



Comprehensive Annual Financial Report

For Fiscal Year Ended
December 31, 2008

Leading to the Future



UTAH TRANSIT AUTHORITY

UTA Mission Statement

“Utah Transit Authority
strengthens and connects communities
thereby enabling individuals to pursue a fuller life
with greater ease and convenience
by leading through partnering, planning, and wise investment
of physical, economic, and human resources.”

Comprehensive Annual Financial Report

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Finance Department

Kenneth D. Montague, Jr.
Chief Financial Officer

Daniel J. Harps
Comptroller



UTAH TRANSIT AUTHORITY



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INTRODUCTORY



June 1, 2009

To the Board of Trustees
Utah Transit Authority and
Citizens within the UTA Service Area

We are pleased to submit to you the Comprehensive Annual Financial Report (CAFR) of the Utah Transit Authority (the Authority) for the fiscal year ended December 31, 2008. This document has been prepared by the accounting and finance departments using the guidelines recommended by the Government Finance Officers Association of the United States and Canada and conforms with generally accepted accounting principles accepted in the United States of America and promulgated by the Governmental Accounting Standards Board.

This report contains financial statements and statistical data which provide full disclosure of all the material financial operations of the Authority. The financial statement and statistical information are the representation of the Authority's management which bears the responsibility for their accuracy, completeness and fairness.

The financial statements have been prepared on the accrual basis of accounting in conformance with generally accepted accounting principles. The Authority is accounted for as a single enterprise fund. This CAFR is indicative of the Authority's commitment to provide accurate, concise and high-quality financial information to the residents of its service area and to all other interested parties.

The Authority

The Utah Transit Authority was incorporated on March 3, 1970, under authority of the Utah Public Transit District Act of 1969 for the purpose of providing a public mass transportation system for Utah communities. The Authority is governed by a 19 member board of trustees which is the legislative body of the Authority and determines all questions of Authority policy. Fifteen members of the Board of Trustees are appointed by each county municipality or combination of municipalities which have been annexed to the Authority. The Board also includes one member who is appointed by the Transportation

Commission who acts as a liaison between the Authority and the Transportation Commission, one member of the board is appointed by the Governor, one member is appointed by the speaker of the Utah State House of Representatives and one member is appointed by the President of the State Senate.

All nineteen members will have an equal vote as the Board of Trustees passes ordinances and sets policies for the Authority.

The responsibility for the operation of the Authority is held by the General

Manager in accordance with the direction, goals and policies of the Authority's Board of Trustees. The General Manager has full charge of the acquisition, construction, maintenance, and operation of the facilities of the Authority and of the administration of the business affairs of the Authority. The General Manager supervises the executive staff which is organized into two groups, the Corporate Forum and the Business Unit Forum. The Corporate Forum includes the General Manager, Assistant General Manager, Chief Capital Development Officer, Chief



MCI Bus at Utah State Capitol



TRAX at the City and County Building



MAX in front of LDS Temple in Salt Lake City

Operating Officer, Chief Financial Officer, Chief Communications Officer, Chief Technology Officer, General Counsel and Executive Secretary. The Business Unit Forum includes the Regional General Manager of Meadowbrook, Regional General Manager of Mt. Ogden, Regional General Manager of Timpanogos, Special Services General Manager, Regional General Manager of Central, Rail Service General Manager, Chief Financial Officer, Chief Technology Officer and the Chief Operating Officer. Each group meets periodically to coordinate and manage the affairs and operations of the Authority. On a monthly basis both

groups meet together in a Policy Forum to review and set management policies, goals and objectives. The Civil Rights Department also reports to the General Manager.

The Internal Auditor for the Authority reports to the Board of Trustees. An organizational chart which illustrates the reporting relationships follows in the introductory section.

The Authority serves the largest segment of population in the State of Utah known as the Wasatch Front. Its service area includes Salt Lake, Davis and Weber Counties, the Cities of Alpine, American Fork, Cedar Hills,

Highland, Lehi, Lindon, Mapleton, Orem, Payson, Pleasant Grove, Provo, Salem, Spanish Fork and Springville and Provo Canyon in Utah County and the Cities of Tooele and Grantsville in Tooele County and that part of Tooele County comprising the unincorporated areas of Erda, Lakepoint, Stansbury Park, and Lincoln, and the cities of Brigham City, Perry and Willard in Box Elder County. The population of the Authority's service area is estimated at 2,183,528 and represents 79% percent of the State's total population. In 2009 the cities of Saratoga Springs and Eagle Mountain City will join the Authority.



Ski Buses



FrontRunner at Ogden Intermodal Center



UTA Paratransit Vehicle

Current Year Review

The mission statement developed by the Authority's Board of Trustees continues to guide the activity and direction of the Transit Authority. The mission statement is:

Utah Transit Authority strengthens and connects communities, thereby enabling individuals to pursue a fuller life with greater ease and convenience by leading through partnering, planning, and wise investment of physical, economic and human resources.

A major element in future growth scenarios for the Wasatch Front is increased transportation choices. The Utah Transit Authority is leading out in this area by developing a mass transportation network that when it is completed will be one of the best in the nation. During 2008, the Authority continued its progress towards building this first-class transportation system by

opening Utah's first commuter rail line, its first bus rapid transit line and an extension to its current light rail line called TRAX.

The commuter rail line called FrontRunner runs from Salt Lake City through Davis and Weber Counties to Pleasant View just north of Ogden. FrontRunner is approximately 44 miles long and has stations at Pleasant View, Ogden, Roy, Clearfield, Layton, Farmington, Woods Cross and terminates at the Salt Lake intermodal center called the Salt Lake Central Plaza. FrontRunner operates diesel electric locomotives and uses multi-level passenger coaches, is capable of achieving a maximum speed of 79 miles per hour, and is an integrated part of the Authority's regional transit system.

Buses serve each of the individual stations providing connections to

residential and commercial areas. The southern terminus, the Salt Lake Central Plaza station provides a connection between commuter and light rail. The Salt Lake Central Plaza station, is an intermodal hub that also serves Utah Transit Authority buses, Greyhound buses and the Amtrak station. During 2008, an extension of the current TRAX light rail system was extended from the arena station to the intermodal hub providing a convenient transfer from FrontRunner to TRAX or the bus system.

In July of 2008, the Authority also launched its first bus rapid transit system or BRT. This first BRT line runs along 3500 South from Magna to the 3300 South TRAX station covering 10 miles, containing 23 bus stops and linking riders to light rail. BRT service is sometimes referred to as "light rail on rubber tires" because it provides the speed and dependability of light rail



TRAX and FrontRunner at the new Salt Lake Central Plaza

service. This first BRT line is called MAX and is served by 10 buses that were specially designed for the service which facilitates easy access for getting on and off the buses. Buses are equipped with traffic preemption capability and make limited stops which reduces the travel time through the corridor.

The Authority is the only transit authority in the United States with both ISO 9001 certification for quality management and ISO 14001 certification for environmental management. Through better energy management systems the Authority reduced the amount of electricity being used for 2008 by 5.57% at all its bus divisions except Riverside. Projects for reducing the use of electricity at Riverside will be under way in 2009.

The Authority also achieved a 5% reduction in electrical usage at park-n-ride lots along the north/south TRAX corridor. Based on actual vehicle miles traveled in 2008, the Authority was able to reduce the NOx emission rate of its fleet by over 9.3%. UTA has developed a six-year bus replacement plan that will reduce PM and NOx emissions by 80% in 2015. The Authority will continue to make

efficient energy management a high priority.

For a more complete review of the Authority's current year financial activities please refer to section two, which contains the Auditor Report, Management's Discussion and Analysis, the Financial Statements and accompanying notes.

MAX to TRAX service



University of Utah fans disembarking TRAX

TRAX platform at Salt Lake Central Plaza



Future Plans

The Utah Transit Authority is leading the way to a better transportation future. Over the past few years the Authority has partnered with the local community to develop the Front Lines 2015 Transportation Program. Referendums have been held to increase sales tax money for funding. Environmental impact studies have been completed. Large federal grants have been obtained and construction has begun.

The Front Lines 2015 program should be completed, with all lines operational, by the year 2015. The program includes one commuter rail line and four light rail lines. When completed these lines will serve the future growth of the community and create a transportation network that will be one of the best in the country.

Work on the commuter rail extension called FrontRunner South began in earnest during 2008. This 44 mile commuter rail line extends from downtown Salt Lake City south to Provo, and will have eight station locations initially. Engineering and design work is almost complete and heavy construction work is underway. Locomotives and coach cars have been ordered with the first ones being delivered during 2009. Design work for the Mid-Jordan and West Valley light rail lines is essentially complete with construction on both lines beginning in 2008. The Mid-Jordan TRAX line which will run through the communities of Murray, Midvale, West Jordan, South Jordan, along the existing Bingham Branch railroad, is approximately 10.6 miles long and will have ten stations. The West Valley City TRAX line will extend from the existing 2100 South TRAX station in South Salt Lake to the future West Valley City intermodal center which will be located near the community's

city hall. The line will be approximately 5.1 miles long and have four stations stopping at major locations including the E Center arena. The airport and Draper City light rail lines are in the early stages of design work. The airport line will extend between the Salt Lake City intermodal hub and the Salt Lake International airport, will be approximately 6 miles long and have 6 stations. The Draper line will be an extension of the current north/south line from Sandy into Draper. First stages of construction work are occurring on the airport line with no construction as of yet on the Draper line. Light rail vehicles have been ordered for all of the lines. Rail, ties and traction power substations

have all been ordered. A new light rail maintenance facility called the Jordan River Service Center will be built to accommodate the expansion and will be located along the West Valley light rail line.

In January of 2009, the Federal Transit Administration entered into a full funding grant agreement with the Utah Transit Authority providing \$428 million toward the construction of the Mid-Jordan light rail line.

After the successful opening of the Authority's first BRT line in Salt Lake County, additional lines are being studied for Utah, Weber, Davis and Salt Lake Counties.

Laying Track



FrontRunner

The Economic Condition and Outlook

The Council of Economic Advisors, an Advisory Committee to the Governor, publishes an annual report, *Economic Report to the Governor*. The primary goal of the report is to improve understanding of the Utah Economy. This will help decision makers in the public and private sector plan, budget and make policy with an awareness of how their actions are both influenced by and impact economic activity. The “Major Findings” of the 2009 report states:

“Overview - The theme of *2009 Economic Report to the Governor* has changed from the reports published over the previous six years, which all shared the theme of substantial expansion of the Utah economy. Over the past year, the national economy has experienced substantial blows, leading to weakening in the Utah economy which is expected to persist into 2010.

Examination of the factors associated with this weakening should not overshadow the inherent strength and durability of Utah’s economy. Utah’s youthful and productive workforce, pro-business regulatory environment, excellent educational opportunities, and first-rate quality of life have helped the state to be well-positioned for the downturn. Utah’s contraction will be less severe and recovery should be quicker than in most other states.

“Utah Outlook - During 2007, Utah’s economy experienced a natural moderation in growth after the remarkable expansion that had occurred over the preceding several years. During 2008, intense national pressures that included tighter mortgage lending standards and higher energy prices amplified this deceleration. Consumer confidence fell, credit tightened, home prices and construction activity declined, and retail sales slowed considerably. Contraction in housing-related and manufacturing industries, combined with diminished growth in other sectors, caused Utah’s annual employment growth to fall from 4% (48,000 new jobs) in 2007 to just 0.2% (2,500 new jobs) in 2008 and the unemployment rate to increase from 2.7% in 2007 to 3.7% in 2008.

Over the past 20 years, Utah’s economy has diversified and become more broadly integrated with the U.S. economy, and therefore the state’s 2009 economic outlook closely depends on developments at the national, and even global, level. As a result, the Utah economy is expected to further weaken in 2009. On a year-over quarterly basis, the rate of employment decline is expected to bottom out during the third quarter of 2009 at 1.7%, achieving positive growth by the second quarter of 2010.

