



# Front Range Passenger Rail

## *Littleton Station Location Analysis*

Littleton City Council

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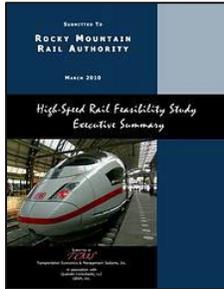
March 2026



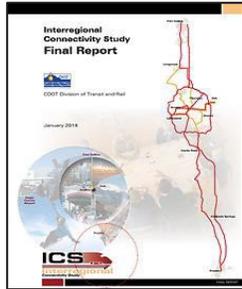
COLORADO  
Department of Transportation

**FRPR** FRONT RANGE  
PASSENGER RAIL

# History of Front Range Passenger Rail

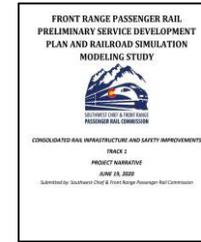


**10 Years of Visionary Planning**  
2010-2020



**SOUTHWEST CHIEF & FRONT RANGE  
PASSENGER RAIL COMMISSION**

**Rail Commission**  
2017



**Service Development Plan Grant**  
2020



**District Established**  
2021

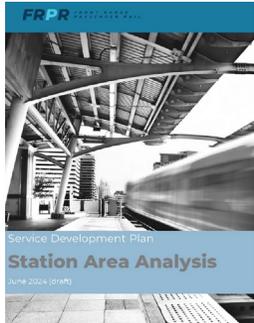
2014  
**Save the Chief**



2020  
**Alternatives Analysis**



# Future of Front Range Passenger Rail



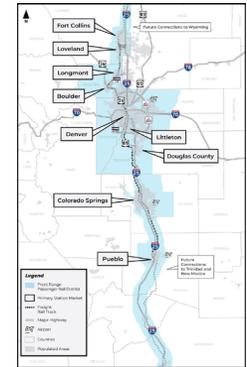
**Service Development and Station Area Planning**  
2024-Present



