Table of Contents

Introduction .................................................................................................................................. 1
Background ................................................................................................................................. 2
Planning Context .......................................................................................................................... 4
Demographics ............................................................................................................................... 7
Needs Assessment ..................................................................................................................... 20
Strategies and Priorities ............................................................................................................ 22

Tables

Table 1. Service Providers ..................................................................................................... 4
Table 2. Population and Growth by County ..................................................................... 10
Table 3. Potential Transit Dependence Scoring ............................................................... 17

Figures

Figure 1. Regional Geography ............................................................................................... 6
Figure 2. Population ................................................................................................................ 8
Figure 3. Population Density .................................................................................................. 9
Figure 4. Youth Population .................................................................................................. 12
Figure 5. Senior Population .................................................................................................. 13
Figure 6. Individuals with Disabilities .................................................................................. 14
Figure 7. Low Income Population ........................................................................................ 15
Figure 8. Households without Vehicles ................................................................................ 16
Figure 9. Transit Dependent Populations ............................................................................ 18
Introduction

One of the primary objectives of the New Mexico Department of Transportation’s (NMDOT) Transit and Rail Division is the establishment and maintenance of public and private non-profit transit systems. The Transit and Rail Division provides this assistance through a partnership with New Mexico’s transit providers and the Federal Transit Administration (FTA), as well as cooperation with Regional Transportation Planning Organizations (RTPOs), Metropolitan Planning Organizations (MPOs), and local and tribal governments.

NMDOT is authorized under New Mexico’s Public Mass Transportation Act Sections 67-3-67 to 67-3-70 NMSA 1978 (as amended by Sections 37, 37-8, and 39, Chapter 268, Laws of 1987) and has the primary authority and responsibility for administering the FTA’s rural and small urban formula and discretionary grant programs.

The Fixing America’s Surface Transportation Act (FAST Act), signed into law by President Obama on December 4, 2015 and effective October 1, 2015, applied new program rules to the Moving Ahead for Progress in the 21st Century Act (MAP-21) authorized funding for federal surface transportation programs beginning with ALL Federal Fiscal Year 2016 funding. The FAST Act legislation continued the coordinated transportation planning requirements established in previous laws. Specifically, MAP-21 noted that the projects selected for funding through the Section 5310 Program must be “included in a locally developed, coordinated public transit-human services transportation plan” and this plan must be “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers, and other members of the public.” The FAST Act maintains this requirement.

The two primary formula grant programs NMDOT administers are Sections 5310 and 5311. Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, enhances mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and the Americans with Disabilities Act (ADA) complementary paratransit services. Section 5311, Formula Grants For Other than Urbanized Areas, provides capital, planning, administration, and operating assistance to states to support public transportation in rural areas (areas with a population of less than 50,000 people), where many residents often rely on public transit to reach their destinations.

As the statewide designated recipient of the Section 5310 and 5311 funds, NMDOT’s Transit and Rail Division coordinated with transit and human services transportation providers, the Northwest RTPO, the Farmington MPO, and the general public to develop this plan. The main purpose of this plan is to analyze the transit services
currently available in the plan area and makes strategy recommendations for transit program and mobility coordination in the Northwest RTPO and the Farmington MPO. Separate plans have been developed for each of the state’s RTPO areas. These plans include MPOs, as appropriate.

**Background**

This section provides an explanation of the coordinated transportation planning process based on Section 5310 FTA guidance, which was released in June 2014.

**Coordinated Plan Elements**

FTA guidance defines a coordinated public transit human service transportation plan as one that identifies the transportation needs of older adults, individuals with disabilities, households without vehicles, and persons living under the poverty line. The plan must also provide strategies for meeting the needs of these disadvantaged population groups and prioritize transportation services for funding and implementation.

In total, there are four required coordinated plan elements:

- Assessment of Available Services – identify current transportation providers from the public, private, and non-profit sectors.

- Assessment of Transportation Needs – identify the transportation needs of older adults, individuals with disabilities, households without vehicles, and persons living under the poverty line. This assessment can be conducted through public outreach, reviewing area transportation plans, data collection, and the assessment of gaps in current transit services.