“Utah’s Long-Term Projections - While Utah’s near-term outlook is somewhat tenuous, long-term economic and demographic projections point to robust growth over the next 50 years. Utah’s population is expected to more than triple from 2.2 million in 2000 to 6.8 million in 2060. The growth rate, which will exceed that of the nation, will be sustained by a rapid rate of natural increase and a strong and diversified economy. Employment will also grow strongly, providing jobs for the state’s population. As the state grows, new population centers away from the traditional centers along the Wasatch Front will begin to emerge.”

For a more detailed review of economic indicators and industry analysis please refer to the 2009 Economic Report to the Governor for the State of Utah.

Financial Information

Internal Control

The Authority is responsible for establishing and maintaining internal control designed to insure that its assets are protected from loss, fraud, theft, or misuse and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with generally accepted accounting principles. Internal control is designed to provide reasonable but not absolute assurance that these objectives are met. The concept of reasonable assurance recognizes that the cost of control should not exceed the benefits likely to be derived. The valuation of costs and benefits requires estimates and judgments by management.

Basis of Accounting

The Authority's accounting records are maintained on the accrual basis in accordance with accounting principles generally accepted in the United States, promulgated by the Government Accounting Standards Board. The activities are reported through use of a single enterprise fund.

Budgetary Control

The Authority prepares an annual budget for current revenues and expenses as well as capital projects. A proposed budget is presented to its Board of Trustees and sent to the Governor's office, state legislature and local government officials for a 30 day comment period. The budget is then adopted after public discussion. Budgetary control is maintained at the department level. Department managers are assigned the responsibility for controlling their operating expenses. The Board of Trustees must approve all increases or decreases to the Net Operating Expense and Capital Budget. The General Manager shall see that the Authority does not generate less than the annually budgeted amount of available funds.

Cash Management

Available cash was invested during the year in accordance with the Utah Money Management Act and the rules of the Utah Money Management Council.

Risk Management

The Authority is self-insured for public liability and property damage claims. The Authority also operates a self-insurance program for its Workers' Compensation claims. The Authority maintains a staff of qualified and licensed claims adjusters to carry out its program. Claims are paid with general operating revenues of the Authority and are reported as an administrative expense.

Financial Policies

The Authority has an "Ends Policy" that states:

"The Authority secures funding to meet future growth needs..." through increases in Sales Tax Revenues and Federal Transit Administration Capital Project Grants. The Authority has acquired additional funding to meet the needs of the FrontLines 2015 and other programs. This funding has had an impact on the Authority by significantly increasing revenues and assets.

For a more complete review of the Authority's financial activities please refer to Section Two which contains the Auditor's Report, Management's Discussion and Analysis, the Financial Statements and accompanying notes.

Debt Administration

The Authority has sold Sales Tax Revenue bonds to partially finance the purchase and construction of various capital assets. Payment of debt service on the outstanding bonds is secured by a pledge of sales tax revenues and other revenues of the Authority.

During 2008, the Authority issued \$700,000,000 Series 2008A Bonds for the purpose of providing construction funds for the FrontLines 2015 program and other system improvements.

As of December 31, 2008, the Authority had \$1,334,784,109 in outstanding bonds.

For a more complete review of the Authority's financing activities please refer to Section Two which contains the Auditors Report, Management's Discussion and Analysis, the Financial Statements and accompanying notes.



Rail Being Surfaced



The Signing of a Full Funding Grant Agreement with FTA



Opus Bus - Downtown Salt Lake City

OTHER INFORMATION

Independent Audit

State law requires that the Authority cause an independent audit to be performed on an annual basis. The Authority's independent auditors, Deloitte & Touche LLP, have rendered an unqualified audit report on the Authority's financial statements. The auditor's report on the financial statement with accompanying notes is included in the Financial Section of this comprehensive annual financial report.

The Authority also has a single audit of all Federally funded programs administered by this agency as a requirement for continued funding eligibility. The Single Audit is mandatory for most local governments including the Utah Transit Authority.

CERTIFICATE OF ACHIEVEMENT

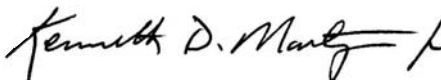
The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to Utah Transit Authority for its comprehensive annual financial report for the fiscal year ended December 31, 2007. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current comprehensive annual financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

ACKNOWLEDGMENTS

The preparation of the comprehensive annual financial report on a timely basis requires dedicated, extra efforts of the staff of several departments. I wish to express my appreciation to all department staff and managers who contributed to this report with special recognition to Toni Landvatter, Executive Assistant; Dan Harps, UTA Comptroller; Blair Lewis, Graphic Artist, and Eric Vance, Photographer.

Sincerely,

A handwritten signature in black ink that reads "Kenneth D. Montague, Jr." with a stylized flourish at the end.

Kenneth D. Montague, Jr.
Chief Financial Officer

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Utah Transit Authority

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
December 31, 2007

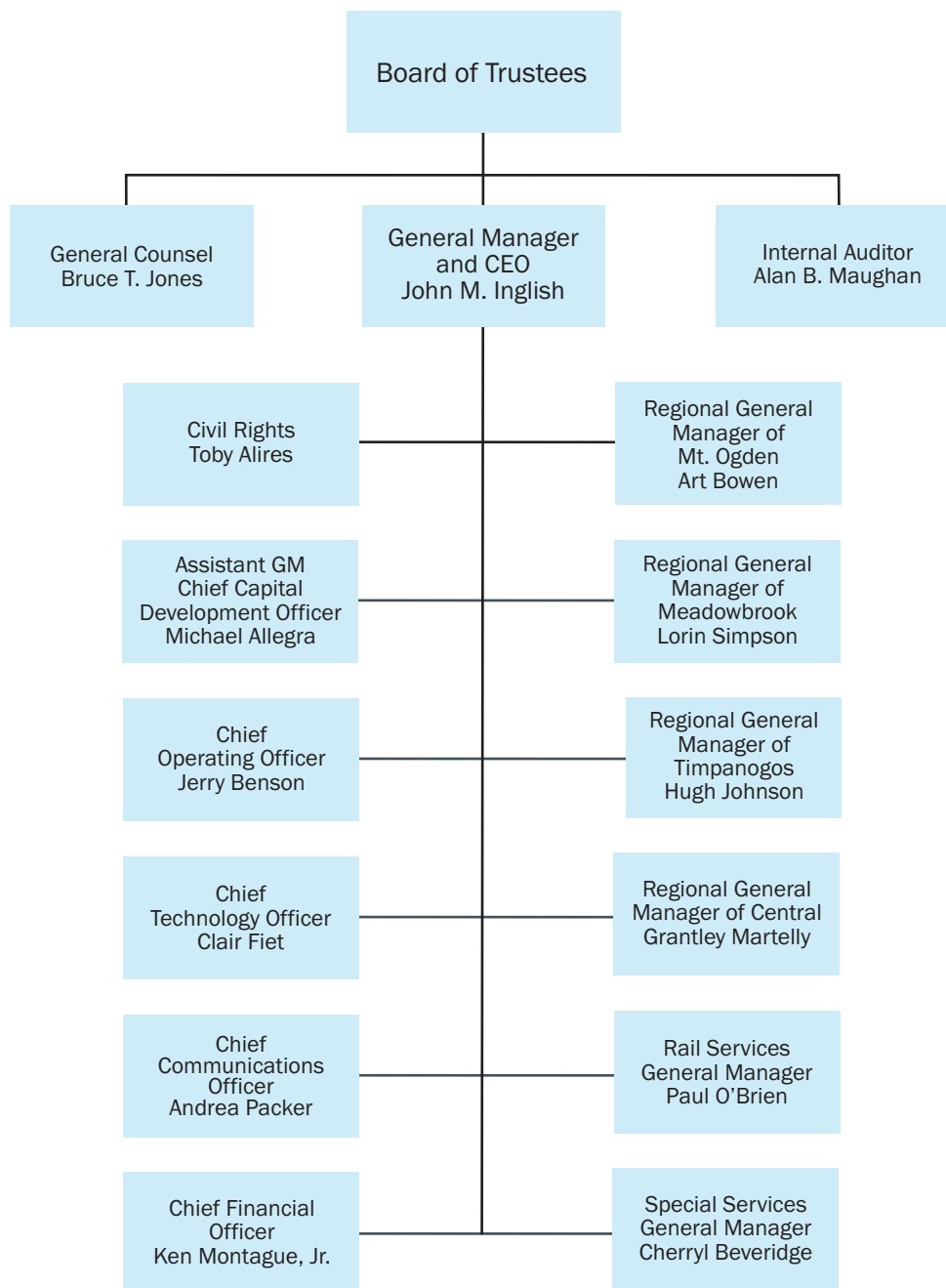
A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards in government accounting and financial reporting.



President

Executive Director

ORGANIZATIONAL CHART



Utah Transit Authority Board of Trustees



Larry Ellertson
Chairman



Gregory M. Simonsen
Vice Chairman



Justin Allen



Michelle Baguley



Dama Barbour



Keith Bartholomew



Burtis Bills



Christopher R. Bleak



Necia Christensen



Orrin T. Colby, Jr.



Steve Curtis



Terry C. Diehl



Charles Henderson



Gregory Hughes



Robert A. Hunter



P. Bret Millburn



J. Kent Millington



Frederick W. Oates



Michael E. Romero

Board of Trustees Appointments

Appointed By	Current Member	Date Oath or Seated	Term Number
The municipalities within Salt Lake County and the municipalities of Grantsville and Tooele in Tooele County	Orrin T. Colby, Jr.	August 25, 1999	3
	Gregory Hughes	January 25, 2006	2
	Michael E. Romero	February 28, 2007	1
	Necia Christensen	December 13, 2000	3
	Michelle Baguley	June 23, 2004	3
	Gregory M. Simonsen	September 27, 2006	2
	Dama Barbour	March 25, 2009	1
14 Salt Lake County Unincorporated	Charles G. Henderson	January 23, 2008	1
Salt Lake City	Keith Bartholomew	May 26, 2004	2
The municipalities within Utah County	Burtis Bills	April 25, 2007	1
	Larry Ellertson	September 21, 2005	2
The municipalities within Davis County	P. Bret Millburn	July 30, 2008	1
	J. Stephen Curtis	July 30, 2008	1
The municipalities within Weber County and the municipalities of Brigham, Perry and Willard in Box Elder County	Frederick W. Oates	February 22, 2006	2
	Robert A. Hunter	December 18, 2002	2
Transportation Commission Governor of Utah President of the Senate Speaker of the House	J. Kent Millington	May 23, 2007	1
	Christopher R. Bleak	July 30, 2008	1
	Justin Y. Allen	July 30, 2008	1
	Terry C. Diehl	September 26, 2001	3



Board of Trustees and Administration

Board of Trustees as of June 1, 2008

TRUSTEES	Justin Y. Allen
.....	Michelle Baguley
.....	Dama Barbour
.....	Keith Bartholomew
.....	Burtis Bills
.....	Christopher R. Bleak
.....	Necia Christensen
.....	Orrin T. Colby, Jr.
.....	J. Stephen Curtis
.....	Terry C. Diehl
.....	Larry Ellertson
.....	Charles G. Henderson
.....	Gregory Hughes
.....	Robert A. Hunter
.....	P. Bret Millburn
.....	J. Kent Millington
.....	Frederick W. Oates
.....	Michael E. Romero
.....	Gregory M. Simonsen