**Joint Service to begin (Denver to Longmont)**  
2029



**Southern service to begin (Denver to Pueblo)**  
2031



**Ultimate Service to begin**  
2045

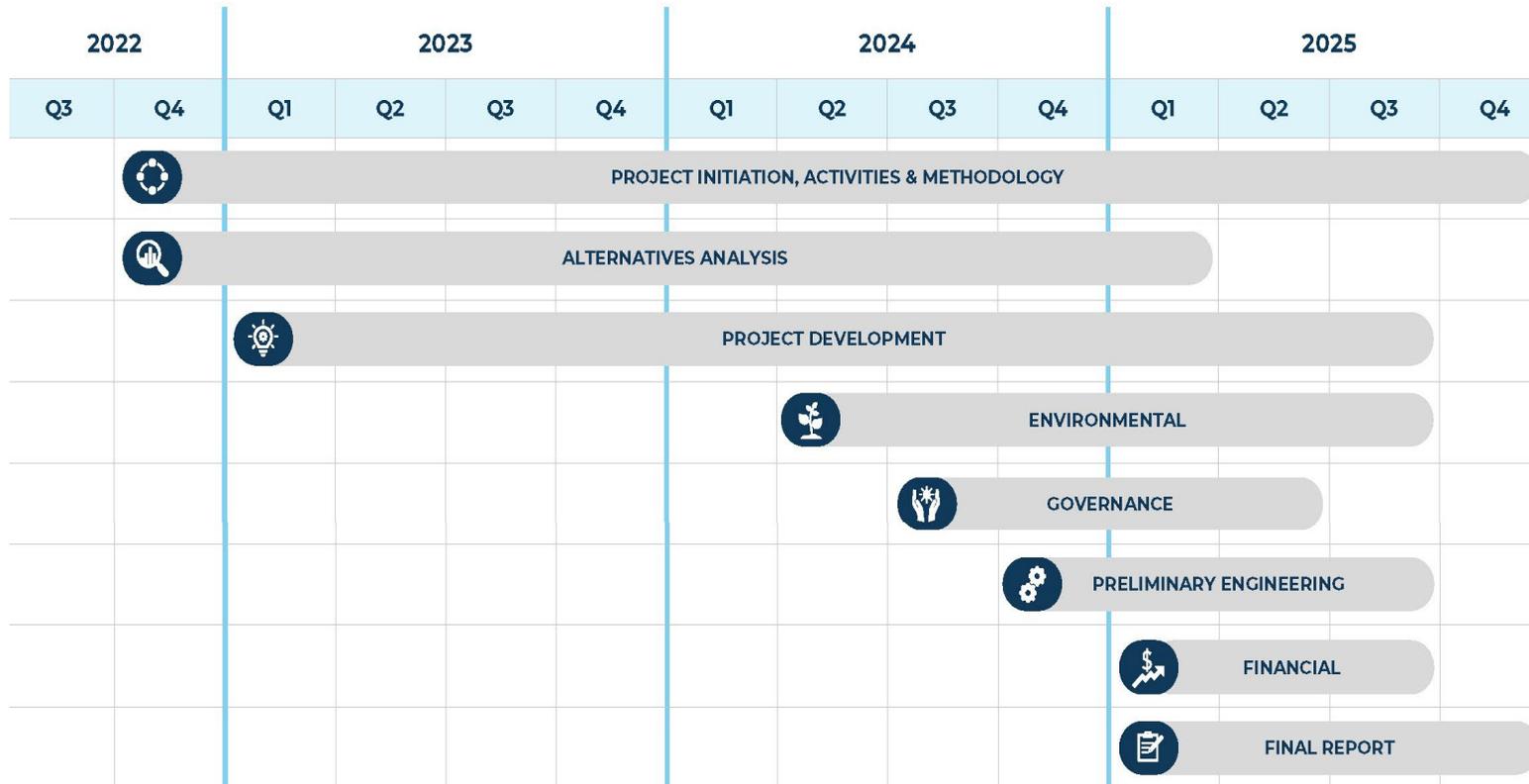
2026  
**Sales Tax Ballot Measure**



2030  
**Procure train fleet**

# Front Range Passenger Process

# The Service Development Plan Near Completion



- The Service Development Plan (SDP) is the required blueprint for routes, stations, service levels, costs, and implementation.
- Completion of the SDP is required to advance federal approvals, environmental review, and funding.
- Front Range Passenger Rail is in Step 2 of the FRA Corridor ID Program and the most advanced passenger rail corridor in the U.S., positioning the region for near-term delivery.