- Develop Strategies – address the identified needs in addition to providing opportunities to increase efficiency within the transportation network.

- Develop Priorities for Implementation – address current resources, time frames, and feasibility for implementation.

**Section 5310 Program**

MAP-21 established a modified FTA Section 5310 Program that consolidates the previous New Freedom and Elderly and Disabled Programs. The purpose of the Section 5310 Program is to enhance mobility for seniors and individuals with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Section 5310 Program recipients must continue to certify that projects selected are included in a locally
developed, coordinated public transit-human services transportation plan. The plan must undergo a development and approval process that includes input from seniors and individuals with disabilities, transportation providers, and other stakeholders; and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies.

**Funding**

Funds through the Section 5310 Program are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities, with 60 percent of the funds apportioned to designated recipients in urbanized areas with populations larger than 200,000, 20 percent to states for use in urbanized areas of fewer than 200,000 persons, and 20 percent to states for use in rural areas. The federal share for capital projects is 80 percent with a 20 percent local match, and for operating grants is 50 percent with a 50 percent local match.

The local share for Section 5310 Program projects can be derived from other federal non-DOT transportation sources. Examples of these programs that are potential sources of local match include employment training, aging, community services, vocational rehabilitation services, and Temporary Assistance for Needy Families (TANF). More information on these programs is available on the Coordinating Council on Access and Mobility Website at [https://www.transit.dot.gov/ccam](https://www.transit.dot.gov/ccam).

**Eligible Subrecipients and Activities**

Under MAP-21, eligible subrecipients for the Section 5310 Program include states or local government authorities, private non-profit organizations, or operators of public transportation services that receive a grant indirectly through a recipient. MAP-21 also modified eligible activities under the Section 5310 Program:

- **At least 55% of program funds must be used on capital projects that are:**
  - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

- **The remaining 45% may be used for purposes including:**
  - Public transportation projects that exceed ADA requirements.
  - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
  - Alternatives to public transportation that assist seniors and individuals with disabilities.
Planning Context

The following section provides an overview of the demographic composition of the Northwest RTPO and Farmington MPO. As displayed in Figure 1, this RTPO includes San Juan, McKinley, and Cibola Counties. The Farmington MPO is within San Juan County. Farmington is the only urbanized area, but there are multiple urban clusters within the RTPO: Aztec, Bloomfield, Gallup, Grants, Kirtland, Shiprock, and Zuni Pueblo. The Navajo Nation also covers much of San Juan County and western McKinley County.

Table 1 provides a summary of existing transit providers serving the area.

