

**SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2024-25**

|  | <b>RPAC</b>                                   | <b>Request/Comment</b>   | <b>Unmet Need</b>   | <b>Reasonable to Meet/Explanation</b>   | <b>Costs/Actions/Solutions</b>   |
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| <b>Unmet Transit Needs That Are Not, or May Not Be, Reasonable To Meet</b> |   |  |   |   |  |
| 1.   | Mono County Board of Supervisors (countywide) | Free fares for Mono County residents on YARTS 395/120 route into Yosemite.   | Yes. There are numerous transit-dependent groups in Mono County, including the elderly, low income, and disabled, and recreation is considered to be a necessity of life.                                   | No. Because fares are free, fare box revenue requirements would not be met. All other "reasonable to meet" criteria are satisfied.  | Subsidized tickets for Mono County residents are to be funded with \$3,300 in LTF funds. County will cover remainder if \$3,300 is exceeded in 2024.<br><br>For background, in 2022, Mono County residents made 46 reservations for a total cost of \$967. In 2023, reservations were booked for 38 Mono County residents at a total cost of \$638. The \$3,300 budgeted will cover 200% of 2022 reservations, plus all 2023 reservations. |
| 2.   | Mono Basin                                    | Bus stop in front of Chevron station in Lee Vining (people run across the street from the bus stop on the east side of US 395 when the bus comes). | Yes, the creation of a new transit stop is a new transit service. This stop could serve the unmet needs population by providing transit for necessities of life.  | No, the service itself does not generate revenue. No fee is collected at bus stops and therefore the fare box revenue would not be met.   | Caltrans to integrate the new stop into the Lee Vining Rehabilitation project.   |
| 3.   | Town of Mammoth Lakes                         | Evening service to grocery stores, etc., in the Town of Mammoth Lakes.   | Yes. There are numerous transit-dependent groups in the Town of Mammoth Lakes, including the elderly, low income, and disabled, and shopping for food and clothing is considered to be a necessity of life. | No, because this service is already provided by the Mammoth Lakes night trolley, and additional service is unlikely to meet farebox requirements since the night trolley is free. | ESTA operates the night trolley which has stops along both Main Street and Meridian Street, as well as a stop at Von's.  |

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| 4.                             | Mono Basin                             | Additional transit service to Mono City and Lee Vining.                        | Yes. There are numerous transit-dependent groups in the Mono Basin, including the elderly, low income, and disabled, and recreation is considered to be a necessity of life.               | No; this service is currently being expanded - ESTA has recently added a Saturday 395 North route and is looking to add additional weekend service, including a 395 South route. Additional service is economically infeasible given these service expansions at this time. | Mono City and Lee Vining are both included in ESTA's Walker to Mammoth route on Tuesdays.   |
| 5.                             | Public Hearing / Town of Mammoth Lakes | Additional weekend services are requested.                                     | Yes. There are numerous transit-dependent groups in Mono County, including the elderly, low income, and disabled, and essential personal business is considered to be a necessity of life. | Undetermined if additional service will meet farebox requirements   | ESTA has recently added a Saturday 395 North route and is looking to add additional weekend service, including a 395 South route on Sunday.   |
| <b>Not Unmet Transit Needs</b> |  |  |  |   |   |
| 1.                             | Antelope Valley                        | Transit requested to transport senior citizens for recreational "field trips." | No. This is a charter request rather than a request for additional service that would be available to the general public.  | N/A.  | ESTA plans to coordinate with the Antelope Valley Senior Center to resolve this transportation request.   |
| 2.                             | Bridgeport/Long Valley                 | Bike paths on or paralleling the US 395 corridor. Increase bicyclist safety.   | No, not transit related. This is a general transportation request.   | No, not an unmet need.  | This policy is currently in the RTP, and bike paths are constructed when feasible and appropriate with Caltrans projects. Outside the Caltrans right-of-way is under the control of the property owners, usually either federal or private. |

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| 3. | Antelope Valley/<br>Tri-Valley | Dial-a-ride service requested to transport senior citizens to doctor's appointments when Antelope Valley Senior Center is unable to provide transportation. Antelope Valley residents are often looking to get to appointments with specialists in Carson City, Gardnerville and South Lake Tahoe.<br><br>Seniors in the Tri-Valley require similar services. In general, seniors in the Tri-Valley require transportation to Bishop and Lancaster for appointments with specialists. | No. This is a charter request rather than a request for additional service. | No, not an unmet need. | Presently, residents of the Antelope Valley area can use ESTA to get into Carson on Wednesdays and Mammoth on Tuesdays. Residents in the Tri-Valley can use ESTA to get to Bishop on Tuesdays and Fridays. |
| 4. | Mono Basin                     | Enhanced YARTS signage: bus stop infrastructure or enhanced signage in far parking lot at Mono Basin Visitor Center (people often wait at the Visitor Center itself), bus stop infrastructure or enhanced signage at Tioga Inn on SR 120.   | No, not a new transit service.  | No, not an unmet need. | LTC staff will discuss improved signage with YARTS.  |
| 5. | Mono Basin                     | Increased advertising of transit options. Suggestions include County social media blasts, mailers, QR codes.  | No, not a new transit service.  | No, not an unmet need. | ESTA will review and implement expanded outreach programs.   |
| 6. | Mono Basin                     | Bike path connecting Mono City and Lee Vining.  | No, not transit related. This is a general transportation request.          | No, not an unmet need. | The project can be added to the Regional Transportation Plan and further discussions about alignment will inform feasibility and cost.   |
| 7. | Mono Basin                     | Avalanche bypass route (Mattly Avenue continuing north along lake – i.e., the old 395 alignment).   | No, not a request for additional transit service.                           | No, not an unmet need. | This project is included in the County's appropriation request. It is also being considered for CalOES funding and can be added to the Hazard Mitigation Plan update.                                      |

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| 8.  | Mono Basin                  | Town-to-Trails alignment for non-motorized connectivity.  | No, not transit related. This is a general transportation request. | No, not an unmet need. | The Mono County LTC currently tracks the Town-to-Trails project.  |
| 9.  | Mono Basin                  | Multi-modal connectivity from Mono City to County park and/or Conway Ranch.   | No, not transit related. This is a general transportation request. | No, not an unmet need. | The project can be added to the Regional Transportation Plan and further discussions about alignment will inform feasibility and cost.  |
| 10. | Mono Basin                  | Multi-modal usage at Conway Ranch (e.g., a public use area/park facility).  | No, not transit related. This is a general transportation request. | No, not an unmet need. | The project can be added to the Regional Transportation Plan and further discussions will inform feasibility and cost.  |
| 11. | Bridgeport                  | Bike path to Twin Lakes.  | No, not transit related. This is a general transportation request. | No, not an unmet need. | This project was previously scoped and wetland issues were prohibitive.   |
| 12. | Public Hearing / Countywide | To make public transit more family-friendly, buses should accommodate car seats and the program should be marketed so families in the area can easily figure out how what is expected of them to ensure a family-friendly ride. | No, not a new service.   | No, not an unmet need. | ESTA will review and implement a car seat policy, which will then be distributed/marketed to interested parties. At present, while ESTA buses accommodate car seats, they do not stock car seats, nor do drivers install car seats. Parents are required to bring and install their own car seats (bus drivers do not install seats due to the drivers not knowing how to install every model of car seat, the potential delays caused, and the potential liabilities). |