## ALTERNATIVE ANALYSIS RECOMMENDATION

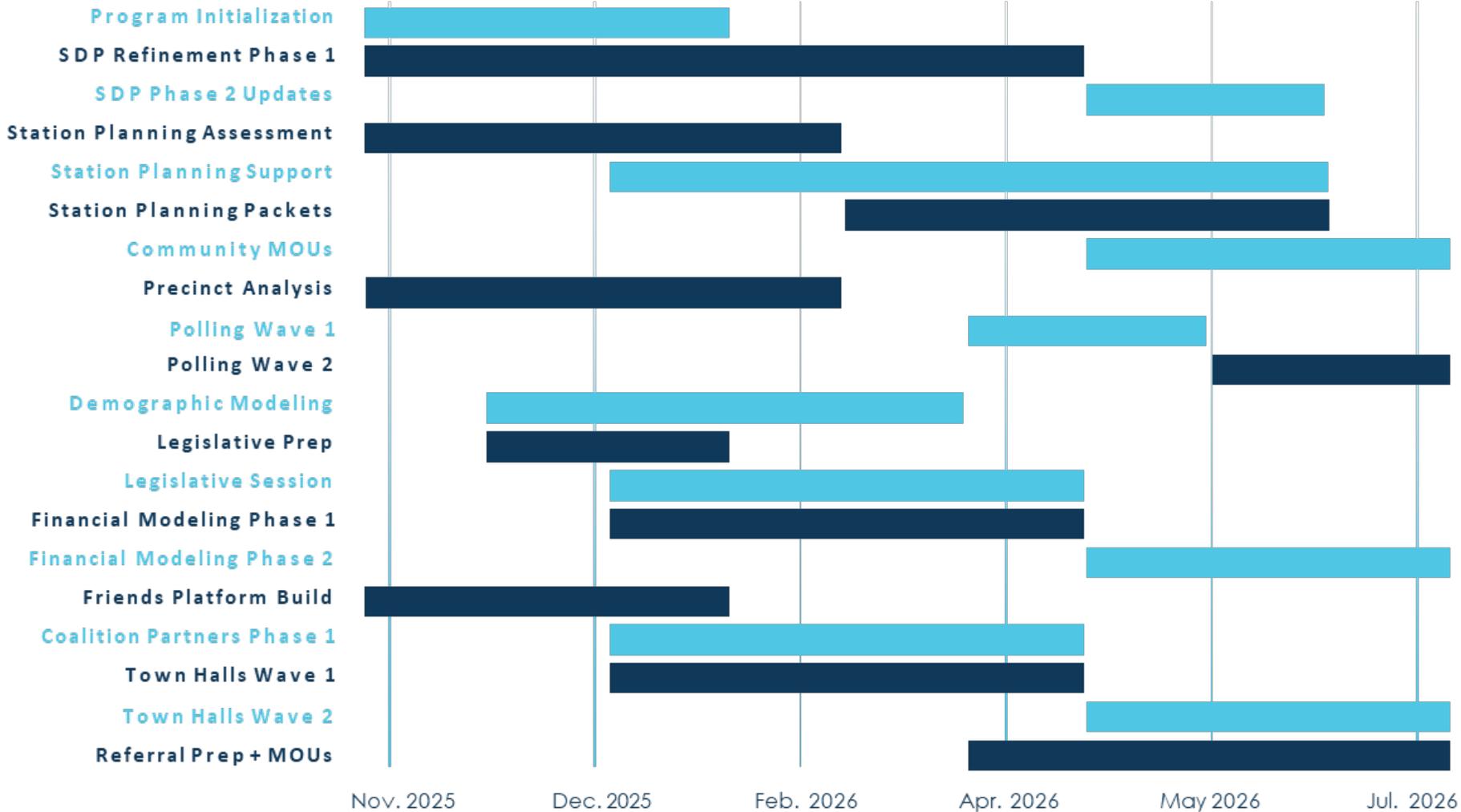
# Utilize Existing Freight Tracks & Deliver Service Sooner

| Alternative | Frequency<br>(round trips) | Max Speed<br>(mph) | Ridership<br>(000s) | O & M<br>(\$ million) | Revenue<br>(\$ million) | Capital Cost<br>(\$million) |
|-------------|----------------------------|--------------------|---------------------|-----------------------|-------------------------|-----------------------------|
| 1           | 6                          | 79                 | 700-1,200           | 47-57                 | 8-12                    | (\$)                        |
| 2           | 6                          | 90                 | 715-1,220           | 47-57                 | 8-12                    | (\$\$)                      |
| 3           | 10                         | 79                 | 990-1,600           | 71-87                 | 12-14                   | (\$\$\$)                    |
| 4           | 12                         | 79                 | 1,130-1,930         | 82-92                 | 13-16                   | (\$\$\$\$)                  |
| 5           | 12                         | 90                 | 1,150-1,970         | 82-92                 | 13-16                   | (\$\$\$\$\$)                |

Alternative 3 in the Service Development Plan was selected as a practical approach for delivering service:

- 10 round trips best align with cost benefit and projected ridership demand.
- 79 mph maximum speed is recommended based on corridor conditions.
- Only 14 of 180 miles can support speeds above 79 mph because of elevation and curvature.

# FRPRD Ballot Access Plan: Timeline



# Station Area Planning

**Purpose: Support local vision while creating multimodal commercial hubs**

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- Municipalities own & manage stations, but FRPRD may provide financial support from ballot measure
- Multimodal, walkability, TODs, commercial activity encouraged
- The District is engaging with local communities to visualize and finalize what can be developed
- The District will sign agreement with each municipality codifying shared expectations
- The District will draft public-facing packets so constituents can visualize station improvements



# Station Planning in Littleton



# Littleton's Role & Benefits

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## Key Station Stop

Littleton serves as a vital South Metro hub, connecting residents to jobs, education, healthcare, and recreation across the entire Front Range.



## Economic Catalyst

Improved rail accessibility drives local business growth, attracts investment, and strengthens Littleton's housing market and commercial corridors.