**Table 1: Service Providers**

<table>
<thead>
<tr>
<th>Transit Name</th>
<th>Area of Service</th>
<th>Service Type(s)</th>
<th>Funding Program(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashiwi Transit</td>
<td>Pueblo of Zuni and surrounding area and the City of Gallup</td>
<td>Modified Fixed, Commuter</td>
<td>§5311</td>
</tr>
<tr>
<td>Coyote Canyon Rehab Center</td>
<td>McKinley County, Navajo Nation, and San Juan County</td>
<td>Program Sponsored</td>
<td>§5310</td>
</tr>
<tr>
<td>Gallup Express</td>
<td>City of Gallup, Churchrock, Gamerco, Mentmore, Yatahey, and McKinley County</td>
<td>Modified Fixed, Fixed Route</td>
<td>§5311</td>
</tr>
<tr>
<td>Navajo Transit System</td>
<td>Church Rock CDP, Coyote Canyon, Crownpoint CDP, Crystal CDP, City of Gallup, McKinley County, Navajo CDP, Navajo Reservation, Smith Lake, Standing Rock, Tohatchi CDP, Twin Lakes CDP, and Torreon CDP</td>
<td>Fixed Route</td>
<td>§5311</td>
</tr>
<tr>
<td>Presbyterian Medical Services (PMS) McKinley County</td>
<td>Coolidge, Fort Wingate, the City of Gallup, McKinley County, Prewitt, Ramah CDP, and Thoreau CDP</td>
<td>Program Sponsored</td>
<td>§5310</td>
</tr>
<tr>
<td>Presbyterian Medical Services (PMS) San Juan County</td>
<td>City of Aztec, City of Bloomfield, City of Farmington, San Juan County including portion of Navajo Reservation</td>
<td>Program Sponsored</td>
<td>§5310</td>
</tr>
<tr>
<td>Transit Name</td>
<td>Area of Service</td>
<td>Service Type(s)</td>
<td>Funding Program(s)</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Red Apple Transit</td>
<td>City of Farmington</td>
<td>Demand Response, Fixed Route, Modified Fixed</td>
<td>§5307</td>
</tr>
<tr>
<td>Rockin 66 Express</td>
<td>Cibola County, City of Grants, and Village of Milan</td>
<td>Demand Response, Fixed Route, Modified Fixed</td>
<td>§5311</td>
</tr>
<tr>
<td>Shaa’srk’a Transit</td>
<td>Bernalillo County on Laguna Indian Reservation, Cibola County, and Laguna Pueblo</td>
<td>Demand Response, Modified Fixed</td>
<td>§5311</td>
</tr>
<tr>
<td>Tohatchi Area of Opportunity &amp; Services, Inc.</td>
<td>The Navajo Nation, City of Gallup, Albuquerque and surrounding areas</td>
<td>Program Sponsored</td>
<td>§5310</td>
</tr>
<tr>
<td>Zuni Entrepreneurial Enterprises, dba Empowerment, Inc.</td>
<td>Unincorporated communities in McKinley County, Ramah CDP, and the Zuni Pueblo</td>
<td>Program Sponsored</td>
<td>§5310</td>
</tr>
</tbody>
</table>
Figure 1: Northwest RTPO and Farmington MPO Regional Geography

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Demographics

The demographic analysis in this section highlights to what extent existing services align with areas of potentially transit dependent populations. It examines population density as well as data on youth, seniors, individuals with disabilities, those living below the federal poverty level, and households without vehicles. It also presents two indices based on the density and percentage of transit dependent persons.

The analysis draws on recent data from American Community Survey five-year estimates (2008-2012) and the 2010 Decennial Census. For each potentially transit dependent population, block groups and census tracts are classified relative to the planning area as a whole, using a five-tiered scale of very low to very high. Mapped and summarized below, the results of the analysis highlight those geographic areas of the planning area with the greatest transportation need.

Population

Population (and population density) is an important indicator of the extent of urbanization in an area, which in turn affects the types of transportation that may be most viable. While fixed-route transit is more practical and successful in areas with 2,000 or more persons per square mile, specialized transportation services are typically a better fit for rural areas with less population density.

Figures 2 and 3 display population and population density, respectively. The RTPO’s population is primarily within the Farmington MPO, as well as to the south surrounding Gallup and Grants. Table 2 allows for a comparison of county population within the RTPO, and to other counties in New Mexico. San Juan County is the most populated within the RTPO, followed by McKinley County. San Juan and Cibola are projected to grow in the next 25 to 30 years, while McKinley will maintain its current level of population.
Figure 2: Northwest RTPO and Farmington MPO Population

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Figure 3: Northwest RTPO and Farmington MPO Population Density

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Table 2: Population and Growth by County

