

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

	RPAC	Request/Comment	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
Unmet Transit Needs That Are Reasonable To Meet					
None.					
Unmet Transit Needs That Are Not, or May Not Be, Reasonable To Meet					
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.
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.	Undetermined.	Over the next year, LTC staff will investigate feasibility with Caltrans, community acceptance with the RPAC, cost, and funding source. The new stop could potentially be integrated into the Lee Vining Rehabilitation project.
3.	Antelope Valley	Transit requested to transport senior citizens for recreational "field trips."	Yes. Senior citizens are considered a transit-dependent group, and social and recreational purposes are both considered necessities of life.	Yes.	Coordination between the Senior Center and ESTA will resolve this unmet need.
4.	Antelope Valley	Dial-a-ride service requested to transport senior citizens to doctor's appointments when Antelope Valley Senior Center is unable to provide transportation.	Yes. Senior citizens are considered a transit-dependent group, and medical and dental services are considered a necessity of life.	Yes, within certain parameters. Residents of the Antelope Valley area can use ESTA to get into Carson on Wednesdays and Mammoth on Tuesdays.	Provided.

Not Unmet Transit Needs					
5.	Mono Basin	Additional transit service to Mono City and Lee Vining.	No, this is a current service. Mono City and Lee Vining are both included in ESTA's Walker to Mammoth route on Tuesdays.	N/A	None.
6.	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.
7.	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.
8.	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.
9.	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.
10.	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.
11.	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.

12.	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.
13.	Bridgeport	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.
14.	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.