## Sustainability Goals

Rail travel directly supports Littleton's climate commitments by reducing car dependency, lowering emissions, and promoting a greener community.



# Envision Littleton 2040 Community Goals & Strategic Outcomes



## Horizon 2027 Outcomes





# Vibrant Community with Rich Culture

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## Downtown Station

### Site Context & Availability

- Less development opportunity due to site constraints
  - Zoning allows for mixed-use and moderate density (45-55 ft/3-4 stories)
- Anticipated impacts to Vita property & Colorado Center for the Blind
- Major site engineering, reconstruction of flume and/or Alamo Ave bridge
- More localized benefit
  - Less overall connectivity to existing LRT station due to City geography & barriers

### Parking Availability

- Anticipated 125 more vehicles per day at park-n-ride
- 361 existing RTD park-n-ride spaces
- Opportunity for structured parking – site constraints

## Mineral Station

### Site Context & Availability

- More development opportunity at park-n-ride
  - 6.5x size of Downtown Station
  - Zoning allows for mixed-use and more density (55-90 ft/4-6 stories)
- Planned development in area coming to fruition
- More regional benefit
  - Serves broader population with C-470 connection

### Parking Availability

- Anticipated 125 more vehicles per day at park-n-ride
- 1,227 existing RTD park-n-ride spaces
- Opportunity for structure parking and mixed-use development
- Gravel parking lots to the west anticipated for residential development



# Sustainable Community with Natural Beauty

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## Downtown Station

### Environmental Concerns

- Little's Creek Floodway (FEMA designation) - 100-year floodplain
- Major NEPA impacts anticipated – additional time and budget impacts

### Trail Connectivity

- Little's Creek Trail, Community Trail, Mary Carter Greenway
  - Anticipated impacts to Little's Creek & Community Trail

### Transit Connectivity

- Rail Line(s): D
- Bus Route(s): 30-36-59-66
- Flex Area(s): South Jeffco

## Mineral Station

### Environmental Concerns

- Potential impacts to 100-year local floodplain
- Minor NEPA impacts anticipated

### Trail Connectivity

- Mary Carter Greenway, Highline Canal Trail, cycle track along Platte River Parkway, and Mineral Avenue Trail
  - No anticipated trail impacts

### Transit Connectivity

- Rail Line(s): D
- Bus Route(s): 402L
- Flex Area(s): South Jeffco
- Douglas County Link on Demand
- Identified SW LRT Extension (\$340M estimated cost)



# Robust and Resilient Economy

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## Downtown Station

### Displacement and Relocation

- Potential impacts to Colorado Center for the Blind
- Potential impacts to Vita multi-family residences

### Housing Units

- Approx. 2,328 within 1/2 mile
- Pipeline: approx. 132 within 1/2 mile

### Economic Development & Private Partnerships

- Opportunities with Downtown & Littleton Boulevard - integration of cultural & historic assets
- Smaller, more challenging development sites
- May require city incentives and site preparation to attract desirable development
- High cost for development – how much pre-work is the city willing to put in to make development possible?

## Mineral Station

### Displacement and Relocation

- No anticipated displacement/relocation

### Housing Units

- Approx. 2,138 within 1/2 mile
- Pipeline: approx. 655 within 1/2 mile

### Economic Development & Private Partnerships

- New hub with existing developments – opportunity for growth and build upon TOD vision
- More desirable sites for development
- Estimated economic impact ~\$750M over 30 years if all feasible development is considered
- Potential Lodging Site with proximity to other city sites
- Highway Access with C-470



# Safe Community

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## Downtown Station

### **Bicycle and Pedestrian Access**

- Lack of recent investment in multimodal connectivity to Downtown LRT Station
  - Adopted LDDA Plan of Development
  - Vision from Project Downtown and TMP – projects are currently unprioritized
- Anticipated \$85M+ needed for additional multimodal improvements

### **Traffic Impacts**

- Potential traffic impacts to 7 intersections
  - 5 of 7 intersections have ongoing projects,
  - Focused on safety and multimodal improvements, not capacity
- Littleton Blvd Sub-Area Plan (2026-2028)
- Bowles Ave Corridor Study (2027-2028)

