confidential Village Roberts Direct ... 37/-
 Cross Examination Exhibit Number 3

Confidential Village Roberts Direct ... 43/-
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 Direct Exhibit Number 3

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P R O C E E D I N G S

COMMISSIONER DUFFLEY: Good morning.

Let's come back on the record. The case is back with the applicant.

MR. FERRELL: Okay. Thank you. We'd like to call Lee Roberts as the next witness.

Whereupon,

LEE H. ROBERTS,

having first been duly sworn, was examined

and testified as follows:

DIRECT EXAMINATION BY MR. FERRELL:

Q. Good morning.

A. Good morning.

Q. Can you please state your name, address, and position of employment for the record.

A. My name is Lee Roberts. I'm managing partner of SharpVue Capital, and my business address is 3700 Glenwood Avenue here in Raleigh.

Q. Have you caused to be prefiled in this docket direct testimony consisting of 10 pages in question-and-answer format?

A. I have.

Q. Was that testimony prepared by you or under your direction?

1 A. It was.

2 Q. If you were asked the same questions today on
3 the stand now that you're under oath, would you provide
4 the same answers as your prefiled testimony?

5 A. I would.

6 Q. Do you have any corrections or additions to
7 your testimony?

8 A. Not at this time.

9 Q. At this time, I turn -- excuse me.

10 MR. FERRELL: I'd like to move into
11 evidence the prefiled direct testimony consisting
12 of 10 pages in question-and-answer format of
13 Mr. Roberts.

14 COMMISSIONER DUFFLEY: Please repeat
15 your question.

16 MR. FERRELL: I was just moving to admit
17 into evidence the prefiled direct amended testimony
18 of Mr. Roberts, 10 pages of question-and-answer
19 format.

20 COMMISSIONER DUFFLEY: Yes. The direct
21 prefiled testimony of Mr. Roberts will be received
22 into evidence and treated as if given orally from
23 the witness stand.

24 (Whereupon, the prefiled direct

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testimony of Lee H. Roberts was copied
into the record as if given orally from
the stand.)

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1 **Q. Please state your name, occupation, and business address.**

2 A. My name is Lee Roberts. I am Managing Partner of SharpVue Capital, LLC
3 (“SharpVue”). My business address is 3700 Glenwood Avenue, Suite 530,
4 Raleigh, North Carolina 27612. SharpVue will enter an agreement for management
5 services with Pelican Legacy Holdings, LLC, which is the sole member of Bald
6 Head Island Ferry Transportation, LLC (“BHI Ferry Transportation”), a North
7 Carolina limited liability company, to manage BHI Ferry Transportation’s
8 operations.

9 **Q. Please describe your educational and professional background.**

10 A. I have a B.A. degree in political science from Duke University and a law degree
11 from Georgetown University Law Center. I have worked in real estate investment
12 and finance for more than 25 years, including positions in private equity,
13 investment banking, and commercial banking. My former employers include the
14 State of North Carolina, Piedmont Community Bank Holdings and Cherokee
15 Investment Partners in Raleigh, as well as Morgan Stanley in London and New
16 York.

17 **Q. How long have you worked at SharpVue?**

18 A. I co-founded SharpVue in 2016. SharpVue was previously an arm of Curi, formerly
19 known as Medical Mutual. Seeing the tremendous opportunity for continuing
20 growth in North Carolina, my partner, Doug Vaughn, and I spun SharpVue off into
21 its own investment management firm in 2019. One of SharpVue’s primary
22 missions is economic growth in North Carolina.

1 **Q. Why has SharpVue focused on North Carolina?**

2 A. First, Mr. Vaughn and I have lived in this great state for many years and raised our
3 families here. We are proud to call it home and don't plan to live anywhere else.
4 We know it well – its needs and its opportunities. Immediately prior to joining
5 SharpVue, I had the honor of serving as budget director to Governor Pat McCrory.
6 I am currently a member of the Board of Governors for the University of North
7 Carolina system. I have also served on the board of directors for the Golden LEAF
8 Foundation, which distributes grants intended to make meaningful economic
9 transformation across the State. I have also served on the State Board of
10 Community Colleges and the North Carolina Banking Commission.

