

August 2016

SERVICE PLAN TECHNICAL MEMORANDUM

RED ROCK
SOUTHEAST CORRIDOR

Your Ticket to the Southeast Metro.

PREPARED FOR

Red Rock Corridor Commission

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Executive Summary

The Washington County Regional Railroad Authority (WCCRA), Dakota County Regional Railroad Authority (DCRRA), and Ramsey County Regional Railroad Authority (RCRRA) have initiated an Implementation Plan for the Red Rock Corridor between Hastings and downtown Saint Paul.

The purpose of this report is to define and document the details of the service plans associated with alternatives advanced to the cost, ridership, and alternative evaluation phase of the Red Rock Corridor Implementation Plan. The service plans reflects alternative refinements that were made during the planning process based on stakeholder input.

The resulting weekday service plans outlined below and summarized in this technical memorandum were used as inputs for the ridership model, as discussed in the **Travel Demand Forecasting Technical Memorandum**, as well as the operations and maintenance costs estimates discussed in the **Cost Estimation Technical Memorandum**:

- Alternative 1: BRT Along Highway 61 with a Highway Orientation
  - Travel Time: **43 minutes**
  - Daily Trips: **124 trips**
- Alternative 2A: BRT Along Highway 61 with a Community Orientation (via 95th Street)
  - Travel Time: **64 minutes**
  - Daily Trips: **124 trips**
- Alternative 2B: BRT Along Highway 61 with a Community Orientation (via Jamaica Avenue)
  - Travel Time: **66 minutes**
  - Daily Trips: **124 trips**
- Alternative 2B (Interim BRT): BRT Along Highway 61 to Cottage Grove Park & Ride
  - Travel Time: **47 minutes**
  - Daily Trips: **124 trips**
- Route 367: Peak Hour Commuter Express Service from Hastings to Minneapolis via Newport
  - Travel Time: **65 minutes**
  - Daily Trips: **8 trips**
- Route 363: All-Day 30-Minute Local Service between Cottage Grove and Saint Paul
  - Travel Time: **41 minutes**
  - Daily Trips: **58 trips**

Introduction

The Red Rock Corridor is a proposed 30-mile transitway, connecting the Twin Cities' southeastern suburbs to downtown Saint Paul. **Figure 1** shows the general study area for this project. Previous studies have assessed the feasibility of transit service between Minneapolis and Red Wing, but BRT service would be between Saint Paul and Hastings for the purposes of this Implementation Plan. The corridor has national, statewide, and regional significance as a transportation route for automobile, truck, freight, and passenger rail travel.

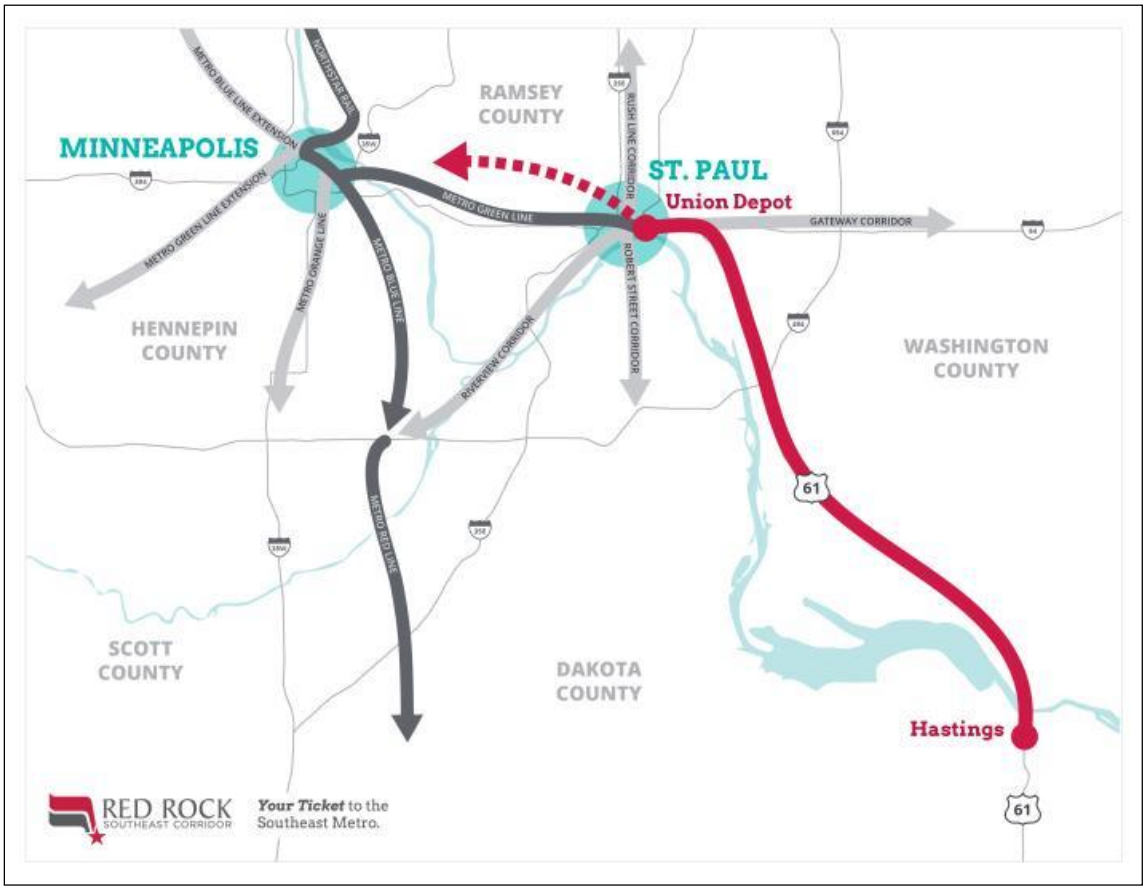


Figure 1: Project Study Area

A single BRT alternative was analyzed as part of the Red Rock Alternatives Analysis Update (AAU). As part of the Implementation Plan process, however, commuter rail was not advanced for further analysis, and the Red Rock Corridor Commission (RRCC) recommended exploring additional BRT alignments within the BRT corridor. For the Implementation Plan, three build alternatives were analyzed in the Red Rock Corridor from Hastings to the Union Depot in St. Paul. These are described as follows:

- **Alternative 1:** BRT with stops at the Union Depot, Lower Afton Park & Ride, Newport Transit Station, 70th Street Station, Langdon Village Station, and the Hastings Depot. Parking is assumed at all stations, with the exception of the 70th Street Station. This is the alternative that resulted from the AAU.
- **Alternative 2A:** BRT via 95th Street with stops at the Union Depot, Mounds Boulevard Station, Earl Street Station, Etna Street Station, Lower Afton Park & Ride, Newport Transit Station, St. Paul Park Station, 80th Street Station, 95th Street Station, the Hastings Depot, Lions Park Station, and the Dakota County Offices Station. The Mounds Boulevard, Earl Street, and Etna Street Stations are shared with the Gateway Corridor and utilize the transit-only guideway being developed for that corridor.