## Mineral Station

### **Bicycle and Pedestrian Access**

- Significant investment over last five years in multimodal connectivity to the Mineral LRT Station
- Anticipated \$1.5M needed in additional multimodal improvements

### **Traffic Impacts**

- Potential traffic impacts at 3 intersections
  - Ongoing projects at all 3 intersections
  - Focused on capacity, safety, & multimodal improvements



# High-Quality Governance

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## Downtown Station

### Site Configuration, Rail Operations & Platform

- Likely impacts to Little's Creek Flume and Alamo Ave Bridge due to station platform requirements (700 ft)
- Topographical & hydraulic constraints due to depressed railroad
- No current coordination with railroads at this location

### Relationship to Local & Regional Plans

- Not incorporated into Project Downtown
- Needed safety and multimodal projects not currently prioritized within CIP, budget or staff workplans

## Mineral Station

### Site Configuration, Rail Operations & Platform

- Few site constraints; minimal engineering and cost implications
- Included in draft Service and Station Area Development Plans (FRPRD/CDOT)
- On-going coordination with the railroads since 2023

### Relationship to Local & Regional Plans

- 20+ year history of station area planning
- Consistent with ongoing planning, design, and construction projects; aligns with adopted CIP, budget, and staff workplans

# Overall Cost Implications

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## Downtown Station

### Private Investment

- Up to \$250M in private opportunity
- Up to \$900M in economic impact

### Public Investment

- Recent Investment: \$2.3M
- Future Investment: \$37.4M
- Needed Investment: \$85M

### Platform & Engineering for Rail Operations

- \$100M-\$999M+ estimated cost
- Includes \$57.5M in potential land acquisition costs
- FRPRD/CDOT would partially cover costs

## Mineral Station

### Private Investment

- Up to \$350M in private opportunity
- Up to \$750M in economic impact

### Public Investment

- Recent Investment: \$101.8M
- Future Investment: \$35.5M
- Needed Investment: \$1.5M

### Platform & Engineering for Rail Operations

- \$13.75M for platform and engineering
- No land acquisition needed
- FRPRD/CDOT would cover full cost

# Challenges & Opportunities

## Downtown Station

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### Opportunities

- Build upon existing vibrancy and connection to cultural and historic center of the City

### Challenges

- Smaller lots for redevelopment & historic district restrictions
- Site constraints leading to high-cost implications – worst cost-benefit ratio for the City
- Impacts to existing buildings, residents, and environment; will add distance between Littleton Boulevard and Downtown connection
- Planned improvements through Project Downtown – do not have FRPR as an input
- Does not currently align with existing downtown planning recommendations
- Identified need for multimodal and safety improvements are currently unprioritized in workplans and budget



# Challenges & Opportunities

## Mineral Station

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### Opportunities

- Opportunity to create new TOD; build upon 20+ years of station area planning/implementation
  - Proximity to hotels, event venue, future hotel locations
  - Opportunity to create true TOD through redevelopment of RTD property & Aspen Grove and developments at RiverPark
- Greater connection to nature – build upon this theme
- Aligns with ongoing projects, workplans, planning documents, and existing city budget
- Cost-benefit ratio provides greater benefit to the City
- Provides regional benefit over more localized benefit Downtown
- No major impacts to buildings, residents, environment

