

**From:** [Dennis Hazelton](#)  
**To:** [UTC DL Records Center](#)  
**Subject:** Docket No. TC160821  
**Date:** Thursday, July 21, 2016 11:23:48 PM

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Washington Utilities Transportation Commission  
1300 S Evergreen Park Drive SW  
PO Box 47250  
Olympia WA 98504-7250

RE: Docket No. TC160821  
July 21, 2016

Dear Sirs:

I realize that this is nearly five hours late, but hope that it will be included in the package for the Commissioners to consider.

My comments in opposition to the request by "Jolly Trolley" are based on the following:

- <!--[if !supportLists]-->• <!--[endif]-->I have worked as a CDL driver for San Juan Transit for more than three years after being hired by Dan Ward, the previous owner for approximately eighteen (18) years. Dan, a lifelong island resident, started the company, developed the existing routes, arranged for scheduled bus stops and various routes around three of the ferry served islands.
- <!--[if !supportLists]-->• <!--[endif]-->Contrary to fact, Jolly Trolley declares that the service is not an essential transportation service, is solely for recreation and tourism, and would not adversely affect the operations of a regulated auto transportation company.
- <!--[if !supportLists]-->• <!--[endif]-->In fact, for instance, many of the 300-/+ of the service/clerical employees at Roche Harbor Resort depend on the scheduled service for movement to/from work. Parking at the resort is extremely limited; in order to encourage employees away from private vehicles, the resort supplies tickets for employees to travel on our scheduled routes and times. Boaters anchored out at Snug Harbor depend on the transport to/from Friday Harbor to dine, buy groceries, go to movies, etc. Employees at Lime Kiln State Park and the snack bar use the scheduled service to/from their work place.
- <!--[if !supportLists]-->• <!--[endif]-->San Juan Transit operates several dependable timely schedules (hourly) with about six buses and multiple drivers to most public interest and work sites from 0925 until nearly 1900

every day during the summer. To the best of my knowledge Jolly Trolley has only one bus and many fewer drivers and cannot expect to fulfill necessary essential transportation needs as does San Juan Transit.

• My most recent knowledge is that San Juan County does approximately 78% of its business in 34% of its year and is extremely seasonal. Many businesses close or reduce hours/days of service in the winter resulting in far fewer transportation needs. San Juan Transit operates on a very slim profit margin because of these reductions; hence it parks all but one or two of its buses for about eight (8) months of the year and maintains them for possible charters. However, insurance and maintenance costs do not stop.

• The impact, albeit of only one bus operated by Jolly Trolley, upon the extremely fragile profit margin of San Juan Transit could cause failure of a small business built on 21 years of building and providing necessary transport services during the busy summer months. It is easily foreseeable that if San Juan Transit were to fail, no other business could adjust quickly enough to fulfill necessary essential transport needs and the entire island economy might suffer immensely. This impact could carry over several years until adjustments could occur.

• Never once in my years of driving here has the owner told me to skip a route because it is a slow day or bad weather. However, there have been at least several days during the summer when the Jolly Trolley has not operated at all. In order to provide an acceptable level of service to tourists and employees who depend on this transport the cessation of service simply can't and shouldn't happen.

• There is a saying in this county that "If you live here, you have either three houses or three jobs." My wife & I have a good retirement including medical coverage; we have a VRBO cottage we rent in the summer, my wife operates a small business and sells at the Farmers' Market; I am backup manager of a small business and drive the bus three plus days in the summer. Loss of this part-time, part-year driving job would have an extreme adverse impact on staying on this island beyond the twenty-six (26) years we have lived here. This would be true of several other drivers as well.

Please understand that I am not arguing to prolong an industry like production of buggy whips when they are no longer necessary. The level of essential public service provided by San Juan Transit simply cannot be provided by Jolly Trolley at their present or foreseeable future service.

Sincerely,

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