

SUMMARY AND ANALYSIS OF PUBLIC TRANSIT REQUESTS FOR FISCAL YEAR 2023-24

	RPAC	Request/Comment	Unmet Need	Reasonable to Meet/Explanation	Costs/Actions/Solutions
1.	Long Valley	Desire for bicycle trails, paths, or dedicated bicycle lane between Crowley Lake and Mammoth	No, not transit related. This is a general transportation request	No, not transit related.	Trails are being discussed with the Regional Planning Advisory Committee; staff time is funded by the Overall Work Program (OWP) (Work Element [WE] 900.6).
2.	Long Valley	Connect Crowley Lake Drive – from Tom’s Place to Lower Rock Creek Road via multi use trail connection	No, not transit related. This is a general transportation request	No, not transit related.	This connection will be discussed with Long Valley trails, noted above, under OWP WE 900.6.
3.	Long Valley	Transit options may be needed for Pacific Crest Trail hikers that might want to skip parts of the trail that are not accessible this year	Yes; hikers are a transit dependent group and recreation is considered a basic necessity of life.	No. Due to the highly dispersed nature of trailhead locations and low hiker numbers, sufficient ridership to be operationally and economically feasible is unlikely. This is potentially also a service that will only be in demand in very high snow years such as this year. ESTA currently does not have enough drivers to maintain and expand existing routes, let alone add a new intermittent route with likely low ridership.	N/A
4.	Antelope Valley	Lack of local service, new driver has been hard for people to schedule trips, phone goes unanswered	No, this is a current service.	N/A	ESTA is working to set expectations with driver and communicate schedule changes to the public
5.	Antelope Valley	Reno route has been missing Antelope Valley	No, this is a current service that was modified due to hazard circumstances outside ESTA’s control.	N/A	Due to avalanche and road closures, Reno route was rerouted through Tri-Valley and Nevada. The route has returned through Antelope Valley.

6.	Antelope Valley	ESTA's service in the Antelope Valley could improve, are there back up drivers to ensure service continues running	No, this is a current service.	N/A	ESTA has sufficient resources to hire staff, but cannot find candidates and therefore cannot provide drivers. ESTA will continue to recruit.
7.	June Lake CAC	Add a weekend Reno airport run would be helpful.	Yes, an additional route to Reno would be for necessities of life.	YES – the route may not be operationally feasible if drivers cannot be hired, and whether it is economical and can meet fare box requirements is uncertain.	ESTA is considering a Saturday route pending ESTA Board approval. Saturday service will be \$67k annually and funding is being pursued.
8.	June Lake CAC	Does recreation access count as a potential need?	No, not a request for service.	Social and recreational activities can be "necessities of life."	Discussion followed. Future service would be great if it can be provided.
9.	June Lake CAC	The current Walker to Mammoth service on Tuesday, can go into June Lake with 24-hour prior notice. Is there any option with shorter notice or reservation request? Other routes require people to go the Junction for pickup and do not come into the loop (YARTS for example).	No, this is a current service.	N/A	This service requires 24-hour's notice. There is no option for same-day service on this route because when no reservations are made for the Walker to Mammoth route, Walker dial-a-ride operates instead. This is a one driver, one bus service area.
10.	Mammoth	Extend hours of the Purple line.	Yes	No, it is not operationally feasible due to inability to hire drivers and is not economical.	N/A
11.	Bridgeport	Sonora Junction Bus Stop. This is a request for a formal bus stop installation at Highway 108 and Highway 395.	Yes	No, it is not economical due to high cost of location.	N/A

12.	Mammoth	Better stop alternative than Stop #2 on Old Mammoth, especially for those walking from Upper Old Mammoth Road.	Yes, service expansion.	Yes.	An alternative bus stop is planned, funded, with ongoing coordination between TOML and ESTA . Along with Mammoth route changes, this stop and stop alternatives are scheduled for consideration in the fall.
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