- **Alternative 2B:** BRT via Jamaica Avenue with the same stops as Alternative 2A with two modifications: elimination of the 95th Street Station and alternative routing along the east side of Highway 61 in Cottage Grove to serve a station at Jamaica Avenue.

Alternative 1: BRT Service Plan

Description

Alternative 1 includes mainline BRT service along Highway 61 between the Union Depot in Saint Paul and the Hastings Depot. This alternative includes stations at the Union Depot, Lower Afton Park & Ride, Newport Transit Station, 70th Street in St. Paul Park, Langdon Village in Cottage Grove, and the Hastings Depot. The end-to-end travel time to cover the **24.5-mile** distance is assumed to be approximately **43 minutes**.

Figure 2 shows the proposed Alternative 1 service plan.

Connecting Transit Service

Proposed transit service in the Red Rock Corridor would build upon the existing transit network (see **Figure 3**). Numerous transit lines connect to the Union Depot, including the METRO Green Line and Routes 3, 16, 21, 54, 94, 262, 417, 480, 484, and 489. Numerous other routes are a short walk away in downtown Saint Paul. Routes 361 and 365 are both express routes that currently serve the Lower Afton Park & Ride and provide an opportunity to connect with BRT in the Red Rock Corridor. The Route 364 is an express route that currently serves the Newport Transit Station and would provide an opportunity to connect with additional areas in Newport and St. Paul Park. Similar to the Lower Afton Park & Ride, the existing Cottage Grove Park & Ride is currently served by Routes 361 and 365. These routes would move with the park-and-ride to the Langdon Village Station and provide an opportunity to connect at this location.

Service Characteristics

Alternative 1 is proposed to operate 4 trips an hour each weekday. These trips would complement the existing express routes in the corridor, which currently operate a total average of 6 trips per hour in the peak period.

Weekday Service

- Frequency
  - 15 minutes (6:00 a.m. – 6:00 p.m.)
  - 30 minutes (5:00 a.m. – 6:00 a.m.; 6:00 p.m. – 12:00 a.m.)
- Service Hours
  - 19 Hours

Weekend Service

- Frequency
  - 30 minutes (7:00 a.m. – 12:00 a.m.)
- Service Hours
  - 17 Hours

Travel Time

The end-to-end travel time for Alternative 1 was calculated by measuring the distance between stations and calculating the travel time between them based on an average speed for the segment. Additionally, station delay was estimated based on the upstream station as well as the station type and configuration. On-street stations were assumed to introduce 20 seconds of delay and off-street, park-and-ride stations were assumed to add two minutes of delay. Station delay was not included in the total time for Union Depot and Hastings Depot because this time is part of the layover and riders would not be on the bus during this time.

Table 1 shows the travel time by segment for Alternative 1.

Table 1: Alternative 1 Travel Time by Segment

Segment	Station Delay		Travel Time			Total Time	
	Station	Minutes	Miles	Minutes	MPH	Minutes	MPH
Union Depot to Lower Afton Road	-	-	4.7	9.4	30	9.4	30
Lower Afton Road to Maxwell Ramp	Lower Afton	0.3	2.7	3.6	45	3.9	42
Maxwell Ramp to Newport Station	-	-	0.7	1.4	30	1.4	30
Newport Station to 70th Street Station	Newport	2.0	3.9	5.2	45	7.2	33
70th Street Station to Langdon Village Station	70th Street	0.3	4.8	7.2	40	7.5	38
Langdon Village Station to the Mississippi River	Langdon Village	2.0	7.2	9.6	45	11.6	37
Mississippi River to Hastings Depot	-	-	0.5	2.0	15	2.0	15
Total		**4.6**	**24.5**	**38.4**	**38**	**43.0**	**34**