Officers of the Authority

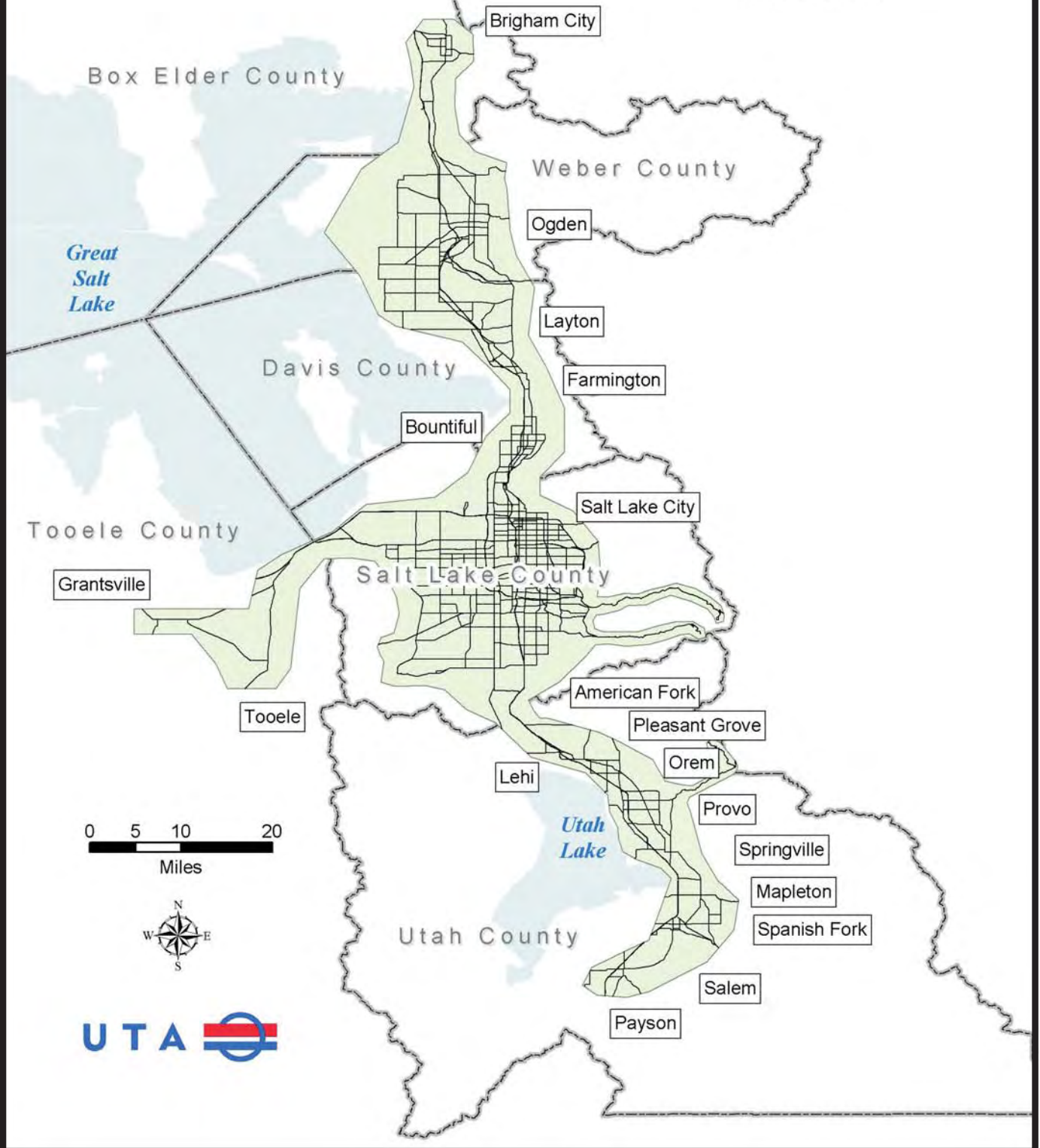
CHAIRMAN	Larry Ellertson
VICE CHAIRMAN	Gregory M. Simonsen
GENERAL MANAGER and CHIEF EXECUTIVE OFFICER*	John M. English
GENERAL COUNSEL*	Bruce T. Jones
SECRETARY/TREASURER and CHIEF FINANCIAL OFFICER*	Kenneth D. Montague, Jr.
COMPROLLER*	Daniel J. Harps

Administration of the Authority

GENERAL MANAGER and CHIEF EXECUTIVE OFFICER	John M. English
ASSISTANT GENERAL MANAGER and CHIEF CAPITAL DEVELOPMENT OFFICER	Michael Allegra
CHIEF OPERATING OFFICER	Jerry R. Benson
SPECIAL SERVICES GENERAL MANAGER	Cherryl Beveridge
REGIONAL GENERAL MANAGER OF MT. OGDEN	Art Bowen
CHIEF TECHNOLOGY OFFICER	F. Clair Fiet
REGIONAL GENERAL MANAGER OF TIMPANOGOS	Hugh Johnson
GENERAL COUNSEL	Bruce T. Jones
REGIONAL GENERAL MANAGER OF CENTRAL	Grantley Martelly
CHIEF FINANCIAL OFFICER	Kenneth D. Montague, Jr.
RAIL SERVICE GENERAL MANAGER	Paul O'Brien
CHIEF COMMUNICATIONS OFFICER	Andrea Packer
REGIONAL GENERAL MANAGER OF MEADOWBROOK	Lorin Simpson

*(not on the Board of Trustees)

UTA Service Area 2008



The image features a central white rectangular area containing the word "FINANCIAL" in a bold, black, sans-serif font. This central area is framed by a black border. The background outside the white area is filled with abstract, geometric shapes in shades of light blue, black, and white. These shapes are arranged in a way that suggests a sense of movement and depth, with some elements appearing to recede into the distance while others appear to come forward. The overall composition is clean and modern, with a strong emphasis on geometric forms and a limited color palette.

FINANCIAL

INDEPENDENT AUDITORS' REPORT

The Board of Trustees of
Utah Transit Authority:

We have audited the accompanying financial statements of Utah Transit Authority ("the Authority") as of December 31, 2008 and 2007, and for the years then ended, listed in the foregoing table of contents. These financial statements are the responsibility of the management of the Authority. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over financial reporting. Accordingly, we express no such opinion. An audit also includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, such financial statements present fairly, in all material respects, the financial position of Utah Transit Authority as of December 31, 2008 and 2007, and the changes in its net assets and its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

Management's Discussion and Analysis listed in the table of contents, which is the responsibility of the Authority's management, is not a required part of the basic financial statements, but is supplementary information required by the Governmental Accounting Standards Board ("GASB"). We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the supplementary information. However, we did not audit the information and express no opinion on it.

Our audits were conducted for the purpose of forming an opinion on the basic financial statements taken as a whole. The introductory and statistical sections listed in the foregoing table of contents are presented for the purpose of additional analysis and are not a required part of the basic financial statements of the Authority. These sections are the responsibility of the Authority's management. Such information has not been subjected to the auditing procedures applied in our audits of the basic financial statements and, accordingly, we express no opinion on them.

Deloitte & Touche LLP

May 21, 2009

MANAGEMENT'S DISCUSSION AND ANALYSIS

This section of Utah Transit Authority's (the Authority) annual financial report presents our discussion and analysis of the Authority's financial performance during the fiscal years ended on December 31, 2008 and December 31, '2007.

Following this Management Discussion and Analysis are the basic financial statements of the Authority together with the notes thereto which are essential to a full understanding of the data contained in the financial statements.

FINANCIAL STATEMENTS

The Authority's financial statements are prepared on an accrual basis in accordance with accounting principles generally accepted in the United States of America, promulgated by the Governmental Accounting Standards Board. The Authority reports as a single enterprise fund. Revenues are recognized when earned and expenses are recognized in the period in which they are incurred. See the notes to the financial statements for a summary of the Authority's significant accounting policies.

FINANCIAL HIGHLIGHTS

The Authority has been engaged in several major rail construction projects, two completed in 2008 and five more to be built, called the 2015 projects, which are projected to cost in excess of \$2.5 billion. In 2008, the Authority opened a commuter rail line from Ogden to Salt Lake City which is funded 80% by a Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA) in the amount of \$480 million. In 2008 the authority also opened a light rail extension to the inter-modal hub, and a bus rapid transit line (BRT). In 2008 the Authority began construction on a new commuter rail line extension to Provo and three new light rail lines. Many of the changes in the financial statements are a result of these construction projects and associated funding agreements with the FTA.

Condensed Statements of Net Assets					
<i>(in thousands of dollars)</i>					
	<u>12/31/2008</u>	<u>12/31/2007</u>	Increase (Decrease) From 2007	Percent Increase/ Decrease	<u>12/31/2006</u>
ASSETS:					
Current and other assets	\$511,030	\$515,041	(\$4,011)	-0.78%	\$149,182
Restricted and designated assets	284,251	10,741	273,510	2546.41%	98,739
Capital assets	<u>1,862,076</u>	<u>1,317,874</u>	<u>544,202</u>	<u>41.29%</u>	<u>1,026,392</u>
Total assets	<u>2,657,357</u>	<u>1,843,656</u>	<u>813,701</u>	<u>44.14%</u>	<u>1,274,313</u>
LIABILITIES:					
Current liabilities	95,760	72,286	23,474	32.47%	60,747
Long term debt	<u>1,352,223</u>	<u>659,247</u>	<u>692,976</u>	<u>105.12%</u>	<u>538,447</u>
Total liabilities	<u>1,447,983</u>	<u>731,533</u>	<u>716,450</u>	<u>97.94%</u>	<u>599,194</u>
NET ASSETS:					
Invested in capital assets net of related debt	766,098	652,232	113,866	17.46%	550,960
Restricted for debt service	3,661	3,702	(41)	-1.11%	4,428
Restricted for Insurance	271	264	7	2.65%	254
Unrestricted	<u>439,344</u>	<u>455,925</u>	<u>-16,581</u>	<u>-3.64%</u>	<u>119,477</u>
Total net assets	<u><u>\$1,209,374</u></u>	<u><u>\$1,112,123</u></u>	<u><u>\$97,251</u></u>	<u><u>8.74%</u></u>	<u><u>\$675,119</u></u>

2008 Results

The Authority received \$78.4 million of FFGA funding for the Commuter rail project in 2008 and was applied to the federal receivables, however, additional expenditures yet to be reimbursed by FTA were incurred resulting in a net reduction of federal receivables of \$26 million. An interlocal agreement with Utah County defers the receipt of a new sales tax increase in Utah County, which resulted in an \$11 million increase in the sales tax receivables. An interlocal agreement with Utah Department of Transportation (UDOT) called for the Authority to advance UDOT \$15 million for the rights to Salt Lake County's 2% of .25% part 17 sales tax through the year 2045. This \$15 million is shown as an asset that will be amortized over the life of the agreement. These items account for most of the \$4 million decrease in current and other assets.

The Authority issued an additional \$700 million in bonds in 2008. The unspent portion of the bond funds account for the \$273.5 million increase in restricted assets. The construction costs for the commuter rail and light rail projects are reflected in the increase in capital assets along with costs of revenue vehicles (see notes to financial statements for additional detail).

The additional \$700 million in bonding is also responsible for the increase in long term debt. The increase in accrued interest payable on the additional debt along with large construction payables at year end account for the \$23.5 million increase in current liabilities.

An increase in net assets over time may serve as a useful indicator of a government's financial position. For the fiscal years ended December 31, 2008 and 2007 respectively, the Authority's increase in net assets was \$97 million and \$437.1 million. These increases were primarily due to the increase in current assets and capital assets as discussed above.

2007 Results

The Authority has a FFGA with the FTA for the construction of a commuter rail project known as Front Runner, which will be open for service on April 26, 2008. The FFGA will reimburse the Authority for 80% the costs of construction over a period of six years as the funds are appropriated by Congress. The costs of the construction which have not been reimbursed by FTA as of December 31, 2007, are recorded as a receivable, and accounts for approximately \$300 million of the increase in current assets. In 2007, Salt Lake and Utah Counties enacted an additional 1/4 of one percent sales tax to help fund upcoming rail projects. This has resulted in an increase in sales tax receivables and current assets of approximately \$12.5 million.

The costs of the commuter rail construction were partially paid out of construction funds that were set aside for this purpose, and accounts for the \$88 million reduction in restricted assets. The Front Runner construction also is reflected in the increase in capital assets, along with other construction projects for expansion of the light rail lines, purchases of land, rights of way, and revenues vehicles (See notes to financials statements for additional details).

The Authority issued an additional \$120 million in bonds in 2007 to help finance the above noted construction projects. This is the reason for the increase in long term debt. The increased accrued interest payable on the increased debt and large construction payables at year end account for the \$11.5 million increase in current liabilities.