### Challenges

- Planning and policy needed to implement maximum desired density and TOD



# TMB Recommendation

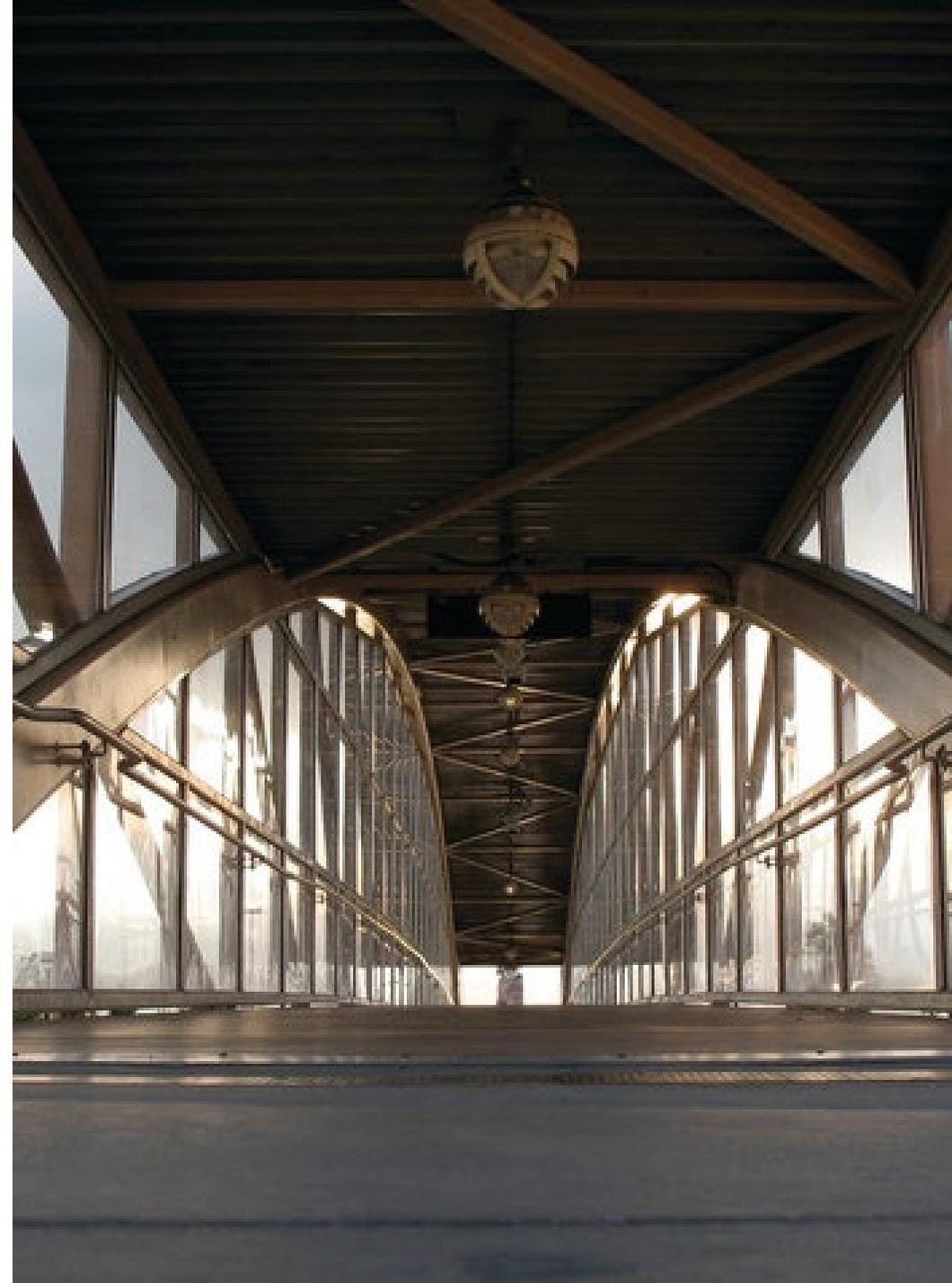
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## Overall Recommendation: Mineral Station

- Less impacts to residents at Mineral Station
- Figure out ticketing to allow transfer to Downtown Station via LRT through FRPR ticket
- Maximize zoning potential around Mineral Station
- Provide circulator service (or equivalent transit service) throughout City

## Notes about Downtown Station

- Emphasize existing downtown center, however less desirable due to high cost of the station and impacts to historic downtown
- Asked about potential to use old rail station (current Art Depot location) north of Main Street bridge
  - Site had major engineering and connectivity impacts; was determined that the existing LRT Station was best fit for a downtown FRPR Station