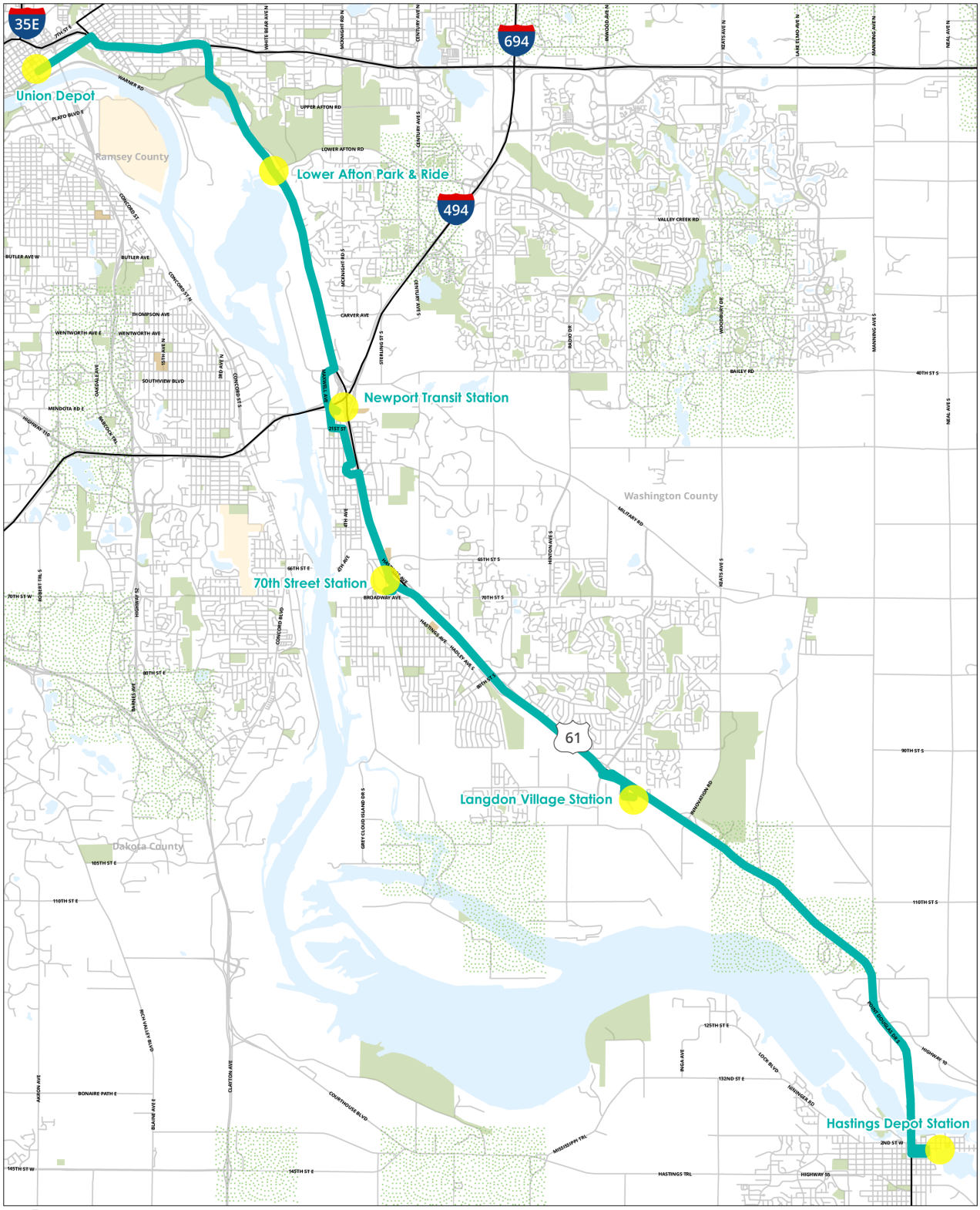


Figure 2: Red Rock Alternative 1 Proposed Route

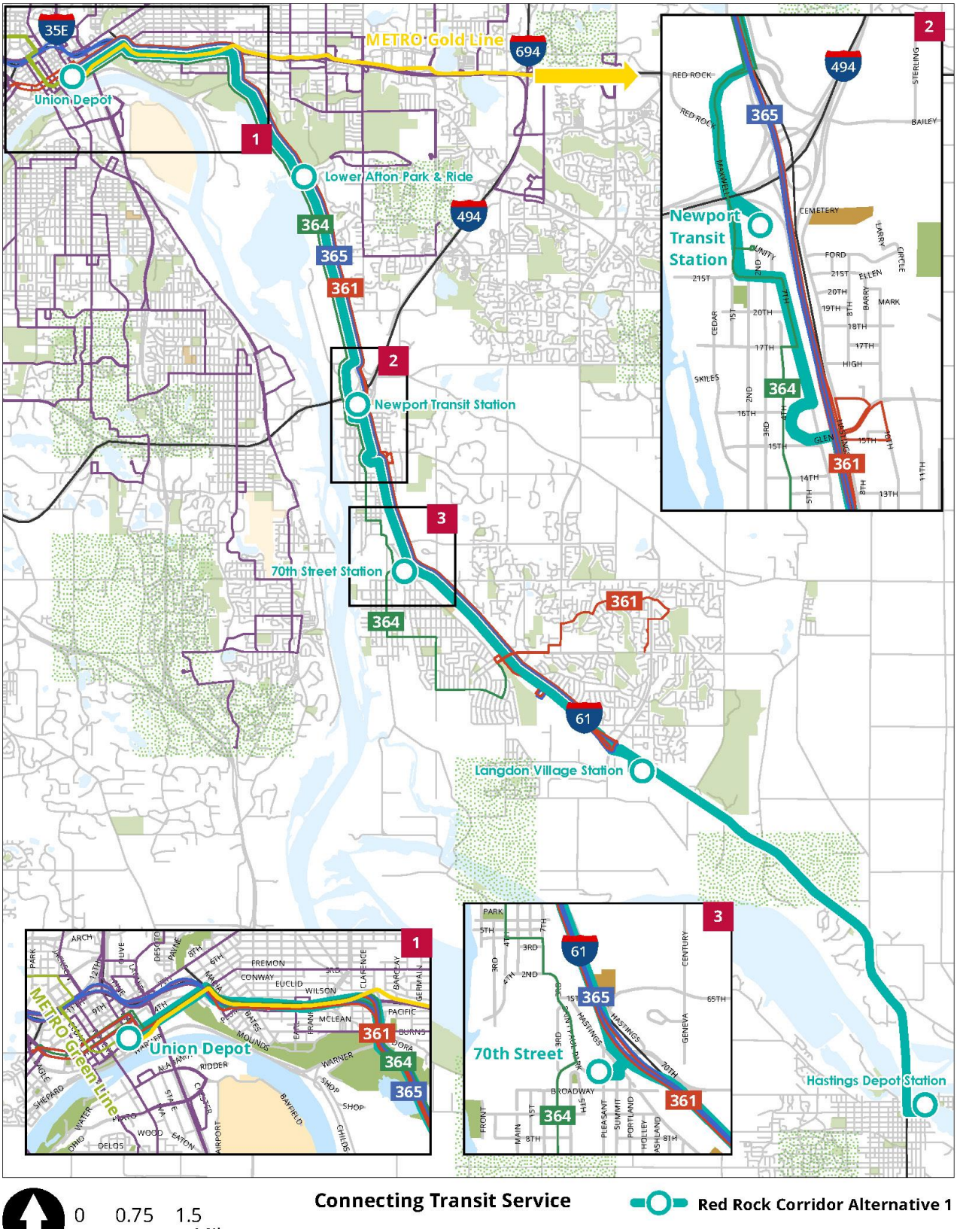


Figure 3: Red Rock Alternative 1 Proposed Connecting Transit Service

Alternative 2: BRT Service Plan

Description

Alternative 2 includes mainline BRT service along Highway 61 between the Union Depot in Saint Paul and the Hasting Depot with arterial deviations in Newport, St. Paul Park, Cottage Grove, and in Hastings. The arterial portions of this alternative aim to serve existing destinations and densities in order to support all-day, bi-directional transit service and park-and-rides. This alternative includes stations at the Union Depot, Mounds Boulevard Station, Earl Street Station, Etna Street Station, Lower Afton Park & Ride, Newport Transit Station, St. Paul Park Station, 80th Street Station, 95th Street Station (2A only), Jamaica Avenue Station (2B only), the Hastings Depot, Lions Park Station, and the Dakota County Offices Station. This alternative also has the potential to add a station south of Jamaica Avenue in Cottage Grove after that area becomes more developed. For alternative 2A, the end to end travel time to cover the **26.7-mile** distance is assumed to be approximately **64 minutes**. For alternative 2B, the end to end travel time to cover the **26.8-mile** distance is assumed to be approximately **66 minutes**.

