

Fellow Directors:

The purpose of this letter is to suggest an alternative solution to the current proposed SRD Transportation Service.

1. In regard to the Tahsis bus route, one trip per week to Campbell River and return would equal 320 km. At 50 trips/year this totals 16,000 km. With this mileage an average van could easily last 20 years.

2. Now let's suppose that Tahsis and Gold R. went together and purchased a little van, or mini van for \$50,000 and parked it in Tahsis. They could share the cost and amortize it over 10 years, which with a combined population of 1,650 people would equal about \$1.50 per person per year, plus a bit more for insurance and maintenance. This is a lot less than they would pay for the SRD Transportation Service proposal.

3. These municipalities could own it themselves or donate it to a non-profit group. A volunteer could drive it and the passengers could split the cost of the gas.

4. This vehicle could pick everyone up at their front door in Tahsis, and then do the same in Gold R. When it arrived in CR it could act like a taxi and drop everyone off where they want to go, and then pick them up and ferry them around town until they were all finished. Then they would head for home and everyone and their groceries could be delivered right to their doorstep. That is exactly what the Village of Sayward's free bus to CR already does and it works very well.

5. Zeballos and Kyuquot F/N could have a similar arrangement and park their vehicle at Fair Harbour. Perhaps even Woss and the Village of Sayward would be willing to join in.

6. Compare this to a SRD bus line. For Tahsis, the SRD vehicle has to begin its journey in C.R. and head to Tahsis, which takes at least 3 hrs if the weather is at all bad. Suppose it were to leave CR at 5 am to arrive in Tahsis at 8 am. It loads passengers in Tahsis, and then stops in Gold R. for additional people. It might then arrive in C.R. by 11:30 am. where it drops off its passengers. Now what do these passengers do? No-one can effectively shop in C.R. on foot. You need a vehicle. You can't, and especially the elderly can't, lug a load of groceries around by hand and on foot. Moreover, suppose it's snowing, or a westerly is blowing, or its just pouring down rain. What are these elderly folks supposed to do in this situation? Now let's suppose at 5 pm the bus heads back to Gold R. and then Tahsis, hopefully arriving in Tahsis by 8 pm. It unloads and then must drive back to CR, arriving at 11 pm at the earliest. That is an 18-hour day for the bus driver, and a 640 km drive.

7. With the same kind of arrangement for Fair Harbour, a SRD bus might leave C.R. at 4 am and with winter driving conditions could possibly arrive at Fair Harbour by 8 am. If everything went smoothly it will pick up passengers in Zeballos and could return to C.R. by noon at the earliest. Then let's suppose it departs C.R. at 4 pm in order to arrive back at Fair Harbour by 8 pm, which will be in the dark for a lot of the year. How are people going to boat across the inlet in the dark and then from there get home to Houspitass? Then the SRD bus must now turn around and head back to C.R. arriving by midnight at the earliest. That is a 20-hour day for the driver and 960 km of driving.

8. I believe that this is an unreasonable proposal that requires twice as much driving, twice as many km, and twice as much carbon emissions as my alternative suggestion. I wonder if a 20-hour day is even legal. A SRD weekly service for these two bus lines is estimated to begin at \$451,666, with almost 70% of that to be paid for by the City of Campbell River. Compare this large price tag to the relatively small cost to a couple of villages for a van paid for over a ten-year period, plus a bit of annual insurance and maintenance. The SRD model just does not make financial sense to me or to my constituents, and I expect it won't make much sense to the Campbell River taxpayers who will receive zero benefit from this service.

9. Whether this alternate form of transportation that I am advocating is administered by some kind of non-profit club, or by the village councils themselves, at the very least these small communities could take some pride in having stepped up to solve their own problems. In addition, it wouldn't cost any other jurisdiction a cent. Moreover, I don't see any valid reason why the SRD should be burdened with this responsibility in the first place.

10. In the Sayward Valley of Electoral Area 'A', many services like this are run by volunteers. We have a free food service which is freely delivered to anyone who wants it. We have a free prescription delivery service from C.R. We have a generous supportive caring community that will give a ride to C.R. to anyone who needs to get there. It's all free and it's all done by our wonderful community members who step up when ever there is a need. There is no reason why these other little villages cannot do the same. We also have a very successful C.R. to Sayward private delivery service business that should not have to compete financially against a government subsidized transportation service.

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