11 **Q. What is the purpose of your testimony in this proceeding?**

12 A. The purpose of my testimony is to describe SharpVue and its affiliates' plans for
13 owning and operating the services currently provided by Bald Head Island
14 Transportation (BHIT) and Bald Head Island Limited (BHIL) and to explain why
15 BHI Ferry Transportation's acquisition of the necessary certificate and common
16 carrier authority for those services is in the public interest and will provide stability
17 and ensure continuity of these services going forward.

18 **Q. How did SharpVue become interested in purchasing the Bald Head Island
19 operations?**

20 A. I have been familiar with Bald Head Island for a long time. When I was the budget
21 director for Governor McCrory, our office was aware of the concept of legislation
22 that led to the formation of the Bald Head Island Transportation Authority

1 (“BHITA”). I was well aware of the need for someone to assume ownership of
2 these operations since Bald Head Island Transportation, Inc., (“BHIT”) would need
3 to be wound down to settle and close the Estate of George P. Mitchell. When it
4 became apparent that BHITA might not be able to obtain the necessary approvals
5 to finance the purchase of these operations, I realized there was a critical need that
6 SharpVue could fill.

7 Mr. Mitchell and his family’s development, conservation, and preservation efforts
8 on Bald Head Island over the past 40 years have been monumental, and we look
9 forward to being the next stewards of that legacy. The ferry, tram, parking, and
10 barge/tugboat operations are critical pieces of that stewardship.

11 SharpVue ultimately negotiated an agreement to purchase the assets of BHIT and
12 Bald Head Island Limited LLC (“BHIL”), which consist of the ferry and tram
13 operations, the barge operations and parking facilities, and a number of non-
14 regulated assets such as buildings, real estate assets, and other operations.
15 SharpVue will fund the purchase as I describe later in my testimony and its affiliates
16 will own the various assets. As it relates to this application, BHI Ferry
17 Transportation will own the assets related to the ferry, tram, parking facilities, and
18 barge operations (“Transportation Assets”), and SharpVue will manage these
19 operations on behalf of BHI Ferry Transportation.

20 **Q. What relevant experience does SharpVue have as it relates to the**
21 **Transportation Assets?**

1 A. SharpVue has a history of participating in infrastructure projects. For example, in
2 2017, SharpVue invested in the acquisition of Raleigh-based sanitary solid waste
3 company by a private group of investors. In 2020, SharpVue invested in a reclaimed
4 wastewater treatment facility in a Piedmont-located municipality. While this type
5 of transportation service is new to our team, SharpVue will keep the operations'
6 current management in their current roles and duties, to include (but not limited to):
7 Charles A. "Chad" Paul, III, President of Bald Head Island Transportation, Inc. and
8 Chief Executive Officer and a Manager of Bald Head Island Limited LLC; Shirley
9 Mayfield, Chief Financial Officer of Bald Head Island Limited LLC; and Captain
10 Bion Stewart, the current Chief Operating Officer of Bald Head Island
11 Transportation, Inc.

12 Further, SharpVue has committed to hire almost all of the current employees
13 involved in ferry, tram, parking, and barge operations. In the process of negotiating
14 the transaction and conducting our due diligence, we have been impressed with the
15 knowledge and expertise this team brings with it and are confident that the
16 transition will be seamless and operations will continue without noticeable impact
17 as a result of the transaction.

18 **Q. When the transaction was originally negotiated, the parking and barge**
19 **operations were not recognized to be part of the operations regulated by the**
20 **Commission. Has its recent order in Sub 21 impacted SharpVue's approach**
21 **to this transaction?**

1 A. Although SharpVue, like BHIT and BHIL, disagrees with the Commission's
2 conclusion, SharpVue has ultimately determined that it will proceed with the
3 transaction, and abide by the Commission's Order should it be affirmed. The
4 parking and barge assets are included in the assets SharpVue plans to acquire from
5 BHIL and BHIT, and based on the current status, inclusion of them under the
6 Certificate of Common Carrier Authority does not materially change the analysis
7 of the transfer application.