Figure 4 shows the proposed Alternative 2 service plan.

Connecting Transit Service

Proposed connecting transit service for Alternative 2 is similar to that of Alternative 1 (see **Figure 5**). The additional stations on the east side of Saint Paul provide greater opportunities for bus connections to BRT in the Red Rock Corridor. The METRO Gold Line (Gateway Corridor) would provide connections at the Etna Street Station, Earl Street Station, Mounds Boulevard Station, and the Union Depot. Additional connections would also be provided with the Route 70 at Earl Street Station and the Route 63 at the Mounds Boulevard Station.

Service Characteristics

Alternative 2 is proposed to operate the same frequencies as proposed for Alternative 1. Similarly, Alternative 2 is proposed to complement the existing express trips in the corridor.

WEEKDAY SERVICE

- Frequency
  - 15 minutes (6:00 a.m. – 6:00 p.m.)
  - 30 minutes (5:00 a.m. – 6:00 a.m.; 6:00 p.m. – 12:00 a.m.)
- Service Hours
  - 19 Hours

WEEKEND SERVICE

- Frequency
  - 30 minutes (7:00 a.m. – 12:00 a.m.)
- Service Hours
  - 17 Hours

Travel Time

The end to end travel time for Alternative 2 was calculated the same way as Alternative 1, by measuring the distance between stations and calculating the travel time between them based on an average speed for the segment. Additionally, station delays were assumed the same as in Alternative 1 which were based on the upstream station and 20 seconds for on-street stations and 2 minutes for off-street stations. Station delay was again not included in the total time for Union Depot and Dakota County Offices Station.

Table 2 shows the travel time by segment for Alternative 2A via 95th Street, while **Table 3** shows the travel time by segment for Alternative 2B via Jamaica Avenue.

Table 2: Alternative 2A via 95th Street Travel Time by Segment

Segment	Station Delay		Travel Time			Total Time	
	Station	Minutes	Miles	Minutes	MPH	Minutes	MPH
Union Depot to Mounds Boulevard Station	-	-	0.9	3.0	18	3.0	18
Mounds Boulevard Station to Earl Street Station	Mounds	0.3	0.8	2.0	24	2.3	21
Earl Street Station to Etna Street Station	Earl	0.3	0.7	1.8	24	2.1	20
Etna Street Station to Lower Afton Rd	Etna	0.3	2.1	3.2	40	3.5	36
Lower Afton Rd to Maxwell Ramp	Lower Afton	0.3	2.7	3.6	45	3.9	41
Maxwell Ramp to Newport Station	-	-	0.7	1.4	30	1.4	30
Newport Station to St. Paul Park Station	Newport	2.0	3.3	7.9	25	9.9	20
St. Paul Park Station to 80th Street Station	St. Paul Park	0.3	2.0	5.5	22	5.8	21
80th Street Station to 95th Street Station	80th	2.0	2.3	5.5	25	7.5	18
95th Street Station to the Mississippi River	95th	0.3	7.2	9.6	45	9.9	44
Mississippi River to Hastings Depot	-	-	0.5	2.0	15	2.0	15
Hastings Depot to Lions Park Station	Hastings Depot	2.0	2.2	6.6	20	8.6	15
Lions Park Station to Dakota County Services Station	Lions Park	0.3	1.3	3.5	22	3.9	20
Total		**8.3**	**26.7**	**55.5**	**29**	**63.9**	**25**

Table 3: Alternative 2B via Jamaica Avenue Travel Time by Segment

Segment	Station Delay		Travel Time			Total Time	
	Station	Minutes	Miles	Minutes	MPH	Minutes	MPH
Union Depot to Mounds Boulevard Station	-	-	0.9	3.0	18	3.0	18
Mounds Boulevard Station to Earl Street Station	Mounds	0.3	0.8	2.0	24	2.3	21
Earl Street Station to Etna Street Station	Earl	0.3	0.7	1.8	24	2.1	20
Etna Street Station to Lower Afton Rd	Etna	0.3	2.1	3.2	40	3.5	36
Lower Afton Rd to Maxwell Ramp	Lower Afton	0.3	2.7	3.6	45	3.9	41
Maxwell Ramp to Newport Station	-	-	0.7	1.4	30	1.4	30
Newport Station to St. Paul Park Station	Newport	2.0	3.3	7.9	25	9.9	20
St. Paul Park Station to 80th Street Station	St. Paul Park	0.3	2.0	5.5	22	5.8	21
80th Street Station to Jamaica Avenue Station	80th	0.3	2.4	7.2	20	7.5	19
Jamaica Avenue Station to the Mississippi River	Jamaica	2.0	7.2	9.6	45	11.6	37
Mississippi River to Hastings Depot	-	-	0.5	2.0	15	2.0	15
Hastings Depot to Lions Park Station	Hastings Depot	2.0	2.2	6.6	20	8.6	15
Lions Park Station to Dakota County Services Station	Lions Park	0.3	1.3	3.5	22	3.9	20
Total		**8.3**	**26.8**	**57.2**	**28**	**65.5**	**25**