Condensed Statements of Revenues, Expenses and Change in Net Assets
(in thousands of dollars)

	<u>2008</u>	<u>2007</u>	<u>Increase (Decrease) From 2007</u>	<u>Percent Increase/ Decrease</u>	<u>2006</u>
Operating revenues	\$34,906	\$25,641	\$9,265	36.13%	\$24,627
Operating expenses	223,794	195,976	27,818	14.19%	186,931
Excess of operating expenses over operating revenues	(188,888)	(170,335)	\$18,553	10.89%	(162,304)
Non-operating revenues	251,488	233,622	17,866	7.65%	188,976
Non-operating expenses (interest)	(35,456)	(15,522)	\$19,934	128.42%	(14,324)
Gain,(loss) before contributions	27,144	47,765	(\$20,621)	-43.17%	12,348
Capital contributions in	70,107	389,239	(319,132)	-81.99%	38,383
Change in net assets	97,251	437,004	(\$339,753)	-77.75%	50,731
Total net assets beginning of year	1,112,123	675,119	437,004	64.73%	624,388
Total net asset end of year	<u>\$1,209,374</u>	<u>\$1,112,123</u>	<u>\$97,251</u>	<u>8.74%</u>	<u>\$675,119</u>

Summary of Revenues for the year ended December 31 : (in thousands)

	<u>2008</u>	<u>2007</u>	<u>Increase (Decrease) From 2007</u>	<u>Percent Increase/ Decrease</u>	<u>2006</u>
Operating:					
Passenger revenue	\$33,439	\$24,308	\$9,131	37.6%	\$23,506
Advertising	1,467	1,333	134	10.1%	1,121
Total operating	<u>34,906</u>	<u>25,641</u>	<u>9,265</u>	<u>36.1%</u>	<u>24,627</u>
Non-operating:					
Sales tax revenues	188,547	191,688	(3,141)	-1.6%	138,546
Federal non capital assistance	45,677	31,497	14,180	45.0%	31,333
Interest income	16,071	9,149	6,922	75.7%	9,828
Other	1,193	1,288	(95)	-7.4%	9,269
Total non-operating	<u>251,488</u>	<u>233,622</u>	<u>17,866</u>	<u>7.6%</u>	<u>188,976</u>
Capital contributions	<u>70,107</u>	<u>389,239</u>	<u>(319,132)</u>	<u>-82.0%</u>	<u>38,383</u>
Total Revenues	<u>\$356,501</u>	<u>\$648,502</u>	<u>(\$292,001)</u>	<u>-45.0%</u>	<u>\$251,986</u>

2008 Results

The Authority experienced a 12.5% increase in ridership in 2008 due to the opening of the new commuter rail line in April along with more people using public transit due to higher fuel costs (See ridership comparison). The Authority implemented a fare increase effective January 1, 2008 and also Implemented two fuel surcharges on July 1, 2008 and October 1, 2008. These resulted in the increase in passenger fares of \$9.2 million or 37.6%.

Three months of the Salt Lake and Utah County sales increases along with small increases in Davis, Weber and Box Elder counties generated approx \$14.9 million in additional sales taxes. However, a decrease in the taxable sales due to the declining economy resulted in a net decrease in sales tax revenues for the year of \$3.1 million or 1.6%.

The increase in federal non capital assistance is due to a \$6 million increase in preventative maintenance funds received and an increase in federal funds for interest on bonds issued for the construction projects.

Interest income increased \$6.9 million as a result of large construction fund balances from the increased bonding that had not been expended yet.

The large decrease in capital contributions of \$319 million is due to a decrease in construction projects funded by federal projects.

2007 Results

The Authority implemented a fare increase effective July 1, 2007 resulting in an increase in passenger revenue of \$802,000 or 3.4%.

The sales tax increase by Salt Lake and Utah Counties account for approximately \$42.9 million of the increase in sales tax revenues with approximately \$10.2 million or 7.4% of the increase is due to the growing Utah economy.

The decrease in the construction funds that were used for the Front Runner project resulted in a decrease in funds that were earning interest and the 6.9% decrease in interest income.

The decrease in other revenues is due to a large gain on property sold last year which increased last years other revenues. Other revenues for 2007 show a return to normal levels.

The large increase in capital contributions of \$350.9 million is due to the Federal contributions earned and due from FTA for the Front Runner rail project construction costs and other Federal grant monies earned.

Summary of Expenses for the year ended December 31:

	<i>(in thousands)</i>				
	2008	2007	Increase (Decrease) From 2007	Percent Increase/ Decrease	2006
Operating expenses:					
Bus service	\$81,905	\$74,210	\$7,695	10.4%	\$69,471
Rail service	29,938	18,502	11,436	61.8%	16,346
Paratransit service	14,879	13,135	1,744	13.3%	12,077
Other services	553	646	(93)	-14.4%	909
Operations support	23,562	20,713	2,849	13.8%	18,806
Administration	21,326	20,648	678	3.3%	19,215
Major investment studies	889	2,062	(1,173)	-56.9%	3,301
Depreciation	50,742	46,060	4,682	10.2%	46,806
Total operating expense	<u>223,794</u>	<u>195,976</u>	<u>27,818</u>	<u>14.2%</u>	<u>186,931</u>
Interest expense	<u>35,456</u>	<u>15,522</u>	<u>19,934</u>	<u>128.4%</u>	<u>14,324</u>
Total expenses	<u><u>\$259,250</u></u>	<u><u>\$211,498</u></u>	<u><u>\$47,752</u></u>	<u><u>22.6%</u></u>	<u><u>\$201,255</u></u>

2008 Results

Bus service expenses increased by approximately \$7.7 million or 10.4% primarily due to increases in the labor contract with the Bargaining Unit, opening of the new BRT line and an increase in fuel cost of 30% due to the increase in per gallon prices. Fuel went from an average of \$2.37 to \$3.06 per gallon from 2007 to 2008.

In 2008 rail service increased by approximately \$11.4 million due to the opening of the commuter rail line and the light rail line extension in April.

The increase in paratransit service expense of \$1.7 million is due to increase contracted service costs and increases in fuel costs.

Operations support is up by \$2.8 million due to several factors. Facilities maintenance has seen an increase due to maintaining the new commuter rail and light rail stations. There has been an increase of over \$1.1 million in security service and the information performance department has seen an increase due to additional passenger sampling and counting for the new commuter rail line.

Major investments studies decreased \$1.2 million or 57% due to continued shifting of planning studies to the construction phase of projects.

Depreciation expense increased \$4.6 million due to the increased capital assets of the commuter rail line.

Interest expense increased \$19.9 million due to new bonding in 2008 of \$700 million.

2007 Results

During 2007, bus service expenses increased by approximately \$4.7 million or 6.8% primarily due to contracted labor increases and an increase in fuel costs of 8.2% increase in per gallon prices. Fuel went from an average of \$2.19 to \$2.37 per gallon.

Rail service expenses have increased by approximately \$2.1 million or 13.2%. 2007 has seen an increase in the power to run light rail trains of approximately 15%. In addition more vehicles are coming off warranty and credits for warranty items have been reduced. Also an increase in personnel was needed to begin implementing the start up of commuter rail in April of 2008. This was especially needed in operations as commuter rail operators are going through a long training process.

Operations support costs are up by \$1.9 million due to several factors. Facilities maintenance has seen an increase in utilities costs and increased maintenance costs and snow removal costs due to the wet winter. Training of a large number of new operators due to a shortage of operators has also contributed to the increase. Also, there has been a significant increase in security personnel.

The \$1.4 million or 7.5% increase in administration costs are due to continued increase costs for technology development, increased advertising to provide information to the public concerning a major change that was implemented in all the Salt Lake bus service routes and increased recruiting costs to hire bus operators due to a shortage caused by the tight labor market in Utah with unemployment levels below 3% for several years.

Major investments expenses are down by \$1.23 million or 37.5 % due to a significant amount of the preliminary planning activities being completed and efforts being shifted to the construction phase of the projects.

Capital Asset Activity:

During 2008, the Authority expended approximately \$595 million for capital assets. Approximately \$470 million was expended for what is known as the 2015 plan which is for the construction of the commuter rail south in to Utah County and light rail extensions for Mid-Jordan, West Valley, Airport and Draper lines. The 2015 expenditures includes design work, construction, land purchases, rail and ties, and progress payments for rail vehicles. Also during 2008, the authority expended approximately \$59 million for the completion of the commuter rail north line and the light rail extension that connects with the commuter rail Salt Lake City station. The Authority also expended approximately \$10 million for development of an electronic fare system, \$10 million for revenue buses, \$9 million towards the BRT bus line and \$8.5 million for land in addition to the 2015 plan.

During 2007, the Authority expended approximately \$337 million for capital assets. Approximately \$175 million was expended for the Front Runner rail project. In 2007 the Authority developed and implemented what is known as the 2015 plan which is for the construction of an extension of the commuter rail south into Utah County and light rail extension for the Mid Jordan, West Valley, Draper and Airport lines. Approximately \$58 million was spent on the 2015 plan during 2007 which includes some land, right of way purchases and preliminary engineering. Also during 2007 the Authority worked on the extension of the current light rail line to connect with the commuter rail terminal in Salt Lake. This accounted for approximately \$17 million in costs. The Authority also expended approximately \$31 million for revenue vehicles and approximately \$23 million for purchase of building and land for the housing of the capital development staff and contractors.

(Readers wanting additional information should refer to note 4 in the notes to financial statements).

Debt Administration:

During 2008 the Authority's underlying bond rating remained at "AAA" by Standard and Poor's and remained at "Aa3" by Moody's. The Authority also received an underlying bond rating of AA from Fitch.

During 2008 the Authority issued the following Senior bonds.

2008A Series: \$700,000,000

Acquisition and construction of improvements to the Authority's transit system.

(Readers wanting additional information should refer to Note 8 in the notes to financial statements)

During 2007 the Authority's underlying bond rating remained at "AAA" by Standard and Poor's (S&P) and remained at "Aa3" by Moody's.

During 2007 the Authority issued the following Subordinate bonds which have the following underlying ratings:

Fitch AA-, Moody's A1, and S&P AA-

2007A Series: \$261,124,108.55

\$129,997,039.95

Construction of rail projects.

\$131,127,068.60

Advanced refunding of \$142,625,00 of the 2005B Series bond for a net present savings of \$4,265,631.

(Readers wanting additional information should refer to Note 8 in the notes to financial statements)

Authority's significant activities:

In April 2008 the Authority opened for revenue service a new commuter rail line from Salt Lake City to Ogden and the extension of the current light rail line to connect with the commuter rail Salt Lake central station. A new BRT bus line was opened in 2008 also.

In 2008 the Authority received final design authority and a letter of no prejudice for the Mid-Jordan light rail line. A request for a FFGA was submitted and was awarded in January 2009 for \$428 million. The alternative analysis report for the Draper light rail line was submitted in December 2008. The authority will be submitting a new start application for the Draper line in January 2009.

The Mid-Jordan light rail line is at 90% design and the project is approximately 30% complete.

The West Valley light rail line is at 100% design, except for the 900 West bridge, and construction is approximately 10% complete.

The commuter rail south extension into Utah county is at about 65% design, large purchases of rail and ties have been procured and construction is approximately 5% complete.

The design for the Draper and Airport line are at approximately 15% and 20% respectively.

During 2007, the Authority has completed nearly all of the construction of the commuter rail line from Salt Lake to Ogden and is finishing up on the stations and park and rides. The line opened up for revenue service in April 2008. In conjunction with the commuter rail, the Authority is finishing up an extension from the end of the existing light rail line that will connect with the commuter rail line at the Salt Lake Central station. This extension was also opened for revenue service in April 2008.

In 2007, the Authority also awarded a contract for the extension of the commuter rail south into Utah County. Preliminary design is nearing completion and early actions items such as utility relocation will begin in the summer of 2008.

The Authority also has awarded contracts for 4 additional light rail lines. Two of these lines (Mid Jordan and Draper) will be under a FTA grant and the Authority received approval for Preliminary Engineering in 2007 and a limited letter of no prejudice to begin utility work and advance purchase of long lead items. Approval for final design is expected in mid 2008 and then a request for a FFGA will be submitted.