8 **Q. How will the operations fit into the SharpVue corporate and financing**
9 **structure?**

10 A. BHI Ferry Transportation is managed by SharpVue. Both are North
11 Carolina limited liability companies. A current organization chart of SharpVue's
12 investment in this transaction is filed with this Amended Application as Exhibit B
13 (amended). In addition to the current balance sheet for the ferry and tram operations
14 as well as the parking facilities and the barge operations, SharpVue will establish a
15 reliable financing mechanism that is a combination of debt financing and equity, as
16 shown on the document filed confidentially with the Amended Application as
17 Exhibit F. This diverse financing approach will give SharpVue flexibility in
18 meeting the capital and other needs of the four systems. SharpVue has raised capital
19 specifically for this opportunity from a group of primarily local investors with the
20 understanding that this collection of assets can be held for the long term. In other
21 words, and importantly, this investment will not be held in a limited life fund, but
22 in an LLC with a perpetual life.

1 **Q. Who will manage day-to-day operations of the ferry and tram operations after**
2 **the transaction is closed?**

3 A. As I mentioned before, we will keep both the management and employees involved
4 in these operations in place. That includes the President, Chad Paul, the Chief
5 Financial Officer, Shirley Mayfield and the Chief Operational Officer, Captain
6 Bion Stewart. Their experience and knowledge specific to the Bald Head Island
7 operations along with SharpVue's broader experience in real estate and
8 infrastructure projects and its access to capital should ensure long-term viability of
9 the services and lead to improvements in efficiencies and passenger experience over
10 time.

11 **Q. Please describe the due diligence efforts SharpVue made to determine whether**
12 **the services currently provided by BHIT and BHIL are financially stable and**
13 **feasible in the long term?**

14 We performed a significant amount of research and review on our own, but we also
15 had the benefit of the fact that BHITA had spent four years evaluating the system
16 in great depth in conjunction with their plans to purchase the ferry and tram
17 services. We obtained and reviewed appraisals, evaluations, reports, and analyses
18 on all of the assets we were purchasing and reviewed the records related to these
19 operations as a going concern. Through our review, we are confident that SharpVue
20 can continue to operate the services in the same cost-effective, safe, and reliable
21 manner that BHIT has been providing for years.

22

1 **Q. Does that include the parking facilities and the barge operations?**

2 A. Yes, based on the current situation, those separate operations can also be operated
3 in a financially stable and feasible manner as part of the regulated operations.

4 **Q. Does SharpVue plan to make any significant changes to the operation?**

5 A. No, we have no such plans at this time. Sometimes an equity investor will purchase
6 an underperforming company with the intent of making changes to make it more
7 profitable, but that is absolutely not the situation here. Instead, we see BHIT and
8 BHIL as an unusual situation in which extremely well-run companies need to be
9 sold for external reasons (i.e., the death of Mr. Mitchell), and it is our intent to
10 continue that track record of success. We intend to spend the first year after the
11 purchase communicating with stakeholders and evaluating the current operations
12 in more detail and, of course, looking for opportunities to improve service and make
13 any needed investments over time.

14 **Q. Will there be any request for a rate increase as a result of the transaction?**

15 A. No, not as result of the transaction. Based on our due diligence, SharpVue has
16 concluded that it can continue to operate the services at the approved rates at this
17 time. SharpVue agrees it will not seek a rate change for at least one (1) year for
18 ferry and tram services as we evaluate the current operations. If the Commission's
19 Order in Docket No. A-41, Sub 21 is affirmed, SharpVue reserves the right to
20 advocate for appropriate rate changes as the circumstances may warrant.

21 **Q. Will SharpVue seek to recover any transaction costs related to this transaction**
22 **from passengers?**

1 A. No.

2 **Q. From SharpVue's perspective, what benefits will there be to the public if the**
3 **transaction is approved?**

4 In the short term, SharpVue will ensure that the currently provided services
5 continue uninterrupted in the same cost-effective, safe, and reliable manner that the
6 public has come to expect. The owners of BHIL have been clear and unequivocal
7 that they are no longer interested in owning and operating the Transportation Assets
8 and will not be making any significant capital expenditures. In contrast, going
9 forward, SharpVue is willing and able to provide the operations with the capital
10 they need to accommodate growth and enhance the passenger experience while
11 maintaining cost-effective and efficient operations.