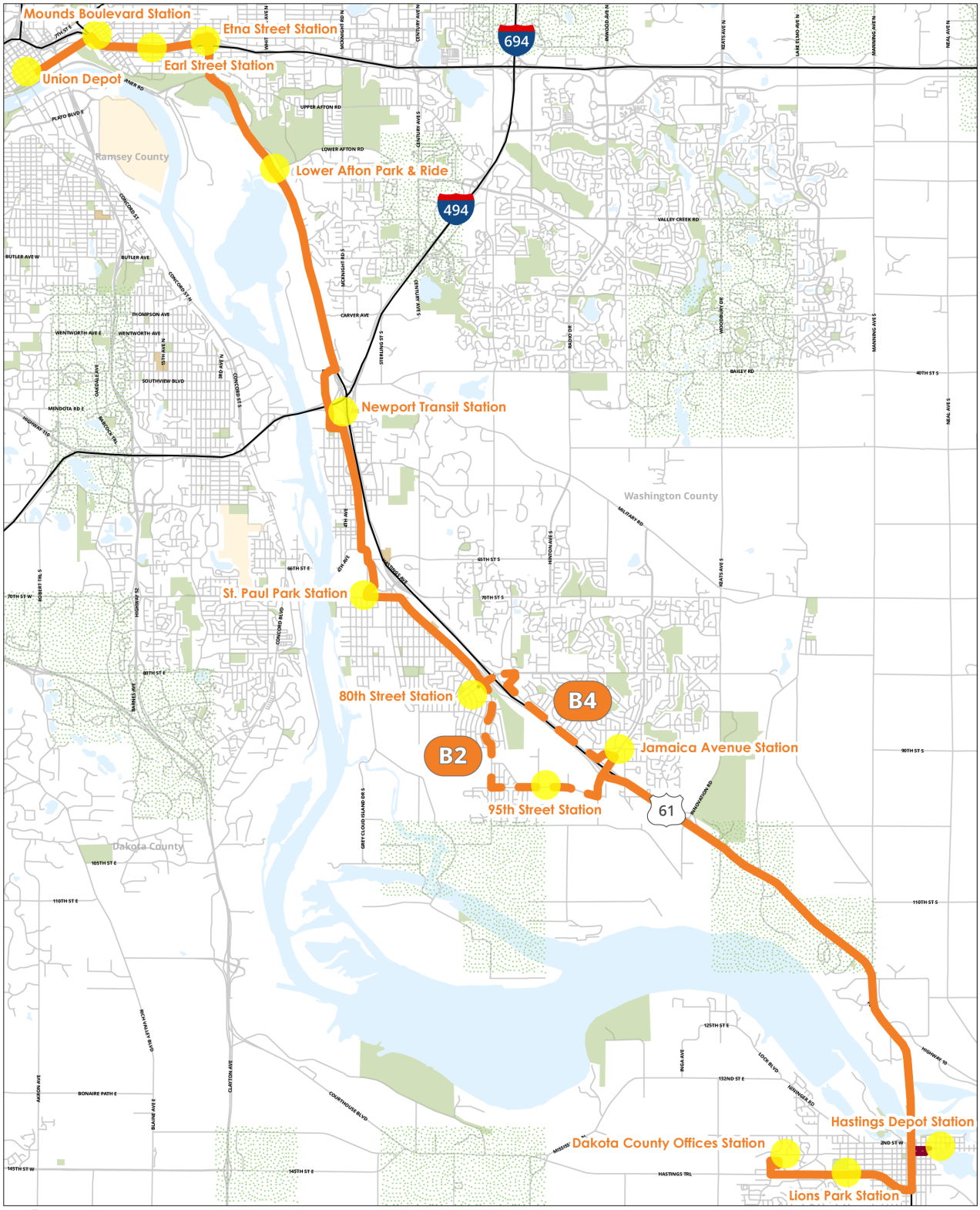


Figure 4: Red Rock Alternative 2 Proposed Route

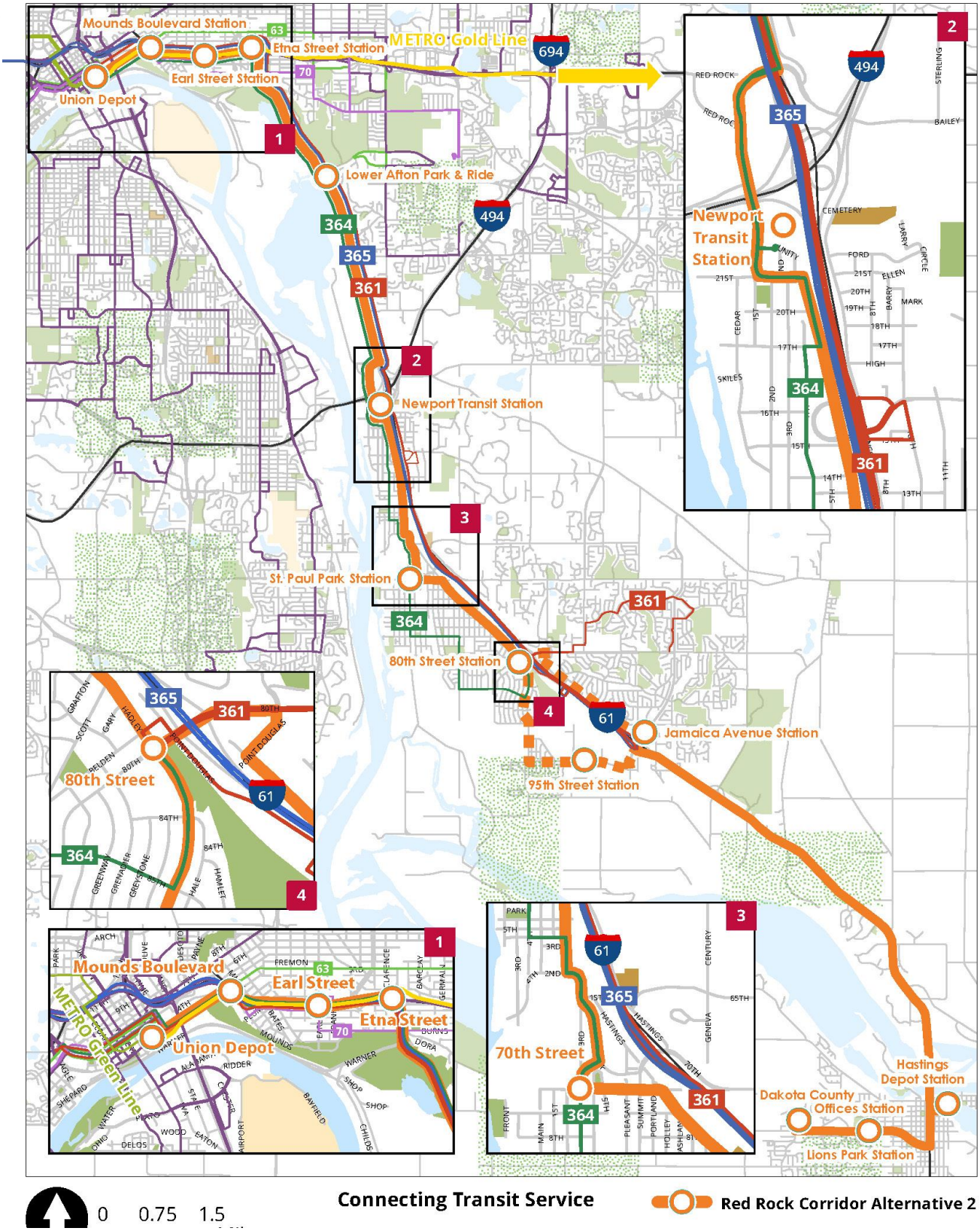


Figure 5: Red Rock Alternative 2 Proposed Connecting Transit Service

Interim Service Plan

During the alternative refinement process, several interim scenarios were developed for comparison purposes. A comprehensive discussion of these can be found in the **Alternative Evaluation Technical Memorandum**. To aid this process, one additional service plan was developed for a modified version of Alternative 2B, with the following revisions:

- Elimination of the three Hastings stations
- Service extension from the Jamaica Avenue Station to the existing Cottage Grove Park & Ride on the west side of Highway 61.