Final design for the West Valley line is almost completed and a contractor for the final design on the Airport line has been selected.

Ridership Comparison (passenger boardings in thousands)

	2008	2007	Increase (Decrease) From 2007	Percent Increase/ Decrease	2006
Bus Service	22,083	20,708	1,375	6.6%	21,102
Light Rail Service	13,949	12,317	1,632	13.2%	14,838
Commuter Rail Service	1,386	0	1,386	--	0
Paratransit service	501	484	17	3.5%	495
Vanpools	1,658	1,657	1	0.1%	1,344
Total regular service	<u>39,577</u>	<u>35,166</u>	<u>4,411</u>	<u>12.5%</u>	<u>37,779</u>

In 2008 the Authority experienced a 12.5% increase in ridership. This is due mainly to the large increase in fuel prices and continued natural growth from the bus system redesign that occurred in 2007 which saw more people using public transit. The Authority opened a new commuter rail line from Salt Lake City to Ogden which contributed to 3.9% of the increase in ridership.

In 2007, the Authority implemented Automatic Passenger Counters(APC) on the light rail vehicles. The APC's were implemented to try and obtain a more accurate count of passengers compared to the statistical sampling being used to estimate ridership. The APC information has indicated that the previous year's counts based on statistical counting and estimates were probably high, and therefore rail ridership shows a decrease in passenger counts of 17% in 2007 compared to 2006. Actual passenger revenues and parking lot usage indicated that ridership was actually flat compared to 2006.

In August 2007, the Salt Lake business units implemented a major redesign of all the bus routes and this contributed to the decrease in the bus ridership until the riders familiarize themselves with the new routes. It is expected that the redesigned system will be more efficient and effective for riders and will result in increased ridership in the future.

Vanpool passengers are up by 23% due to an increase in the number of vanpools. The increase in vanpools is due to an ever-increasing demand for this type of service. Many companies and government agencies are subsidizing part or all of the cost of this program and individuals can use pre-tax deductions to pay their costs. Vanpools allow participants to have more personal service, especially in areas where regular bus service may not be adequate for their needs.

UTAH TRANSIT AUTHORITY
COMPARATIVE STATEMENTS OF NET ASSETS
DECEMBER 31, 2008 and 2007

	2008	2007
ASSETS		
Current Assets:		
Cash and cash equivalents	\$ 80,411,595	\$ 130,437,228
Short Term Investments	39,800,000	-
Receivables:		
Sales Tax	32,487,516	47,375,322
Federal Grants	101,767,269	86,870,401
Other	11,927,596	9,334,033
Total Receivables	146,182,381	143,579,756
Parts and supplies inventories	12,566,941	10,428,826
Prepaid expenses	1,429,057	1,103,009
Total current assets	280,389,974	285,548,819
Noncurrent Assets:		
Designated assets for stabilization fund	9,900,035	-
Designated assets for self-insurance-cash and cash equivalents	6,970,110	6,774,682
Restricted assets:		
Escrow Funds	271,080	264,446
Auto fee fund	538,664	-
Bond funds	266,570,988	3,701,619
Total restricted assets	267,380,732	3,966,065
Receivable - Federal Grants	188,039,767	228,937,955
Receivable - Utah County	26,757,815	-
Other assets:		
Deferred Charges	15,292,184	-
Prepaid pension	550,486	554,264
Property, facilities and equipment:		
Land and improvements	91,555,574	75,306,632
Right of ways	207,766,593	207,766,593
Facilities	461,437,813	444,698,757
Revenue vehicles	350,024,994	322,325,110
Other property and equipment	118,691,649	102,268,140
Construction in progress	1,032,209,741	529,096,172
Total property, facilities and equipment	2,261,686,364	1,681,461,404
Less accumulated depreciation and amortization	(399,610,059)	(363,587,205)
Net property, facilities and equipment	1,862,076,305	1,317,874,199
Total noncurrent assets	2,376,967,434	1,558,107,165
TOTAL ASSETS	2,657,357,408	1,843,655,984
LIABILITIES:		
Current Liabilities:		
Accounts payable - trade	53,329,573	36,992,079
Accrued liabilities, primarily payroll related	20,142,682	21,076,043
Accrued interest	12,415,769	4,541,511
Accrued self-insurance liability	3,207,353	3,281,414
Current term portion of long term debt	6,665,000	6,395,000
Total current liabilities	95,760,377	72,286,047
Long Term Liabilities		
Long term debt	1,352,223,024	659,247,144
TOTAL LIABILITIES	1,447,983,401	731,533,191
NET ASSETS		
Invested in capital assets, net of related debt	766,098,289	652,232,055
Restricted for debt service	3,660,980	3,701,619
Restricted for insurance	271,080	264,446
Unrestricted	439,343,658	455,924,673
TOTAL NET ASSETS	\$ 1,209,374,007	\$ 1,112,122,793

See accompanying notes to financial statements

UTAH TRANSIT AUTHORITY
COMPARATIVE STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
Years ended December 31, 2008 and 2007

	2008	2007
OPERATING REVENUES:		
Passenger fares	\$ 33,439,374	\$ 24,308,176
Advertising	1,466,669	1,333,333
Total operating revenues	34,906,043	25,641,509
OPERATING EXPENSES:		
Bus service	81,905,192	74,210,355
Rail service	29,938,257	18,502,185
Paratransit service	14,879,263	13,134,705
Other service	552,785	646,080
Operations support	23,561,836	20,713,291
Administration	21,326,199	20,647,793
Major investment studies	888,891	2,061,815
Depreciation	50,741,822	46,060,249
Total operating expenses	223,794,245	195,976,473
Excess of operating expenses over operating revenues	(188,888,202)	(170,334,964)
NON-OPERATING REVENUES (EXPENSES)		
Sales tax revenues	188,547,380	191,688,539
Federal preventative maintenance grants	32,908,557	26,772,123
Federal planning grants	12,768,044	4,724,497
Interest income	16,070,989	9,149,060
Other	1,193,075	1,287,668
Interest expense	(35,455,354)	(15,521,679)
Net non-operating revenues	216,032,691	218,100,208
GAIN (LOSS) BEFORE CONTRIBUTIONS	27,144,489	47,765,244
Capital contributions:		
Federal grants	65,383,547	386,037,075
Local	4,723,178	3,201,814
Total capital contributions	70,106,725	389,238,889
Increase in Net Assets for the year	97,251,214	437,004,133
Total Net Assets, January 1	1,112,122,793	675,118,660
TOTAL NET ASSETS, DECEMBER 31	\$ 1,209,374,007	\$ 1,112,122,793

See accompanying notes to financial statements

UTAH TRANSIT AUTHORITY
COMPARATIVE STATEMENTS OF CASH FLOWS
YEARS ENDED DECEMBER 31, 2008 AND 2007

	2008	2007
Cash flows from operating activities:		
Passenger receipts	\$ 30,348,810	\$ 22,650,616
Advertising receipts	1,450,000	1,433,333
Payments to vendors	(34,237,565)	(30,154,595)
Payments to employees	(88,899,919)	(75,204,610)
Employee benefits paid	(33,898,767)	(31,396,257)
Other receipts (payments)	(274,963)	953,066
Net cash used in operating activities	(125,512,404)	(111,718,447)
Cash flows from noncapital financing activities:		
Sales taxes	177,403,000	179,103,620
Federal preventative maintenance grants	32,908,557	26,772,123
Federal planning assistance grants	12,591,118	4,796,910
Deferred Charges	(15,525,000)	-
Net cash provided by noncapital financing activities	207,377,675	210,672,653
Cash flows from capital and related financing activities:		
Contributions for capital projects		
Federal	91,561,793	88,019,312
Local	4,723,178	3,201,814
Proceeds from the sale of revenue bonds	701,483,248	272,072,212
Payment of bond principal	(6,395,000)	(148,760,000)
Interest paid on revenue bond	(29,423,464)	(15,494,591)
Purchases of property, facilities and equipment	(593,749,839)	(342,989,714)
Proceeds from the sale of property	179,798	268,014
Net cash provided by, (used in) capital and related financing activities	168,379,714	(143,682,953)
Cash flows from investing activities:		
Interest on investments	13,039,512	9,608,848
Net change in short term investments	(144,832,655)	-
Net cash (used in) investing activities	(131,793,143)	-
Net increase (decrease) in cash and cash equivalents	118,451,842	(35,119,899)
Cash and cash equivalents at beginning of year	141,177,975	176,297,874
Cash and cash equivalents at end of year	\$ 259,629,817	\$ 141,177,975
Reconciliation of operating loss to net cash used in operating activities:		
Operating loss	\$ (188,888,202)	\$ (170,334,964)
Adjustments to reconcile excess of operating expenses over operating revenues to net cash used in operating activities:		
Depreciation	50,741,822	46,060,249
Other Revenues	1,244,631	1,029,176
Changes in assets and liabilities:		
Receivables	(287,715)	(2,220,213)
Parts and supplies inventories	(2,138,115)	(704,934)
Prepaid expenses	(322,270)	15,159
Accounts payable - trade	15,144,867	11,322,035
Accrued expenses	(1,007,422)	3,115,045
Net cash used in operating activities	\$ (125,512,404)	\$ (111,718,447)

At December 31, 2008 and 2007, accounts payable included \$22,965,010 and \$21,772,382, respectively, related to purchases of property and equipment.

Utah Transit Authority
Notes to Financial Statements
Years Ended December 31, 2008 and 2007

1. Description of Authority Operations and Definition of the Entity

A) Organization

The Utah Transit Authority (the Authority) was incorporated on March 3, 1970, under authority of the Utah Public Transit District Act of 1969 for the purpose of providing a public mass transportation system for Utah communities.

The Authority operates in Salt Lake, Davis, and Weber Counties, the cities of Provo, Orem, American Fork, Lehi, Lindon, Pleasant Grove, Springville, Alpine, Highland, Mapleton, Payson, Salem, Spanish Fork, the town of Cedar Hills in Utah County and that part of Utah County in the unincorporated area of Provo Canyon, the cities of Tooele and Grantsville in Tooele County and that part of Tooele County comprising the unincorporated areas of Erda, Lakepoint, Stansbury Park, and Lincoln and the cities of Brigham City, Willard, and Perry in Box Elder County.

The Authority's operations include bus service, paratransit service for the transit disabled, rideshare and van pool programs systemwide with light rail service in Salt Lake County, and commuter rail from Salt Lake City to Ogden.

The Authority is governed by a 19 member Board of Trustees which is the legislative body of the Authority and determines Authority policy. Fifteen members of the Board of Trustees are appointed by each county municipality or combination of municipalities annexed to the Authority. In addition, one Trustee is appointed by the Governor of Utah, one is appointed by the President of the State Senate, one is appointed by the Speaker of the State House of Representatives, and one is appointed by the State Transportation Commission.

B) Reporting Entity

The Authority has adopted the provisions of Statement No. 14 of the Governmental Accounting Standards Board (GASB), *The Financial Reporting Entity* and Statement No. 39 of the GASB *Determining whether certain organizations are component units* - an amendment of GASB Statement No. 14. Accordingly, the accompanying financial statements include only the accounts and transactions of the Authority. Under the criteria specified in Statements No. 14 and No. 39, the Authority has no component units nor is it considered a component unit of any municipality or government. The Authority is, however, considered to be a related organization by virtue of the fact that the Board of Trustees is appointed by the municipalities.

These conclusions regarding the financial reporting entity are based on the concept of financial accountability. The Authority is not financially accountable for any other organization nor are any municipalities accountable for the Authority. Additionally, the Authority has considered the provisions of GASB No. 39 which follows the concept of economic independence. The Authority does not raise or hold economic resources for the direct benefit of a governmental unit and third party governmental units do not have the ability to access economic resources held by the Authority. This is evidenced by the fact that the Authority is a legally and fiscally separate and distinct organization under the provisions of the Utah Code.

2. Summary of Significant Accounting Policies

A) Basis of Accounting

The Authority reports as a single enterprise fund and uses the accrual method of accounting and the economic resources measurement focus. Under this method revenues are recognized when they are earned and expenses are recognized when they are incurred.