12 It is in SharpVue's interest for passengers and customers to receive excellent
13 service and want to return to the island in the future, for the commercial businesses
14 and residential rental properties on the island to succeed, and for the island as a
15 whole to prosper. As tourism grows, ridership on the ferry increases, barge usage
16 increases, and parking facilities are utilized, and the per-unit allocation of the fixed
17 costs decreases. Our economic incentives are aligned with those of the other island
18 stakeholders.

19 Finally, at a personal level, as North Carolinian and owner of a North Carolina
20 company, I am committed to the success of the island.

21 **Q. From SharpVue's perspective, will the customers who rely on the services be**
22 **harmed in any way as a result of the SharpVue transaction?**

1 A. No. SharpVue is committed to continue to operate the ferries, tram, barge/tugboat,
2 and parking facilities in a cost-effective manner as it has been operated in the past.
3 Between the expertise of the current management team and the resources and
4 experience of SharpVue, we are well situated to make that happen.

5 **Q. Will SharpVue commit to complying with all applicable statutes within**
6 **Chapter 62 of the North Carolina General Statutes, the Rules and Regulations**
7 **of the Commission, and all applicable Orders of the Commission?**

8 A. Yes.

9 **Q. Is SharpVue familiar with the NCUC's historical regulation of the ferry and**
10 **tram system?**

11 A. Yes.

12 **Q. And SharpVue is familiar with the Commission's recent order that the**
13 **parking and barge are subject to regulation under the same Certificate of**
14 **Common Carrier Authority as the ferry and tram?**

15 A. Yes.

16 **Q. Will the North Carolina Utilities Commission retain appropriate regulatory**
17 **oversight over the transportation operations following the transaction?**

18 A. Yes; SharpVue, on behalf of BHI Ferry Transportation, is simply stepping into the
19 shoes of BHIT and BHIL with respect to the operations of the ferry, tram, parking,
20 and barge. The Commission will continue to have jurisdiction over BHI Ferry
21 Transportation's operations pursuant to applicable law and will have the power to
22 exercise supervision and authority over BHI Ferry Transportation as it relates to

1 these operations pursuant to Chapter 62 of the North Carolina General Statutes –
2 just as it has had over BHIT for the past 25+ years. To the extent that the
3 Commission’s order including the parking and barge is affirmed, the transaction is
4 currently structured so that BHI Ferry Transportation will own all regulated assets,
5 including the assets associated with the parking and barge operations, and BHI
6 Ferry Transportation will comply with all applicable regulatory oversight from the
7 Commission.

8 **Q. Does this conclude your testimony?**

9 **A. Yes, at this time.**

1 Q. Mr. Roberts, have you prepared a summary of
2 your prefiled testimony and has that been filed in this
3 docket?

4 A. It has, yes.

5 MR. FERRELL: We'd ask that the summary
6 also be moved into evidence.

7 COMMISSIONER DUFFLEY: The summary will
8 be received into evidence at this time.

9 (Whereupon, the summary of the summary
10 of the prefiled testimony of
11 Lee H. Roberts was copied into the
12 record as if given orally from the
13 stand.)
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Lee H. Roberts Testimony Summary

Docket No. A-41, Sub 22

My name is Lee Roberts, and I am Managing Partner of SharpVue Capital, LLC (“SharpVue”). I co-founded SharpVue in 2016 in Raleigh. SharpVue was previously an arm of Curi Holdings, Inc., formerly known as Medical Mutual Holdings, Inc. Seeing the tremendous opportunity for continuing growth in North Carolina, my partner, Doug Vaughn, and I spun SharpVue off into its own investment management firm in 2019.