<table>
<thead>
<tr>
<th>County</th>
<th>2017 Estimate</th>
<th>2040 Projection</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bernalillo</td>
<td>679,827</td>
<td>799,465</td>
<td>17.6%</td>
</tr>
<tr>
<td>Catron</td>
<td>3,581</td>
<td>2,418</td>
<td>-32.5%</td>
</tr>
<tr>
<td>Chaves</td>
<td>65,727</td>
<td>73,393</td>
<td>11.7%</td>
</tr>
<tr>
<td>Cibola</td>
<td>27,160</td>
<td>29,058</td>
<td>7.0%</td>
</tr>
<tr>
<td>Colfax</td>
<td>12,399</td>
<td>11,397</td>
<td>-8.1%</td>
</tr>
<tr>
<td>Curry</td>
<td>50,024</td>
<td>59,581</td>
<td>19.1%</td>
</tr>
<tr>
<td>De Baca</td>
<td>1,859</td>
<td>1,520</td>
<td>-18.3%</td>
</tr>
<tr>
<td>Doña Ana</td>
<td>216,637</td>
<td>273,074</td>
<td>26.1%</td>
</tr>
<tr>
<td>Eddy</td>
<td>57,901</td>
<td>58,233</td>
<td>0.6%</td>
</tr>
<tr>
<td>Grant</td>
<td>28,168</td>
<td>24,365</td>
<td>-13.5%</td>
</tr>
<tr>
<td>Guadalupe</td>
<td>4,474</td>
<td>4,251</td>
<td>-5.0%</td>
</tr>
<tr>
<td>Harding</td>
<td>698</td>
<td>462</td>
<td>-33.8%</td>
</tr>
<tr>
<td>Hidalgo</td>
<td>4,412</td>
<td>3,535</td>
<td>-19.9%</td>
</tr>
<tr>
<td>Lea</td>
<td>70,463</td>
<td>81,635</td>
<td>15.9%</td>
</tr>
<tr>
<td>Lincoln</td>
<td>19,601</td>
<td>16,915</td>
<td>-13.7%</td>
</tr>
<tr>
<td>Los Alamos</td>
<td>18,749</td>
<td>16,426</td>
<td>-12.4%</td>
</tr>
<tr>
<td>Luna</td>
<td>24,456</td>
<td>24,348</td>
<td>-0.4%</td>
</tr>
<tr>
<td>McKinley</td>
<td>72,772</td>
<td>75,365</td>
<td>3.6%</td>
</tr>
<tr>
<td>Mora</td>
<td>4,593</td>
<td>3,774</td>
<td>-17.8%</td>
</tr>
<tr>
<td>Otero</td>
<td>65,858</td>
<td>64,402</td>
<td>-2.2%</td>
</tr>
<tr>
<td>Quay</td>
<td>8,469</td>
<td>7,323</td>
<td>-13.5%</td>
</tr>
<tr>
<td>Rio Arriba</td>
<td>39,350</td>
<td>38,496</td>
<td>-2.2%</td>
</tr>
<tr>
<td>Roosevelt</td>
<td>19,409</td>
<td>22,719</td>
<td>17.1%</td>
</tr>
<tr>
<td>San Juan</td>
<td>128,125</td>
<td>138,762</td>
<td>-2.2%</td>
</tr>
<tr>
<td>San Miguel</td>
<td>28,037</td>
<td>24,123</td>
<td>-14.0%</td>
</tr>
<tr>
<td>Sandoval</td>
<td>142,705</td>
<td>213,929</td>
<td>-49.9%</td>
</tr>
<tr>
<td>Santa Fe</td>
<td>149,694</td>
<td>175,242</td>
<td>17.1%</td>
</tr>
<tr>
<td>Sierra</td>
<td>11,305</td>
<td>8,368</td>
<td>-26.0%</td>
</tr>
<tr>
<td>Socorro</td>
<td>17,323</td>
<td>16,812</td>
<td>-2.9%</td>
</tr>
<tr>
<td>Taos</td>
<td>32,975</td>
<td>32,336</td>
<td>-1.9%</td>
</tr>
<tr>
<td>Torrance</td>
<td>15,728</td>
<td>14,684</td>
<td>-6.6%</td>
</tr>
<tr>
<td>Union</td>
<td>4,250</td>
<td>4,413</td>
<td>3.8%</td>
</tr>
<tr>
<td>Valencia</td>
<td>75,789</td>
<td>80,655</td>
<td>6.4%</td>
</tr>
</tbody>
</table>

Light grey depicts the counties included in the Northwest RTPO
Source: New Mexico County Population Projections July 1, 2010 to July 1, 2040, Geospatial and Population Studies Group, University of NM. Released February 2017.
Youth, Seniors, Individuals with Disabilities, and Low-Income Individuals

Youth (10-17), seniors (65 and above), individuals with disabilities (18 and above), and low-income individuals (living below the federal poverty level) must be identified and accounted for when considering transit need.

