In the beginning, Utah had a rich of history of passenger rail, interurban service, and streetcars; however, almost all of it vanished in the last half of the 20th century. By 1999, Utah's only passenger rail was Amtrak's *California Zephyr*, with once daily service to Salt Lake City and Provo on its 2,438-mile journey between Chicago to the east and the San Francisco Bay Area to the west. The distance between the Salt Lake City and Provo stations is 44.6 miles.
At the dawn of the 21st century, the Utah Transit Authority made its rail debut in December of 1999. The initial 14.9-mile line opens with 16 stations stretching from Sandy Civic Center in the south to the Delta Center (now Arena) in downtown Salt Lake City to north.

TRAX Light Rail - 14.9 miles - 16 stations
The popularity of the initial TRAX line made everyone anxious for a second line, which opened in December of 2003. That next 2.3-mile line would add 4 stations and connect downtown Salt Lake City east to the University of Utah at the Stadium. This was the state of the rail system during the 2002 Winter Olympics.

TRAX Light Rail - 17.3 miles - 20 stations
The Evolution of UTA’s Rail System

Following the Olympics, construction to further extend TRAX service began. In September of 2003, the 1.6-mile extension opened with 3 new stations extending across the University of Utah campus from the Stadium northeast to the University Medical Center.

TRAX Light Rail - 18.8 miles - 23 stations

August 2014 - Mike Christensen - City and Metropolitan Planning - University of Utah
In September of 2005, UTA opened its first infill station at 900 South in Salt Lake City. This location was planned for as a future station location, when the initial line was constructed.

TRAX Light Rail - 18.8 miles - 24 stations
In August of 2006, UTA opened its second infill station at Sandy Expo in Sandy. The station was desired as part of the initial line due to its proximity to the Sandy Expo Center (and later the Rio Tinto Stadium). Due to limited funds, its construction came later.

TRAX Light Rail - 18.8 miles - 25 stations
The Evolution of UTA’s Rail System

In April of 2008, UTA opened its first commuter rail line. The initial FrontRunner line features 7 stations and runs 37.2 miles north from Salt Lake Central Station to Ogden. At the same time, the TRAX line in downtown Salt Lake City added 3 stations was extended 0.8 miles from Arena to Salt Lake Central.

FrontRunner Commuter Rail - 37.2 miles - 7 stations
TRAX Light Rail - 19.6 miles - 28 stations

Total Rail System - 56.8 miles - 35 stations

August 2014 - Mike Christensen - City and Metropolitan Planning - University of Utah
Complications with Union Pacific delayed the opening of the FrontRunner extension to Pleasant View. In September of 2008, the 6.2-mile line opened, extending service from Ogden to Pleasant View. The line is unique as it is shared with Union Pacific. Service is limited to two weekday rush hour trips in the morning and two in the evening.

FrontRunner Commuter Rail - 43.5 miles - 8 stations
TRAX Light Rail - 19.6 miles - 28 stations

Total Rail System - 63.1 miles - 36 stations

August 2014 - Mike Christensen - City and Metropolitan Planning - University of Utah
The Evolution of UTA’s Rail System

In August of 2011, UTA made history by opening two TRAX lines the same day! The Mid-Jordan line extended 10.6 miles from Fashion Place West in Murray southwest to Daybreak Parkway in South Jordan and added 9 stations. The West Valley line extended 5.0 miles from Central Pointe in South Salt Lake west to West Valley Central in West Valley City and added 4 stations.

FrontRunner Commuter Rail - 43.5 miles - 8 stations
TRAX Light Rail - 35.3 miles - 41 stations

Total Rail System - 78.8 miles - 49 stations

August 2014 - Mike Christensen - City and Metropolitan Planning - University of Utah
In December of 2012, FrontRunner was extended 44.6 miles south from Salt Lake Central to Provo and added 7 stations. An additional infill station was added at North Temple in downtown Salt Lake City, which would serve as the transfer point to the future Airport TRAX line.

FrontRunner Commuter Rail - 88.0 miles - 16 stations
TRAX Light Rail - 35.3 miles - 41 stations

Total Rail System - 123.3 miles - 57 stations
In April of 2013, TRAX was expanded by a 5.8-mile line featuring 6 stations connecting Arena in downtown Salt Lake City northwest to the Salt Lake International Airport. The Airport TRAX line now gave airline passengers a connection to the 129.1-mile rail system and 63 stations!

FrontRunner Commuter Rail - 88.0 miles - 16 stations
TRAX Light Rail - 41.1 miles - 47 stations

Total Rail System - 129.1 miles - 63 stations

August 2014 - Mike Christensen - City and Metropolitan Planning - University of Utah
In August of 2013, the initial TRAX line was extended south. The Draper TRAX extension added 3 stations and reached 3.7 miles from Sandy Civic Center in Sandy to Draper Town Center in Draper.

FrontRunner Commuter Rail - 88.0 miles - 16 stations
TRAX Light Rail - 44.8 miles - 50 stations

Total Rail System - 132.8 miles - 66 stations
The Evolution of UTA’s Rail System

In December of 2013, UTA added another rail service to its portfolio. The S-Line Streetcar added 2.0 miles and 7 stops and extended east from Central Pointe in South Salt Lake to Fairmont in the Sugar House neighborhood of Salt Lake City.

FrontRunner Commuter Rail - 88.0 miles - 16 stations
TRAX Light Rail - 44.8 miles - 50 stations
Streetcar - 2.0 miles - 7 stops
Total Rail System - 134.8 miles - 73 stations/stops

August 2014 - Mike Christensen - City and Metropolitan Planning - University of Utah
The Evolution of UTA's Rail System

In all, UTA's rail system connects 20 municipalities in Salt Lake, Weber, Davis, and Utah Counties.

FrontRunner Commuter Rail - 88.0 miles - 16 stations
TRAX Light Rail - 44.8 miles - 50 stations
Streetcar - 2.0 miles - 7 stops
Total Rail System - 134.8 miles - 73 stations/stops

August 2014 - Mike Christensen - City and Metropolitan Planning - University of Utah