One of SharpVue’s primary missions is economic growth in North Carolina. Mr. Vaughn and I have lived here for many years. We are proud to call North Carolina home and do not plan to live anywhere else. Immediately prior to joining SharpVue, I had the privilege of serving as budget director to Governor Pat McCrory. I am currently a member of the Board of Governors for the University of North Carolina system. I have served on the board of directors for the Golden LEAF Foundation, which distributes grants intended to make meaningful economic transformation across the State. I have also served on the State Board of Community Colleges and the North Carolina Banking Commission. With this experience and orientation, I would like to emphasize that – for so many reasons -- SharpVue and I have a great interest in the continuing long-term success of Bald Head Island.

With that introduction, SharpVue’s intent has always been to buy and hold BHIL and BHIT’s utility assets for the long term. We intentionally raised capital from investors who possess the ability and willingness to hold these assets for the long term. Regardless of our modeling various alternatives in investor presentations as a part of our due diligence, we intend a long term hold.

If the application is granted, SharpVue will keep the operations' current management in their current roles and duties, to include (but not limited to): Chad Paul will be responsible for the day-to-day management of the transportation system. Bion Stewart will assist him with day-to-day operational decisions. Shirley Mayfield will be responsible for financial accounting. Further, SharpVue intends to hire almost all of the current employees involved in ferry, tram, parking, and barge operations. SharpVue has experience with infrastructure projects which will be valuable in assisting with management's operational responsibilities. SharpVue's acquisition and retention of management and employees should provide for a seamless transition at closing so that operations and customer service will continue without noticeable impact.

It is in SharpVue's interest for full-time resident and transient passengers and customers to receive excellent service and to want to return to the island in the future, for the commercial businesses and residential rental properties on the island to succeed, and for the island as a whole to prosper. Moreover, as the Mitchell Estate desired, SharpVue is also buying all operations and the majority of the remaining commercial assets from BHIL both on the island and on the mainland in Southport. Therefore, in addition to our personal affection for the island, our economic incentives are aligned with those of the other island stakeholders.

SharpVue has the financial capital and resources to support ongoing operations, contingencies, and needed capital improvements for the ferry, tram, parking and barge/tug operations. SharpVue will establish a reliable financing mechanism that is a combination of debt financing and equity, plus the cash flow of the businesses, which will give SharpVue flexibility in meeting the capital and other needs of operating these assets. It is worth noting that a collection of sophisticated investors and one of the ten largest U.S. banks will fully fund the transaction after reviewing our forward-looking financial models and performing their own due diligence.

Post-closing, the businesses will have \$2.0 million in cash on hand, and access to a \$2.0 million line of credit that can be used to meet ongoing operations, contingencies, and needed capital improvements. SharpVue is committed to assess operations during our first year of ownership and to evaluate other steps and prudent investments we can make, to improve operations. If additional equity capital is necessary, we have an existing investor group that believes in this long-term investment and more broadly, we have demonstrated our ability to raise equity capital for this investment. SharpVue’s willingness to invest needed capital in the future – from its current investors, potential future investors, and its lenders – should be viewed as a significant benefit to the using and consuming public, especially in comparison with the status quo.

SharpVue does not expect ferry, parking, or barge rates to go up as a result of this transfer. Going forward, SharpVue’s projections are not based on dramatic rate increases for ferry, parking or barge services. SharpVue has agreed not to seek a rate case for the Ferry operation for at least a year. Further, SharpVue has agreed as a condition of approval of the application that for a period of four years post-closing or the next rate case filed by BHIFT, whichever is earlier, SharpVue will not increase the aggregate rates for parking ticket classes or levels or barge/tugboat services more than for inflation. Also, SharpVue commits that BHIFT is “stepping into the shoes” of BHIT such that it assumes responsibility for all rights and obligations of BHIT that flow from the Commission’s order approving a settlement of the 2010 Rate Case for the ferry and tram services in Docket A-41, Sub 7.

Regarding management and ownership structure, SharpVue and its affiliates Pelican Legacy Holdings and BHIFT are simply stepping into the shoes of BHIT as it relates to the ferry operations and into the shoes of BHIL as it relates to the parking facilities and barge operations.