B) Standards for Reporting Purposes

The financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America as prescribed by GASB and only those Financial Accounting Standards Board pronouncements issued prior to November 30, 1989 in accordance with GASB Statement No. 20.

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

C) Federal Planning Assistance and Preventative Maintenance Grants

Federal planning assistance grants received from the Federal Transit Administration (the FTA) and preventative maintenance grants are recognized as revenue and receivable during the period in which the related expenses are incurred and eligibility requirements are met. With the passage of the Transportation Equity Act for the twenty-first century (TEA21), FTA now allows capital grant funds to be used for preventative maintenance activities.

D) Federal Grants for Capital Expenditures

The U.S. Department of Transportation, through contracts between the Authority and the FTA, provides federal funds of 50% to 93% of the cost of property and equipment acquired by the Authority through federal grants. Grant funds for capital expenditures are earned and recorded as capital contribution revenue when the capital expenditures are made and eligibility requirements are met.

E) Classification of Revenue and Expenses

Operating revenues: Operating revenues include activities that have the characteristics of exchange transactions such as passenger revenues and advertising revenues.

Operating Expense: Payments to suppliers and to employees and on behalf of employees and all payments that do not result from transactions defined as capital and related financing, non-capital financing, or investing activities.

Non-operating revenues: Non-operating revenues include activities that have the characteristics of non-exchange transactions and other revenue sources that are defined as non-operating revenues by GASB Statement No. 9, "*Reporting Cash Flows of Proprietary and Nonexpendable Trust Funds and Governmental Entities That use Proprietary Fund Accounting*," and GASB Statement No. 34. Examples of non-operating revenues would be sales tax revenues, federal grants and investment income.

Non-operating expenses: Payments that result from transactions defined as capital and related financing, non-capital financing, or investing activities.

F) Sales Tax Revenues

As approved by the voters in serviced communities, sales tax for transit is collected in these communities to provide the Authority with funds for mass transit purposes. Funds are utilized for operations and for the local share of capital expenditures. Sales tax revenues are accrued as a revenue and receivable for the month in which the sales take place.

	<u>Effective Date</u>	
Local Option Sales Tax:	January 1, 2008	July 1, 2008
Salt Lake County	.6875%	.6875%
Davis and Weber Counties	.50%	.55%
Utah County	.526%	.526%
Box Elder County	.30%	.55%
Tooele County	.30%	.30%

G) Cash and Cash Equivalents

Cash equivalents include amounts invested in a repurchase agreement, a certificate of deposit and the Utah Public Treasurers' Investment Fund, including restricted and designated cash equivalents. The Authority considers short term investments with an original maturity of 3 months or less to be cash equivalents. (Note 3)

H) Receivables

Receivables consist primarily of amounts due to the Authority from sales tax collections, federal grants, pass sales, and investment income. Management does not believe any credit risk exists related to these receivables.

I) Parts and Supplies Inventories

Parts and supplies inventories are stated at the lower of cost (using the moving average cost method) or market. Inventories generally consist of fuel, lube oil, antifreeze, and repair parts held for consumption. Inventories are expensed as used.

J) Property, Facilities and Equipment

Property, facilities and equipment are stated at historical cost. Expenditures, which substantially improve or extend the useful life of property, are capitalized. Routine maintenance and repair are expensed as incurred. Property, facilities and equipment are capitalized if they have individual costs of at least \$5,000 and a useful life of over one year.

Except for sales of assets in which the unit fair market value is less than \$5,000, proceeds from the sale of property, facilities and equipment purchased with funds provided by Federal grants for capital expenditures are remitted to the FTA on the same percentage basis that such funds were provided by grant contracts with the FTA.

Depreciation is calculated using the straight line method over the established useful lives of individual assets as follows:

Land & Rights of way	Not depreciated
Facilities & Improvements	10 - 40 years
Revenue Vehicles	7 - 25 years
Other Property and Equipment	3 - 10 years

Depreciation on the portion of capital assets funded by capital contribution revenue is calculated separately. Total depreciation is recorded as an expense for calculating operating expenses.

Interest is capitalized when incurred in connection with the financing of construction projects. For the years ended December 31, 2008 and 2007 respectively, the Authority capitalized \$14,711,011 and \$9,448,006 in connection with construction of the rail projects.

K) Deferred Charges

The Authority records as deferred charges payments made to other entities for rights to future revenues. The deferred charges are amortized over the life of the agreement.

In 2008, the Authority entered into two agreements: One with UDOT which requires the Authority to pay UDOT \$15 million in 2008 and \$15 million in 2009 for the rights to Salt Lake County's 2% of .25% part 17 sales tax through the year 2045. Another agreement was with Westminster College which required the Authority to pay Westminster College \$525,000 for federal funds that had been allocated to them that they are transferring to the Authority in 2009.

L) Compensated Absences

Vacation pay is accrued and charged to expense as earned. Sick pay benefits are accrued as vested by Authority employees.

M) Risk Management

The Authority is exposed to various risks of loss related to torts; theft of, damage, and destruction of assets; environmental matters; worker's compensation self insurance; damage to property and injuries to passengers and other individuals resulting from accidents and errors and omissions.

Under the Utah Governmental Immunity Act, the maximum statutory liability in any one accident is \$2,000,000. The Authority is self-insured for amounts under this limit. The Authority has Railroad Liability Coverage of \$15 million with \$3 million of risk retention. The Authority is self-insured for worker's compensation up to the amount of \$300,000 per incident and has excess insurance for claims over this amount. The Authority has insurance for errors and omissions and damage to property in excess of \$100,000. The Authority has insurance or retains the risk depending on what is in the Authority's best interest for all other matters. There has been no significant reduction in insurance coverage or settlements in excess of insurance coverage for the last three years.

A liability for a claim is established if information indicates that it is probable that a liability has been incurred at the date of the financial statements and the amount of the loss is reasonably estimable. (Note 6)

N) Net Assets

The Authority's net assets are classified as follows:

“Invested in capital assets, net of related debt:” This component of net assets consists of the Authority's total investment in capital assets, net of accumulated depreciation, reduced by the outstanding debt obligations related to those assets. To the extent debt has been incurred, but not yet expended for capital assets, such amounts are not included as a component of invested in capital assets, net of related debt.

“Restricted for debt service:” This component of net assets consists of that portion of net assets that is restricted by debt covenants for debt service.

“Restricted for insurance:” This component of net assets consists of that portion of net assets that is restricted as collateral for insurance.

“Unrestricted:” This component of net assets consists of net assets that do not meet the definition of “restricted” or “invested in capital assets, net of related debt.”

O) Budgetary and Accounting Controls

The Authority's annual budget is approved by the Board of Trustees as provided for by law. Operating and non-operating revenues and expenditures are budgeted on the accrual basis except depreciation. Capital expenditures and grant reimbursements are budgeted on a project basis. For multi-year projects, each year the expected expenditures for that year as well as related grant reimbursements are re-budgeted.

The Authority adopts its annual budget in December of the preceding fiscal year based on recommendations of staff and the Board Planning and Development Committee.

The first step in developing the Authority's budget is a review of the Transit Development Program and Long Range Financial Plan. This plan then acts as a focus for the development of programs and objectives. Concurrent with the development of programs and objectives, revenues for the coming year are estimated. The estimates of the coming year's revenues are then used as a guide for the Authority to determine the amount of change in service to be provided in the following year. Once the level of service for the coming year is determined, each manager develops a departmental budget.

The departmental budgets are then combined to form a preliminary budget request.

The Executive staff reviews the programs, objectives and requests to balance the total budget with the project revenues and service requirements and priorities. Once the preliminary budget is balanced, the Board of Trustees' Planning and Development Committee reviews the budget request.

Within 30 days after the tentative budget is approved by the Board, and at least 30 days before the Board adopts its final budget, the Board shall send a copy of the tentative budget, a signature sheet, and notice of the time and place for a budget hearing to the chief administrative officers and legislative bodies of each municipality and unincorporated county area within the district of the Authority.

Within 30 days after it is approved by the Board and at least 30 days before the Board adopts its final budget, the Board shall send a copy of the tentative budget to the governor and the Legislature for examination and comment.

Before the first day of each fiscal year, the Board shall adopt the final budget by an affirmative vote of a majority of all the trustees. Copies of the final budget shall be filed in the office of the Authority. If for any reason the Board shall not have adopted the final budget on or before the first day of any fiscal year, the tentative budget for such year, if approved by formal action of the Board, shall be deemed to be in effect for such fiscal year until the final budget for such fiscal year is adopted.

The Board may, by an affirmative vote of a majority of all trustees, adopt an amended final budget when reasonable and necessary, subject to any contractual conditions or requirements existing at the time the need for such amendment arises.

Individual department budgets are monitored for authorized expenditures on a department-total rather than department line-item basis.

The Board must approve all increases or decreases to the net operating expense line, total capital budget line and total operating revenue line of the Authority's operating and capital budgets.

The Authority's budgetary process follows Section 17A-1, Part 5, of the Utah Code Annotated, as amended. The annual budget is submitted to the State Auditor's Office within 30 days of adoption.

2008 Statement of Actual Revenues and Expenses Compared to Budget

REVENUES	ACTUAL	BUDGET	VARIANCE
PASSENGER REVENUE	33,439,374	29,434,017	4,005,357
ADVERTISING	1,466,669	1,567,000	(100,331)
SALES TAX	188,547,380	206,511,000	(17,963,620)
FEDERAL NON-CAPITAL ASSISTANCE	45,676,601	43,897,044	1,779,557
INVESTMENT INCOME	16,070,989	11,942,000	4,128,989
OTHER INCOME	1,193,075	964,000	229,075
TOTAL REVENUES	286,394,088	294,315,061	(7,920,973)
OPERATING EXPENSES	ACTUAL	BUDGET	VARIANCE
BUS SERVICES	81,905,192	82,323,122	417,930
RAIL SERVICES	29,938,257	30,488,434	550,177
PARATRANSIT SERVICES	14,879,263	15,691,406	812,143
OTHER SERVICES	552,785	962,825	410,040
OPERATIONS SUPPORT	23,561,836	23,644,772	82,936
ADMINISTRATION (including interest)	56,781,554	69,936,642	13,155,088
MAJOR INVESTMENT STUDIES	888,891	783,660	(105,231)
TOTAL OPERATING EXPENSES	208,507,778	223,830,861	15,323,083
CAPITAL EXPENSES	ACTUAL	BUDGET	VARIANCE
REVENUE VEHICLES	10,991,672	29,992,080	19,000,408
INFORMATION TECHNOLOGY	12,737,974	11,109,140	(1,628,834)
FACILITIES, MAINTENANCE & ADMIN. EQUIP.	6,852,111	4,363,000	(2,489,111)
MAJOR STRATEGIC PROJECTS	29,367,879	28,187,920	(1,179,959)
TRAX & COMMUTER RAIL	532,594,985	494,213,731	(38,381,254)
RAIL PROJECTS	2,397,845	2,537,000	139,155
TOTAL CAPITAL EXPENSES	594,942,466	570,402,871	(24,539,595)
SOURCE OF FUNDS			
CAPITAL GRANTS	63,973,517	120,361,229	(56,387,712)
LOCAL MATCH INCLUDING FINANCING	530,968,949	450,041,642	80,927,307
TOTAL SOURCE OF FUNDS	594,942,466	570,402,871	24,539,595

Note: Depreciation expense is not a budgeted item.