For interim alternative 2B, the end to end travel time to cover the **17.5-mile** distance is assumed to be approximately **47 minutes**.

Table 4 shows the travel time by segment for this revised version of Alternative 2B via Jamaica Avenue.

Table 4: Interim Alternative 2B via Jamaica Avenue Travel Time by Segment

Segment	Station Delay		Travel Time			Total Time	
	Station	Minutes	Miles	Minutes	MPH	Minutes	MPH
Union Depot to Mounds Boulevard Station	-	-	0.9	3.0	18	3.0	18
Mounds Boulevard Station to Earl Street Station	Mounds	0.3	0.8	2.0	24	2.3	21
Earl Street Station to Etna Street Station	Earl	0.3	0.7	1.8	24	2.1	20
Etna Street Station to Lower Afton Rd	Etna	0.3	2.1	3.2	40	3.5	36
Lower Afton Rd to Maxwell Ramp	Lower Afton	0.3	2.7	3.6	45	3.9	41
Maxwell Ramp to Newport Station	-	-	0.7	1.4	30	1.4	30
Newport Station to St. Paul Park Station	Newport	2.0	3.3	7.9	25	9.9	20
St. Paul Park Station to 80th Street Station	St. Paul Park	0.3	2.0	5.5	22	5.8	21
80th Street Station to Jamaica Avenue Station	80th	0.3	2.4	7.2	20	7.5	19
Jamaica Avenue Station to Cottage Grove Park & Ride*	Jamaica/CG	1.3	1.9	5.7	20	7.0	16
Total		**5.3**	**17.5**	**41.2**	**25**	**46.5**	**23**

*Some additional delay assumed to access the existing platform within the Cottage Grove Park & Ride

Additional Local and Express Service

Metro Transit's 2015-2030 Service Improvement Plan (April 2015) identifies two new routes within the Highway 61 corridor that would serve many of the same stations as the proposed BRT alternatives. Route 367 would provide peak-hour, peak-direction service between Hastings and downtown Minneapolis via the Newport Transit Station, and Route 363 would provide 30-minute service throughout most of the day on weekdays between Cottage Grove and downtown Saint Paul[1]. In order to assess the ridership potential of these routes as interim or complementary services, service plans were developed drawing from the current travel times assumed in Metro Transit's existing schedules for Route 361, Route 364, and Route 365, which serve several of the stations in the Red Rock Corridor.

Route 367

Express Route 367 would serve two primary stations within the Red Rock Corridor (Hastings Depot and Newport Transit Station) and make local stops in downtown Minneapolis. Eight daily trips are proposed, with four northbound trips during the morning peak and four southbound trips during the evening peak. **Tables 5 and 6** show the proposed timetables for the route, drawing from Metro Transit's travel times for Route 365 between Lower Afton and downtown Minneapolis to obtain peak hour variability.

Table 5: Northbound Route 367 Proposed Schedule

Route	Hastings Depot	Newport Transit Station	7th St and Hennepin Ave	Ramp B/5th Street Transit Center	Hours: Minutes	Minutes
367	6:00	6:23	6:59	7:02	1:02	62
367	6:30	6:53	7:32	7:35	1:05	65
367	7:00	7:23	8:06	8:09	1:09	69
367	7:30	7:53	8:36	8:39	1:09	69

Table 6: Southbound Route 367 Proposed Schedule

Route	Ramp B/5th Street Transit Center	6th St and Hennepin Ave	Newport Transit Station	Hastings Depot	Hours: Minutes	Minutes
367	16:00	16:03	16:40	17:03	1:03	63
367	16:30	16:33	17:12	17:35	1:05	65
367	17:00	17:03	17:42	18:05	1:05	65
367	17:30	17:33	18:09	18:32	1:02	62

For ridership modeling purposes, the average travel time was assumed to be **65 minutes** in each direction. **Figure 6** depicts proposed Route 367.

[1] The 2015 Service Improvement Plan document indicates that this route would continue to Minneapolis. For the Red Rock BRT Implementation Plan, it was assumed that Route 363 would only serve Saint Paul.