All the leases, easements, permissions, etc. needed to operate the ferry, tram, parking and barge operations will continue. The SharpVue management team (Lee Roberts and Doug Vaughn) will own and/or directly control more than 50% of the investments in Pelican Legacy Holdings, will be on the Board of Managers for Pelican Legacy Holdings, LLC and will be the strategic decision-makers, along with Chad Paul, for these assets. This type of ownership/management structure is common among private equity investments. Moreover, SharpVue's proposed ownership and management structure is consistent with the current ownership structure by the Mitchell Estate of BHIL and BHIT.

We are confident SharpVue's acquisition will ensure continued stability of the operations and enable improvements that will further benefit the public. It is in the public interest to have a ready, willing, and able operator who is committed to investing what is necessary to carry the ferry operations into the future, and certainly preferable to the status quo. SharpVue respectfully requests the Commission approve the application.

CERTIFICATE OF SERVICE

I certify that a copy of the foregoing Testimony Summary of Lee H. Roberts has been served by electronic mail or hand delivery addressed to parties and counsel of record as shown on the Commission's Service List in docket A-41, Sub 22, and has also been provided to Commission's Counsel and to the appropriate members of the NC Public Staff.

This the 8th day of March, 2023.

/s/ David P. Ferrell

David P. Ferrell
Counsel for Bald Head Island Ferry
Transportation, LLC and SharpVue Capital
LLC

1 MR. FERRELL: Thank you.

2 This witness is available for cross
3 examination.

4 CROSS EXAMINATION BY MR. TRATHEN:

5 Q. Good morning, Mr. Roberts. Marcus Trathen
6 for the Village of Bald Head Island.

7 MR. TRATHEN: So, Commissioners, we have
8 circulated a few documents to you, and I'll mark
9 those just in a second. We were just trying to be
10 a little more efficient with handing out several
11 documents at one time. But I actually want to
12 start with an additional document, if we could.

13 COMMISSIONER DUFFLEY: And while that
14 document is being handed out, thank you for
15 providing the additional cross exhibits -- cross
16 examination exhibits.

17 And I encourage all of the parties to do
18 that at the beginning of each day or right when we
19 return from lunch to pass up any cross examination
20 exhibits before we get started.

21 MR. TRATHEN: If we could, I'd like to
22 mark this as Village Roberts Direct Cross Number 1.

23 COMMISSIONER DUFFLEY: Are we talking
24 about the confidential, attorney eyes only

1 Scenario 2 document?

2 MR. TRATHEN: Oh. The important issue
3 of confidentiality. I believe my entire
4 examination is going to be confidential. I can't
5 really separate one question from another.

6 So yes, this particular document is
7 marked as attorneys' eyes only. The other
8 documents which have already been precirculated are
9 attorneys' eyes only. And I think it would be
10 appropriate, unfortunately, to move into
11 confidential -- AEO confidential session for this
12 examination.

13 COMMISSIONER DUFFLEY: Okay. Thank you,
14 Mr. Trathen.

15 Mr. McCoy, if we could head into
16 confidential session.

17 (Due to the proprietary nature of the
18 testimony found on pages 27 to 155, it
19 was filed under seal.)

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 22 COMMISSIONER DUFFLEY: Okay. We've come
 23 to the lunch hour. Why don't we plan to go --
 24 we'll go off the record in just a minute, but let's

1 plan to return at 1:35. We'll take an hour for
2 lunch. We're going to run until 5:30 today.

3 So we'll go off the record and we'll be
4 back at 1:35.

5 (Hearing recessed at 12:34 p.m. and set
6 to reconvene at 1:35 p.m. on Wednesday,
7 March 8, 2023.)
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CERTIFICATE OF REPORTER

STATE OF NORTH CAROLINA)
COUNTY OF WAKE)

I, Kaylene Clayton, court reporter, the officer before whom the foregoing hearing was conducted, do hereby certify that any witnesses whose testimony may appear in the foregoing hearing were duly sworn; that the foregoing proceedings were taken by me to the best of my ability and thereafter reduced to typewritten format under my direction; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this hearing was taken, and further that I am not a relative or employee of any attorney or counsel employed by the parties thereto, nor financially or otherwise interested in the outcome of the action.

This the 20th day of March, 2023.

Kaylene Clayton

KAYLENE CLAYTON

Notary Public 202228500270