3. Cash, Cash Equivalents and Investments

Cash, cash equivalents and investments are carried at fair value and consist of the following at December 31:

Cash and Cash Equivalents:	2008	2007
Demand Deposits	\$ (23,258,421)	\$ (21,118,220)
Repurchase Agreement	24,465,352	25,578,468
Utah Public Treasurers' Investment Fund	79,004,093	125,877,393
Other Cash	200,571	99,587
Total	<u>80,411,595</u>	<u>130,437,228</u>
Certificate of Deposit - Escrow Fund Restricted	138,852	136,230
Utah Public Treasurers' Investment Fund:		
Self-insurance - designated	6,970,110	6,774,682
Stabilization Fund - designated	9,900,035	-
Auto Fee fund - designated	538,664	-
Bond funds - restricted	161,538,333	3,701,619
Escrow funds - restricted	<u>132,228</u>	<u>128,216</u>
Total Cash and Cash Equivalents	<u><u>259,629,817</u></u>	<u><u>141,177,975</u></u>
Short term investments		
Bonds	39,800,000	-
Bond funds - restricted	<u>105,032,655</u>	-
Total Short Term Investments	<u><u>\$ 144,832,655</u></u>	<u><u>\$ -</u></u>

The Authority is required to set up certain accounts in connection with the issuance of bonds which are restricted as to their use per the bond covenants. Investments restricted for self insurance are restricted internally by the Board of Trustees and have no outside restrictions.

Deposits

Deposits and investments for the Authority are governed by the Utah Money Management Act (*Utah Code Annotated*, Title 51, Chapter 7, "the Act") and by rules of the Utah Money Management Council (the Council). Following are discussions of the Authority's exposure to various risks related to its cash management activities.

A. Custodial Credit Risk

Deposits. Custodial credit risk for deposits is the risk that in the event of a bank failure, the Authority's deposits may not be recovered. The Authority's policy for managing custodial credit risk is to adhere to the Money Management Act. The Act requires all deposits of the Authority to be in a *qualified depository*, defined as any financial institution whose deposits are insured by an agency of the federal government and which has been certified by the Commissioner of Financial Institutions as meeting the requirements of the Act and adhering to the rules of the Utah Money Management Council.

At December 31, 2008 and 2007 the balances in the Authority's bank demand deposit accounts and certificate of deposit accounts according to the bank statements totaled approximately \$258,852 and \$256,230 respectively of which \$250,000 were covered by Federal depository insurance. The difference between this balance and the amount recorded in the financial statements is primarily due to outstanding checks.

B. Credit Risk

Credit risk is the risk that the counterparty to an investment will not fulfill its obligations. The Authority's policy for limiting the credit risk of investments is to comply with the Money Management Act.

The Authority is authorized to invest in the Utah Public Treasurer’s Investment Fund (PTIF), an external pooled investment fund managed by the Utah State Treasurer and subject to the Act and Council requirements. The PTIF is not registered with the SEC as an investment company, and deposits in the PTIF are not insured or otherwise guaranteed by the State of Utah. The PTIF operates and reports to participants on an amortized cost basis. The income, gains, and losses, net of administration fees, of the PTIF are allocated based upon the participants’ average daily balances.

For the years ended December 31, 2008 and 2007 the Authority had investments of \$258,092,117 and \$136,481,910 respectively with the PTIF. The entire balance had a maturity less than one year. The PTIF pool has not been rated.

For the year ended December 31, 2008 the Authority also had investments in Corporate Bonds of \$144,824,000. All of the bonds have a maturity of less than one year and are rated as follows:

\$	33,375,000	A1
	66,649,000	A2
	39,800,000	A3
	5,000,000	Aa3
<u>\$</u>	<u>144,824,000</u>	

C. Interest Rate Risk

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The Authority manages its exposure to declines in fair value by investing mainly in the PTIF and by adhering to the Money Management Act. The Act requires that the remaining term to maturity of investments may not exceed the period of availability of the fund to be invested. The entire balance of the PTIF and all of the bond funds invested in have a maturity of less than one year.

4. Property, Facilities and Equipment

Construction in Progress of \$1,032,209,741 and \$529,096,172 at December 31, 2008 and 2007, respectively, consists of costs incurred in connection with the Authority's rail projects. These costs consist principally of engineering, design and construction work associated with obtaining the right-of-way and construction of the projects.

	Beginning Balance 12/31/2007	Increases	Transfers	Decreases	Ending Balance 12/31/2008
Capital assets not being depreciated:					
Land	\$ 67,843,148	\$ 16,248,941	\$ -	\$ -	\$ 84,092,089
Rights of Way	207,766,593	-	-	-	207,766,593
Construction in progress	529,096,172	556,804,504	(53,690,935)	-	1,032,209,741
Total capital assets not being depreciated	804,705,913	573,053,445	(53,690,935)	-	1,324,068,423
Other capital assets:					
Facilities	444,698,757	5,128,618	11,611,428	(990)	461,437,813
Revenue Vehicles	322,325,110	8,152,208	32,665,621	(13,117,945)	350,024,994
Other property and equipment	102,268,140	8,608,194	9,413,886	(1,598,570)	118,691,650
Land improvements	7,463,484	-	-	-	7,463,484
Total other capital assets	876,755,491	21,889,020	53,690,935	(14,717,505)	937,617,941
	1,681,461,404	594,942,465	-	(14,717,505)	2,261,686,364
Less accumulated depreciation for:					
Facilities	(142,025,081)	(21,644,163)	-	990	(163,668,254)
Revenue Vehicles	(133,658,998)	(20,562,724)	-	13,119,408	(141,102,314)
Other property and equipment	(80,677,151)	(8,522,409)	-	1,598,570	(87,600,990)
Land improvements	(7,225,975)	(12,526)	-	-	(7,238,501)
Total accumulated depreciation	(363,587,205)	(50,741,822)	-	14,718,968	(399,610,059)
Other capital assets, net	513,168,286	(28,852,802)	53,690,935	1,463	538,007,882
Total capital assets, net	\$ 1,317,874,199	\$ 544,200,643	\$ -	\$ 1,463	\$ 1,862,076,305
	Beginning Balance 12/31/2006	Increases	Transfers	Decreases	Ending Balance 12/31/2007
Capital assets not being depreciated:					
Land	\$ 46,482,104	\$ 19,136,044	\$ 2,225,000	\$ -	\$ 67,843,148
Rights of Way	206,218,143	15,000,226	(13,451,776)	-	207,766,593
Construction in progress	304,337,383	263,139,795	(38,381,006)	-	529,096,172
Total capital assets not being depreciated	557,037,630	297,276,065	(49,607,782)	-	804,705,913
Other capital assets:					
Facilities	429,376,132	6,186,793	9,692,528	(556,696)	444,698,757
Revenue Vehicles	259,059,156	30,983,925	37,798,931	(5,516,902)	322,325,110
Other property and equipment	98,826,941	3,105,274	1,866,323	(1,530,398)	102,268,140
Land improvements	7,213,484	-	250,000	-	7,463,484
Total other capital assets	794,475,713	40,275,992	49,607,782	(7,603,996)	876,755,491
	1,351,513,343	337,552,057	-	(7,603,996)	1,681,461,404
Less accumulated depreciation for:					
Facilities	(121,643,687)	(20,938,090)	-	556,696	(142,025,081)
Revenue Vehicles	(122,245,342)	(16,923,123)	-	5,509,467	(133,658,998)
Other property and equipment	(74,020,736)	(8,184,725)	-	1,528,310	(80,677,151)
Land improvements	(7,211,666)	(14,309)	-	-	(7,225,975)
Total accumulated depreciation	(325,121,431)	(46,060,247)	-	7,594,473	(363,587,205)
Other capital assets, net	469,354,282	(5,784,255)	49,607,782	(9,523)	513,168,286
Total capital assets, net	\$ 1,026,391,912	\$ 291,491,810	\$ -	\$ (9,523)	\$ 1,317,874,199

5. Federal Financial Assistance

The Authority receives a portion of its funding from Federal preventative maintenance grants, which totaled \$32,908,557 and \$26,772,123 for the years ended December 31, 2008 and 2007 respectively.

The Authority had grants for capital expenditures authorized but where eligibility requirements were not met yet amounted to \$23,085,260 at December 31, 2008 which are not reflected in the accompanying financial statements. The Authority will be required to provide matching funds of 7% to 50%, depending on grant contracts, totaling \$16,905,917 related to these grants.

6. Self Insurance - Claims Liability

Changes in the accrued claims liability in 2008 and 2007 were:

	<u>Beginning-of- Year Liability</u>	<u>Current Year Claims and Changes in Estimates</u>	<u>Claim Payments</u>	<u>Balance at Year End</u>
2008	\$3,281,414	\$1,461,585	\$1,535,646	\$3,207,353
2007	\$2,806,146	\$2,105,226	\$1,629,958	\$3,281,414

Based on past historical information, estimated incurred but not reported (IBNR) claims were included in the year-end accrued liabilities in the amount of:

	<u>2008</u>	<u>2007</u>
Worker's Compensation	\$ 220,000	\$ 220,000
Auto and General Liability	380,000	377,687
Environmental	<u>170,000</u>	<u>170,000</u>
Total IBNR	<u>\$ 770,000</u>	<u>\$ 767,687</u>

7. **Employee Benefit Plans**

Pension Plans

The Utah Transit Authority Employees Retirement Plan is a single-employer defined benefit plan that covers all eligible employees and provides retirement benefits to plan members and their beneficiaries. The plan also provides disability benefits to plan members. The plan's provisions were adopted by a resolution of the Authority's Board of Trustees which appoints those who serve as trustees of the plan. Any amendments to the plan are adopted by a resolution of the Authority's Board of Trustees.

Effective 01/01/2007 the amortization period was changed from 25 years to 20 years and the investment rate of return was changed from 7.00% to 7.50%.

The plan issues a publicly available financial report that includes financial statements and required supplementary information for that plan. This report may be obtained by writing:

Comptroller's Office
Utah Transit Authority
P.O. Box 30810
Salt Lake city, UT 84130

Funding policy and annual pension cost:

Contributions to the plan are recommended by an annual actuary report and are approved by the Authority's Board of Trustees. The Authority's annual cost for the current year and related information for the plan is as follows:

Contribution Rates:

Plan members	None
Authority	Annually determined by actuary
Contributions made	\$7,679,956
Annual required contributions	\$7,679,956
Interest on net pension obligations	(\$41,197)
Adjustment to annual required contributions	\$40,001
Annual pension cost	\$7,678,760
Actuarial valuation date	1/1/2008
Actuarial cost method	Entry Age Normal
Amortization method	Level Percent of Payroll 20 year open
Remaining amortization period	20 years
Asset valuation method	Five-Year Smoothing
Actuarial Assumptions	
Investment rate of return	7.50%
Projected salary increase	3.75%
Inflation rate assumption	3.00%

	Year Ended	Annual Pension Cost (APC)	Percentage of APC Contributed	Increase (Decrease) Net Pension Obligation	Balance Net Pension Obligation
EMPLOYEE	12/31/2008	\$7,678,760	100.00%	(\$1,196)	(\$550,486)
RETIREMENT	12/31/2007	\$7,465,080	100.00%	(\$1,193)	(\$549,290)
PLAN	12/31/2006	\$7,508,756	100.00%	(\$4,963)	(\$548,097)

Schedules of funding progress:

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) Entry Age Normal (b)	Excess of Assets over AAL (a-b)	Funded Ratio (a/b)	Approximate Covered Payroll (c)	Excess as a Percentage of Covered Payroll ((a-b)/c)
1/1/08	\$98,379,652	\$142,853,458	(\$44,473,806)	68.87%	\$75,324,187	(59.04)%
1/1/07	\$86,248,133	\$132,041,053	(\$45,792,920)	65.32%	\$69,571,444	(65.82)%
1/1/06	\$78,264,808	\$129,344,606	(\$51,079,798)	60.51%	\$69,407,845	(73.59)%

B) Deferred Compensation Plan

The Authority offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan is available to all employees on a voluntary basis and permits them to defer a portion of their salaries until future years. The deferred compensation is not available to employees until termination, retirement, death or unforeseeable emergency.

All assets and income of the plan are held in trust for the exclusive benefit of the participants and their beneficiaries. As part of its fiduciary role, the Authority has an obligation of due care in selecting the third party administrators. In the opinion of management, the Authority has acted in a prudent manner and is not liable for losses that may arise from the administration of the plan. The deferred compensation assets are held by third party plan administrators and are generally invested in money market funds, stock or bond mutual funds, or guarantee funds as selected by the employee.