Figures 4 through 7 display the youth, senior, individuals with disabilities, and low-income populations. The greatest numbers of youth are located in the area surrounding Farmington and Shiprock, near Gallup and Rock Springs, Zuni Pueblo, and Laguna Pueblo. The senior population is primarily near Farmington, Gallup, and northwest of Grants. Individuals with disabilities are concentrated within Cibola County. Block groups with the most low-income individuals are located in Shiprock, Farmington, Gallup, Zuni Pueblo, southern San Juan County, and the western edge of McKinley County.

Households without Vehicles

Households without at least one personal vehicle are more likely to depend on the mobility offered by public transit and human service organizations than those households with access to a car. Block groups with the highest number of households without vehicles (Figure 8) are in the southern portion of the RTPO, including Zuni Pueblo, Laguna Pueblo, just west of Gallup, just west of Grants, and between Crownpoint and Thoreau.
Figure 4: Northwest RTPO and Farmington MPO Youth Population
Figure 5: Northwest RTPO and Farmington MPO Senior Population

Source: All census data is from American Community Survey (ACS) 2017, 5-year estimates.
Figure 6: Northwest RTPO and Farmington MPO Individuals with Disabilities

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Figure 7: Northwest RTPO and Farmington MPO Low Income Population

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Figure 8: Northwest RTPO and Farmington MPO Households without Vehicles

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Transit Dependence Indices

For each block group in the planning areas, the socioeconomic characteristics described above were combined into aggregate measures of transportation need: the Transit Dependence Index (TDI) and the Transit Dependence Index Percentage (TDIP). Both measures are based on the prevalence of the vulnerable populations in the planning area. However, the TDI accounts for population density and the TDIP does not. By removing the persons per square mile factor, the TDIP measures degree rather than amount of vulnerability.

Both the TDI and TDIP follow a “very low” to “very high” classification scale. Shown in Table 1-3, the score of “very low” to “very high” is based on the relative concentration of these populations in relationship to the average of the RTPO. A block group classified as “very low” can still have a significant number of potentially transit dependent persons; “very low” only means below the planning area average. At the other end of the spectrum, “very high” means greater than twice the planning area average.

<table>
<thead>
<tr>
<th>Vulnerable Persons/Households (# or %)</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤ the planning area average</td>
<td>1 (Very Low)</td>
</tr>
<tr>
<td>&gt; Average and ≤ 1.33 times average</td>
<td>2 (Low)</td>
</tr>
<tr>
<td>&gt; 1.33 times average and ≤ 1.67 times average</td>
<td>3 (Moderate)</td>
</tr>
<tr>
<td>&gt; 1.67 times average and ≤ 2 times average</td>
<td>4 (High)</td>
</tr>
<tr>
<td>&gt; 2 times the planning area average</td>
<td>5 (Very High)</td>
</tr>
</tbody>
</table>

Figure 9 displays the overall TDI rankings for the RTPO. As shown in Figure 9, the block groups that have a TDI classification of very high include areas by Grants, Gallup, Zuni Pueblo, Shiprock, and within the Farmington MPO. Using this analysis, the block groups with high transit needs are found near the center of McKinley County.
Figure 9: Northwest RTPO and Farmington MPO Transit Dependent Population
Needs Assessment

While an analysis of demographic data is important for understanding overall mobility needs, it is vital to gain the insight of local stakeholders who are acutely aware of the transportation challenges faced by residents. Participants from the initial planning process provided input on specific unmet needs in the region. Information on needs was also gleaned from the Northwest RTPO Long Range Plan and the New Mexico 2030 Statewide Multimodal Transportation Plan.