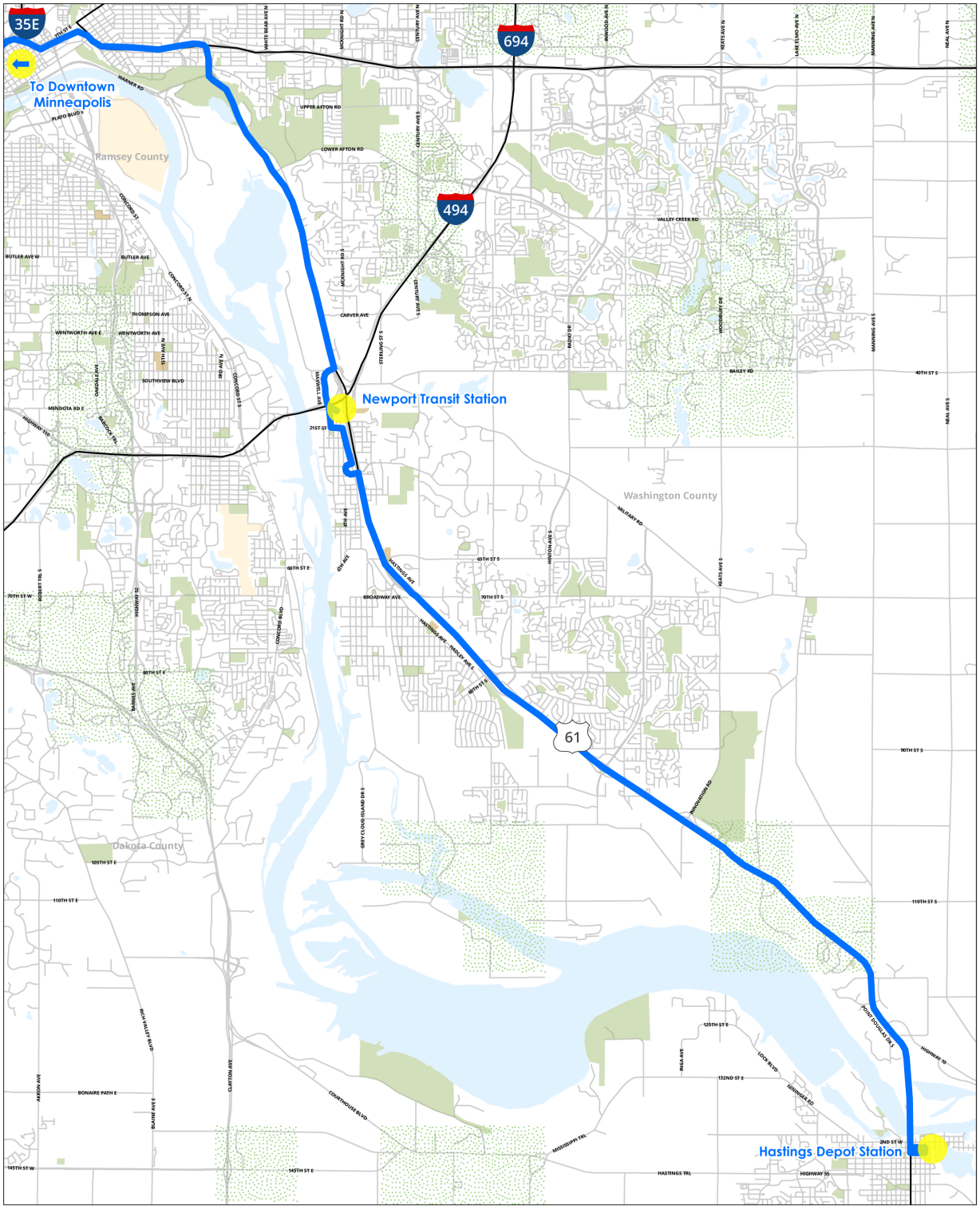


Figure 6: Proposed Route 367

Route 363

Local Route 363 would serve the existing Cottage Grove Park & Ride, Jamaica Avenue, 80th, Street, Newport Transit Station, Lower Afton, and the Union Depot in downtown Saint Paul. With assumed 30-minute headways, the route would operate between 6am and 8pm for a total of 58 trips (29 trips in each direction). **Tables 7 and 8** show the proposed timetables for the route, drawing from Metro Transit's travel times for Routes 361, 364, and 365 to estimate travel times between stations.

Table 7: Northbound Route 363 Proposed Schedule

Route	Cottage Grove P&R	Jamaica	80th Street	Saint Paul Park	Newport	Lower Afton	Union Depot	Hours: Minutes	Minutes
363	6:00	6:06	6:12	6:18	6:25	6:31	6:41	0:41	41
363	6:30	6:36	6:42	6:48	6:55	7:01	7:11	0:41	41
363	7:00	7:06	7:12	7:18	7:25	7:31	7:41	0:41	41
363	7:30	7:36	7:42	7:48	7:55	8:01	8:11	0:41	41
363	8:00	8:06	8:12	8:18	8:25	8:31	8:41	0:41	41
363	8:30	8:36	8:42	8:48	8:55	9:01	9:11	0:41	41
363	9:00	9:06	9:12	9:18	9:25	9:31	9:41	0:41	41
363	9:30	9:36	9:42	9:48	9:55	10:01	10:11	0:41	41
363	10:00	10:06	10:12	10:18	10:25	10:31	10:41	0:41	41
363	10:30	10:36	10:42	10:48	10:55	11:01	11:11	0:41	41
363	11:00	11:06	11:12	11:18	11:25	11:31	11:41	0:41	41
363	11:30	11:36	11:42	11:48	11:55	12:01	12:11	0:41	41
363	12:00	12:06	12:12	12:18	12:25	12:31	12:41	0:41	41
363	12:30	12:36	12:42	12:48	12:55	13:01	13:11	0:41	41
363	13:00	13:06	13:12	13:18	13:25	13:31	13:41	0:41	41
363	13:30	13:36	13:42	13:48	13:55	14:01	14:11	0:41	41
363	14:00	14:06	14:12	14:18	14:25	14:31	14:41	0:41	41
363	14:30	14:36	14:42	14:48	14:55	15:01	15:11	0:41	41
363	15:00	15:06	15:12	15:18	15:25	15:31	15:41	0:41	41
363	15:30	15:36	15:42	15:48	15:55	16:01	16:11	0:41	41
363	16:00	16:06	16:12	16:18	16:25	16:31	16:41	0:41	41
363	16:30	16:36	16:42	16:48	16:55	17:01	17:11	0:41	41
363	17:00	17:06	17:12	17:18	17:25	17:31	17:41	0:41	41
363	17:30	17:36	17:42	17:48	17:55	18:01	18:11	0:41	41
363	18:00	18:06	18:12	18:18	18:25	18:31	18:41	0:41	41
363	18:30	18:36	18:42	18:48	18:55	19:01	19:11	0:41	41
363	19:00	19:06	19:12	19:18	19:25	19:31	19:41	0:41	41
363	19:30	19:36	19:42	19:48	19:55	20:01	20:11	0:41	41
363	20:00	20:06	20:12	20:18	20:25	20:31	20:41	0:41	41

Shaded times denote peak-hour service

Table 8: Southbound Route 363 Proposed Schedule

Route	Union Depot	Lower Afton	Newport	Saint Paul Park	80th Street	Jamaica	Cottage Grove P&R	Hours: Minutes	Minutes
363	6:00	6:10	6:16	6:23	6:29	6:35	6:41	0:41	41
363	6:30	6:40	6:46	6:53	6:59	7:05	7:11	0:41	41
363	7:00	7:10	7:16	7:23	7:29	7:35	7:41	0:41	41
363	7:30	7:40	7:46	7:53	7:59	8:05	8:11	0:41	41
363	8:00	8:10	8:16	8:23	8:29	8:35	8:41	0:41	41
363	8:30	8:40	8:46	8:53	8:59	9:05	9:11	0:41	41
363	9:00	9:10	9:16	9:23	9:29	9:35	9:41	0:41	41
363	9:30	9:40	9:46	9:53	9:59	10:05	10:11	0:41	41
363	10:00	10:10	10:16	10:23	10:29	10:35	10:41	0:41	41
363	10:30	10:40	10:46	10:53	10:59	11:05	11:11	0:41	41
363	11:00	11:10	11:16	11:23	11:29	11:35	11:41	0:41	41
363	11:30	11:40	11:46	11:53	11:59	12:05	12:11	0:41	41
363	12:00	12:10	12:16	12:23	12:29	12:35	12:41	0:41	41
363	12:30	12:40	12:46	12:53	12:59	13:05	13:11	0:41	41
363	13:00	13:10	13:16	13:23	13:29	13:35	13:41	0:41	41
363	13:30	13:40	13:46	13:53	13:59	14:05	14:11	0:41	41
363	14:00	14:10	14:16	14:23	14:29	14:35	14:41	0:41	41
363	14:30	14:40	14:46	14:53	14:59	15:05	15:11	0:41	41
363	15:00	15:10	15:16	15:23	15:29	15:35	15:41	0:41	41
363	15:30	15:40	15:46	15:53	15:59	16:05	16:11	0:41	41
363	16:00	16:10	16:16	16:23	16:29	16:35	16:41	0:41	41
363	16:30	16:40	16:46	16:53	16:59	17:05	17:11	0:41	41
363	17:00	17:10	17:16	17:23	17:29	17:35	17:41	0:41	41
363	17:30	17:40	17:46	17:53	17:59	18:05	18:11	0:41	41
363	18:00	18:10	18:16	18:23	18:29	18:35	18:41	0:41	41
363	18:30	18:40	18:46	18:53	18:59	19:05	19:11	0:41	41
363	19:00	19:10	19:16	19:23	19:29	19:35	19:41	0:41	41
363	19:30	19:40	19:46	19:53	19:59	20:05	20:11	0:41	41
363	20:00	20:10	20:16	20:23	20:29	20:35	20:41	0:41	41