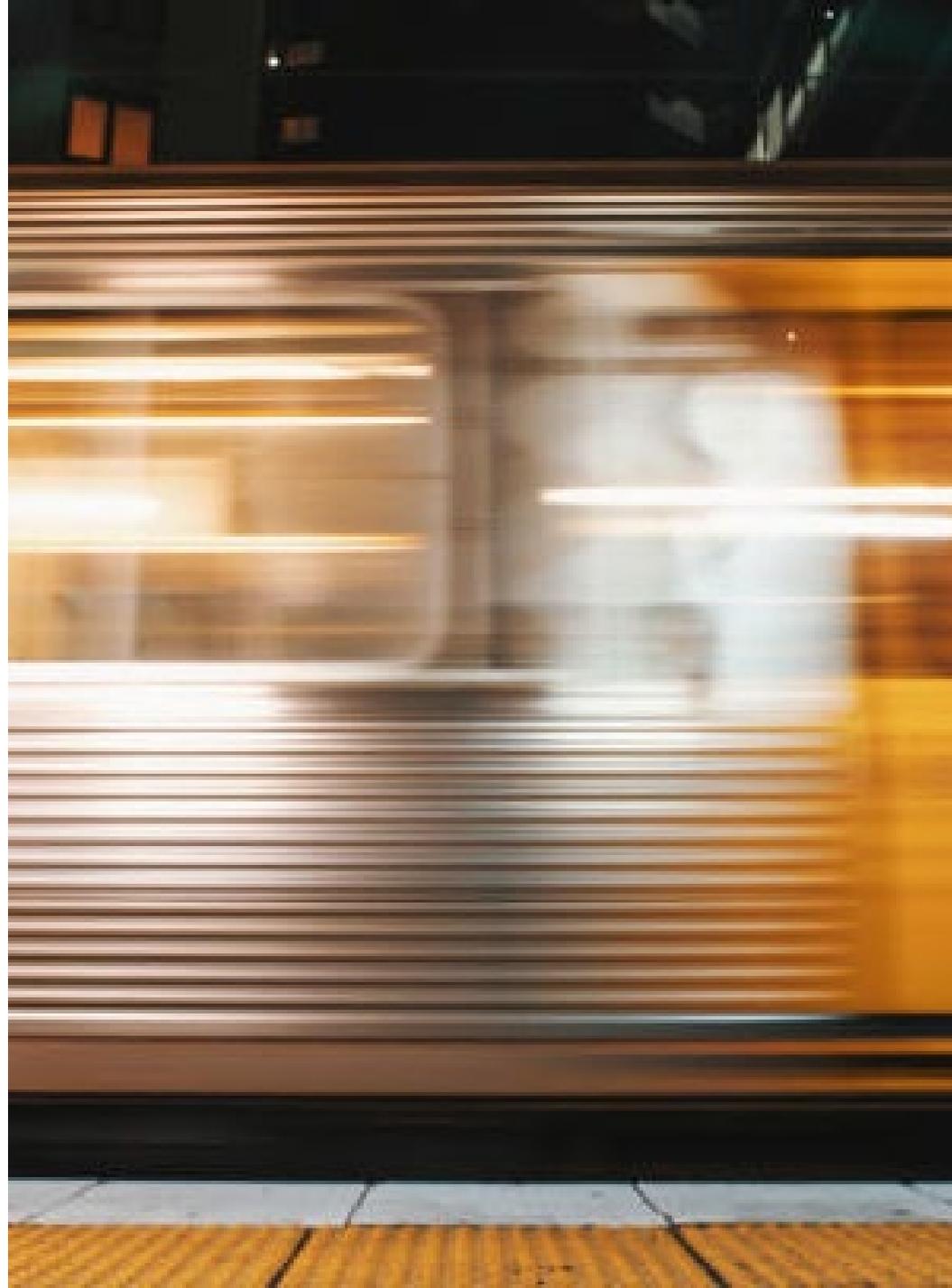


# Staff Recommendation

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## Overall Recommendation: Mineral Station

- Project cost for a Downtown Station is unfeasible
  - City already has identified \$200M+ in unfunded needs – this number is likely higher
  - Cost-benefit ratio for Downtown does not make sense with many competing priorities
- Provide regional benefit to the SW metro area
  - Opportunities to connect transit options more easily to Douglas County, Jefferson County, and Arapahoe County
  - FRPR Grant can support last mile and on-demand circulator
- Opportunity to create true TOD at Mineral Station and build upon existing development opportunities
  - Aligns with 20+ year vision for Mineral Station and recent \$100M+ investment in area



# Questions & Discussion

**Get in touch with staff:**

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