Comments from local stakeholders during the initial planning process included the following:

- There is a need for service to large industrial complexes and employment centers such as the Navajo Agricultural Products Industry (NAPI) Complex south of Farmington (the location of Raytheon, Inc. and the Navajo Housing Authority), the Farmington Airport, the Rocky Mountain Chocolate Factory outside of Durango, and casinos in Arizona.
- There is a need for service to larger cities such as Albuquerque.

The Northwest RTPO Long Range Plan included the following transit related needs:

- In Cibola County, there is a need for a coordinated transit system that:
  - Provides for an interface with the metropolitan area, i.e. Albuquerque
  - Includes shuttle service, bus, and rail transportation
  - Provides a public transportation system for the seniors, individuals with disabilities, youth (for activities), and those without other means of transportation
  - Connects the population centers in and around the country/region

- In McKinley County, bus and other forms of public transportation need to be created and/or expanded for the following purposes or groups:
  - Seniors and others who do not have other means of transportation
  - To improve rural access both to goods and services, and within the rural areas themselves
  - To provide access by youth to activities
  - To connect and provide access to rural centers (e.g. Crownpoint)
  - Closer coordination of all transportation issues among the multiple jurisdictions throughout the country and the region. Local, county, tribal, and federal (e.g. Bureau of Indian Affairs) jurisdictions.
need to resolve right-of-way issues quickly and cooperatively so that the residents of the region are better served

- In San Juan County:
  - Provide expansion and additional support for public transit programs
  - Develop an effective public transit system between Shiprock and Farmington

The New Mexico 2040 Statewide Multimodal Transportation Plan included the following transit related goals and needs:
- Develop community-based transportation programs that include flexible and deviated fixed-route services to accommodate riders that require ADA accessibility.
- Promote and work with local agencies to coordinate transit schedules and provide web-based schedule information on a single user-friendly platform.
- Coordinate federal, state, tribal, and local programs that offer transit and human services to elderly populations.

In sum, the planning area contains a metropolitan area with a fixed route transit system and several small rural areas. There is an unmet need for intercommunity and intercounty transportation to better connect community members with job opportunities and with other services. The overall transit need across the RTPO/MPO is increasing because the population is growing and because special needs transit population groups are growing faster than the population.

### Strategies and Recommendations

Equally important to identifying the needs and gaps in existing transportation services is developing corresponding strategies for improvement. Local stakeholders generated a variety of strategies through the previous coordinated transportation planning process. These strategies were reassessed and updated accordingly.

The following strategies and recommendations are broad in scope. This is intended to allow agency flexibility for funding and provider creativity in suggesting programs and services.

- Prioritize transit service to areas with higher concentrations of special needs populations
- Coordinate with existing transit services to determine and respond to any eligible and unmet needs in the urban area where special needs transit funding could effectively supplement urban service
- Increase transit connections to and between major centers inside and outside of the planning area, e.g. Albuquerque, Aztec, Bloomfield, Farmington, Gallup, the NAPI
Center, and Durango, Colorado

- Increase transit service to educational and healthcare facilities within and out of the planning area
- Increase transit service to areas in the planning area with growing special needs populations
- Route new or additional service to unserved or underserved populations in both urban and rural areas, e.g. Aztec, Bloomfield, Counselors, Crownpoint, Farmington, Sheep Springs, and Shiprock
- Monitor and respond to unserved and underserved special transit needs
- Cooperate with other transit service providers when possible by sharing resources such as information and riders, dispatch and maintenance facilities, and operations and administrative processes
- Work on regional transit solutions such as car and van pools
- Seek and utilize opportunities to expand, combine or leverage funding sources to increase or improve services, i.e. provide customers with one number to call for requests for various transportation services, information on services, and trip planning
- Expand or enhance existing transportation services to meet the growth rate of special needs populations in the planning area;
- Provide opportunities to add or enhance public transportation services beyond the minimum requirements of the ADA
- Coordinate with service providers and appropriate agencies to fill transportation service gaps such as:
  - Evening and weekend service
  - Intercommunity and intercity service
  - Service for rural areas