Shaded times denote peak-hour service

Figure 7 depicts proposed Route 363.

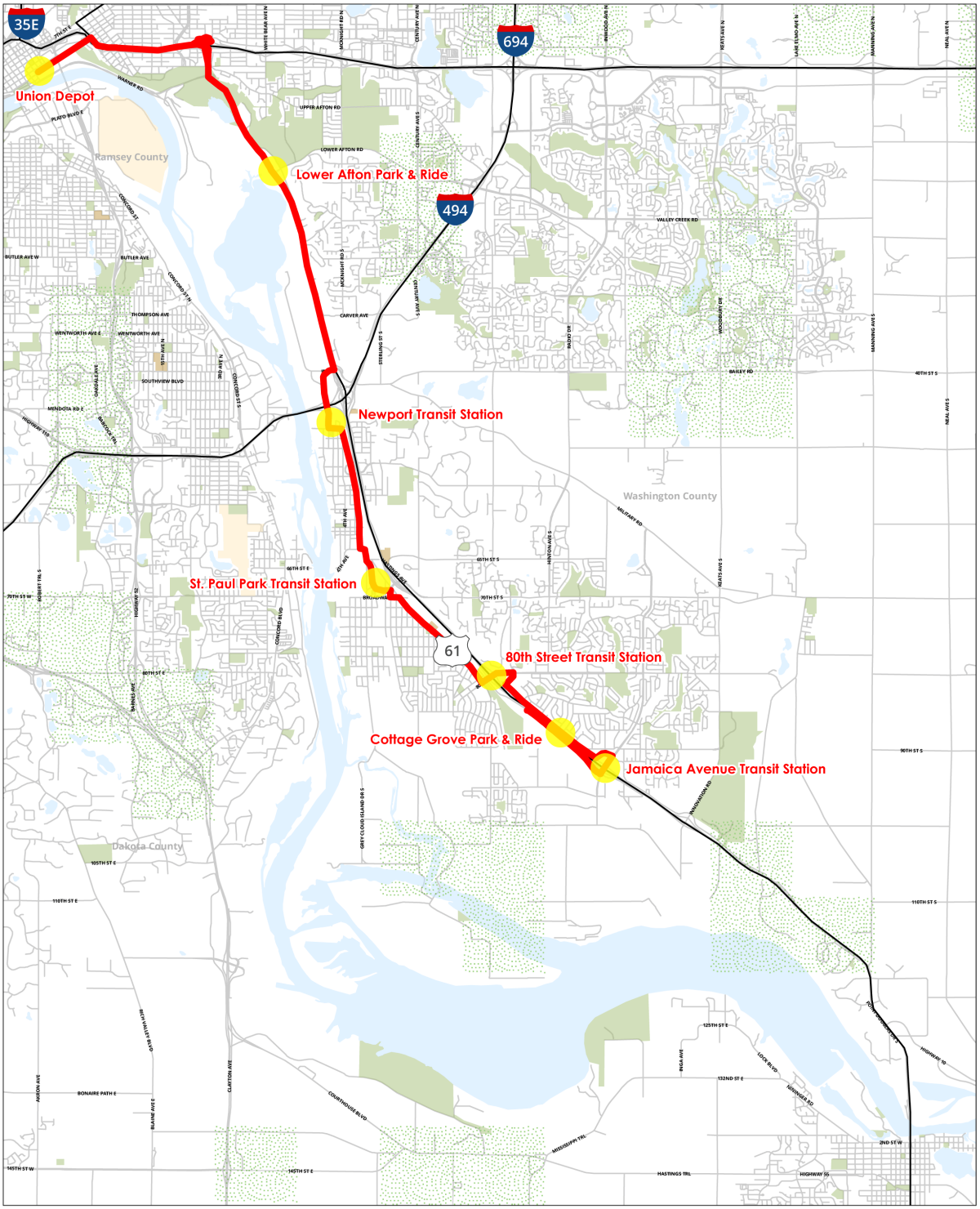


Figure 7: Proposed Route 363

Conclusion

The weekday service plans outlined below and summarized in this technical memorandum were used as inputs for the ridership model, as discussed in the **Travel Demand Forecasting Technical Memorandum**, as well as the operations and maintenance costs estimates discussed in the **Cost Estimation Technical Memorandum**:

- Alternative 1: BRT Along Highway 61 with a Highway Orientation
  - Travel Time: **43 minutes**
  - Daily Trips: **124 trips**
- Alternative 2A: BRT Along Highway 61 with a Community Orientation (via 95th Street)
  - Travel Time: **64 minutes**
  - Daily Trips: **124 trips**
- Alternative 2B: BRT Along Highway 61 with a Community Orientation (via Jamaica Avenue)
  - Travel Time: **66 minutes**
  - Daily Trips: **124 trips**
- Alternative 2B (Interim): BRT Along Highway 61 to Cottage Grove Park & Ride
  - Travel Time: **47 minutes**
  - Daily Trips: **124 trips**
- Route 367: Peak Hour Commuter Express Service from Hastings to Minneapolis via Newport
  - Travel Time: **65 minutes**
  - Daily Trips: **8 trips**
- Route 363: All-Day 30-Minute Local Service between Cottage Grove and Saint Paul
  - Travel Time: **41 minutes**
  - Daily Trips: **58 trips**