8. Long Term Debt

Long-term debt for the years ended December 31, 2008 and 2007 was as follows:

	Beginning Balance 12/31/2007	Additions	Reductions	Ending Balance 12/31/2008	Amount Due within One Year
Bonds:					
2002A revenue bond	\$ 19,250,000	\$ -	\$ (3,500,000)	\$ 15,750,000	\$ 3,650,000
2005A revenue bond	20,630,000	-	(970,000)	19,660,000	1,015,000
2005B revenue bond	30,525,000	-	(1,925,000)	28,600,000	2,000,000
2006A revenue bond	87,500,000	-	-	87,500,000	-
2006B revenue bond	87,500,000	-	-	87,500,000	-
2006C revenue bond	134,650,000	-	-	134,650,000	-
2007ACI revenue bond	128,795,000	-	-	128,795,000	-
2007ACA revenue bond	132,329,109	-	-	132,329,109	-
2008A revenue bond	-	700,000,000	-	700,000,000	-
	<u>641,179,109</u>	<u>700,000,000</u>	<u>(6,395,000)</u>	<u>1,334,784,109</u>	<u>6,665,000</u>
Unamortized premium 2002A bond	462,840	-	(182,646)	280,194	-
Unamortized premium 2005A bond	1,488,315	-	(179,210)	1,309,105	-
Unamortized premium 2005B bond	99,647	-	(51,473)	48,174	-
Unamortized premium 2006C bond	17,267,453	-	(1,102,273)	16,165,180	-
Unamortized premium 2007A bond	11,505,277	-	(532,207)	10,973,070	-
Unamortized premium 2008A bond	-	13,469,139	(707,810)	12,761,329	-
Unamortized discount 2008A bond	-	(5,470,368)	163,030	(5,307,338)	-
Unamortized refunding 2005A bond	(714,616)	-	109,683	(604,933)	-
Unamortized refunding 2006C bond	(3,529,122)	-	244,929	(3,284,193)	-
Unamortized refunding 2007A bond	1,722,311	-	(81,204)	1,641,107	-
Unamortized expenses 2005A bond	(243,772)	-	37,416	(206,356)	-
Unamortized expenses 2006C bond	(1,056,215)	-	73,320	(982,895)	-
Unamortized expenses 2007A bond	(2,539,082)	-	137,172	(2,401,910)	-
Unamortized expenses 2008a bond	-	(6,515,523)	228,904	(6,286,619)	-
Total bonds	<u>\$ 665,642,145</u>	<u>\$ 701,483,248</u>	<u>\$ (8,237,369)</u>	<u>\$1,358,888,024</u>	<u>\$6,665,000</u>

	Beginning Balance 12/31/2006	Additions	Reductions	Ending Balance 12/31/2007	Amount Due within One Year
Bonds:					
1997 revenue bond	\$ 935,000	\$ -	\$ (935,000)	\$ -	\$ -
2002A revenue bond	22,600,000	-	(3,350,000)	19,250,000	3,500,000
2005A revenue bond	20,630,000	-	-	20,630,000	970,000
2005B revenue bond	175,000,000	-	(144,475,000)	30,525,000	1,925,000
2006A revenue bond	87,500,000	-	-	87,500,000	-
2006B revenue bond	87,500,000	-	-	87,500,000	-
2006C revenue bond	134,650,000	-	-	134,650,000	-
2007ACI revenue bond	-	128,795,000	-	128,795,000	-
2007 ACA revenue bond	-	132,329,109	-	132,329,109	-
	<u>528,815,000</u>	<u>261,124,109</u>	<u>(148,760,000)</u>	<u>641,179,109</u>	<u>6,395,000</u>
Unamortized premium 2002A bond	684,088	-	(221,248)	462,840	-
Unamortized premium 2005A bond	1,668,655	-	(180,340)	1,488,315	-
Unamortized premium 2005B bond	1,066,147	-	(966,500)	99,647	-
Unamortized premium 2006C bond	18,369,726	-	(1,102,273)	17,267,453	-
Unamortized premium 2007A bond	-	11,793,556	(288,279)	11,505,277	-
Unamortized refunding 2005A bond	(833,256)	-	118,640	(714,616)	-
Unamortized refunding 2006C bond	(3,774,052)	-	244,930	(3,529,122)	-
Unamortized refunding 2007A bond	-	1,766,296	(43,985)	1,722,311	-
Unamortized expenses 2005A bond	(284,243)	-	40,471	(243,772)	-
Unamortized expenses 2006C bond	(1,129,535)	-	73,320	(1,056,215)	-
Unamortized expenses 2007A bond	-	(2,611,749)	72,667	(2,539,082)	-
Total bonds	<u>\$ 544,582,530</u>	<u>\$ 272,072,212</u>	<u>\$ (151,012,597)</u>	<u>\$ 665,642,145</u>	<u>\$ 6,395,000</u>

Sales Tax and Transportation Revenue Bonds. The Authority issued bonds where the Authority pledges revenues which includes Sales and Use Tax Revenues currently collected by the Authority, plus interest earned by and profits derived from the sales of investments in certain funds and accounts created by the related Subordinate Indenture or Senior Indenture; plus all other revenues (if any) after payment of operation and maintenance expenses and moneys on deposit in the funds and accounts established under the Indenture. Revenue bonds outstanding at year-end are as follows:

Series 2002A	Interest Rates	Original Amount
Purpose - Acquisition of approximately 175 miles of railroad rights-of-way and other transit related projects.	4.0-5.0%	\$180,200,000

Revenue bond debt service requirements to maturity, including interest, are as follows:

Year Ending December 31	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	3,650,000	654,000	4,304,000
2010	3,850,000	466,500	4,316,500
2011	4,025,000	269,625	4,294,625
2012	<u>4,225,000</u>	<u>84,500</u>	<u>4,309,500</u>
Total	<u>\$ 15,750,000</u>	<u>\$ 1,474,625</u>	<u>\$ 17,224,625</u>

In 2006, the Authority Series 2006C bonds were issued to refund in advance of their maturity \$145,650,000 of the outstanding Series 2002A bonds which mature June 15, 2013 through June 15, 2032.

Average Annual Cash Flow Savings	\$ 518,839
Gross Debt Service Savings	\$ 13,489,802
Net Present Value Savings	\$ 7,539,744
Savings as a percent of bonds refunded	5.177%

Proceeds of the Series 2006C bonds were deposited in an irrevocable trust escrow fund consisting of U.S. Treasury Certificates of Indebtedness. The investments held in the escrow fund will bear interest and mature in amounts sufficient to pay the interest falling due on the 2002A Refunded Bonds through December 15, 2012 and the redemption price of the 2002A Refunded Bonds as such become due and payable on December 15, 2012.

The debt service of the 2002A Refunded Bonds are as follows:

2009	-	7,184,906	7,184,906
2010	-	7,184,906	7,184,906
2011	-	7,184,906	7,184,906
2012	<u>145,650,000</u>	<u>7,184,906</u>	<u>152,834,906</u>
	<u>\$ 145,650,000</u>	<u>\$ 28,739,624</u>	<u>\$ 174,389,624</u>

Series 2005A	Interest Rates	Original Amount
Purpose - Refunding of 1997 Series Bond	3.25 - 5.0%	\$20,630,000

Revenue bond debt service requirements to maturity, including interest, are as follows:

Year Ending December 31	Principal	Interest	Total
2009	1,015,000	958,975	1,973,975
2010	1,060,000	913,213	1,973,213
2011	1,100,000	865,325	1,965,325
2012	1,165,000	808,700	1,973,700
2013	1,215,000	756,794	1,971,794
2014-2018	7,020,000	2,811,353	9,831,353
2019-2022	7,085,000	768,469	7,853,469
Total	<u>\$ 19,660,000</u>	<u>\$ 7,882,829</u>	<u>\$ 27,542,829</u>

Series 2005B	Interest Rates	Original Amount
Purpose - Construction of Commuter Rail North	3.5 - 5.0%	\$175,000,000

Revenue bond debt service requirements to maturity, including interest, are as follows:

Year Ending December 31	Principal	Interest	Total
2009	2,000,000	1,101,750	3,101,750
2010	2,050,000	1,030,875	3,080,875
2011	2,175,000	956,938	3,131,938
2012	2,225,000	874,375	3,099,375
2013	2,300,000	783,875	3,083,875
2014-2018	4,925,000	2,903,875	7,828,875
2019-2023	6,750,000	2,150,595	8,900,595
2024-2025	6,175,000	393,657	6,568,657
Total	<u>\$ 28,600,000</u>	<u>\$ 10,195,940</u>	<u>\$ 38,795,940</u>

In 2007, a portion of the Authority Series 2007 bonds were issued to refund in advance of their maturity \$142,625,000 of the outstanding Series 2005B bonds which mature December 15, 2016 through December 15, 2035.

Average Annual Cash Flow Savings	\$	313,801
Gross Debt Service Savings	\$	4,261,395
Net Present Value Savings (economic gain)	\$	4,265,631
Savings as a percent of bonds refunded		2.991%

Proceeds of the Series 2007A bonds used for the refunding were deposited in an irrevocable trust escrow fund consisting of U.S. Treasury Certificates of Indebtedness. The Investments held in the escrow fund will bear interest and mature in amounts sufficient to pay the interest falling due on the 2005B Refunded Bonds through and the redemption price of the 2005B Refunded Bonds as such become due and payable on December 15, 2016.

The debt service of the 2005B Refunded Bonds are as follows:

2009	-	6,571,188	6,571,188
2010	-	6,571,188	6,571,188
2011	-	6,571,188	6,571,188
2012	-	6,571,188	6,571,188
2013	-	6,571,188	6,571,188
2014-2017	142,625,000	13,142,374	155,767,374
	<u>\$142,625,000</u>	<u>\$ 45,998,314</u>	<u>\$188,623,314</u>

Series 2006A

Purpose - Construction costs of a commuter rail line from Salt Lake City to Pleasant View City; construction of certain commuter rail improvements; purchase of rolling stock; and other improvements to the system.

Interest Rates	Original Amount
Daily Variable	\$87,500,000
Ranged between 0.50% - 8.75%	

Revenue bond debt service requirements to maturity, including interest, are as follows using the interest rate as of 12/31/2008 of 1.25%:

Year Ending December 31	Principal	Interest	Total
2009	-	1,093,750	1,093,750
2010	-	1,093,750	1,093,750
2011	-	1,093,750	1,093,750
2012	-	1,093,750	1,093,750
2013	-	1,093,750	1,093,750
2014-2018	-	5,468,750	5,468,750
2019-2023	-	5,468,750	5,468,750
2024-2028	17,500,000	5,250,000	22,750,000
2029-2033	43,750,000	3,007,813	46,757,813
2034-2036	26,250,000	492,188	26,742,188
Total	<u>\$ 87,500,000</u>	<u>\$ 25,156,251</u>	<u>\$ 112,656,251</u>

Series 2006B

Purpose - Construction costs of a commuter rail line from Salt Lake City to Pleasant View City; construction of certain commuter rail improvements; purchase of rolling stock; and other improvements to the system.

Interest Rates	Original Amount
Daily Variable	\$87,500,000
Ranged between 0.15% - 10.00%	

Revenue bond debt service requirements to maturity, including interest, are as follows using the interest rate as of 12/31/2008 of 1.20%:

Year Ending December 31	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	-	1,050,000	1,050,000
2010	-	1,050,000	1,050,000
2011	-	1,050,000	1,050,000
2012	-	1,050,000	1,050,000
2013	-	1,050,000	1,050,000
2014-2018	-	5,250,000	5,250,000
2019-2023	-	5,250,000	5,250,000
2024-2028	17,500,000	5,040,000	22,540,000
2029-2033	43,750,000	2,887,500	46,637,500
2034-2036	26,250,000	472,500	26,722,500
Total	<u><u>\$ 87,500,000</u></u>	<u><u>\$ 24,150,000</u></u>	<u><u>\$ 111,650,000</u></u>

Series 2006C

Purpose - Refunding of 2002A Series Bond

Interest Rates	Original Amount
5.0 - 5.25%	\$134,650,000

Revenue bond debt service requirements to maturity, including interest, are as follows:

Year Ending December 31	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	-	7,037,525	7,037,525
2010	-	7,037,525	7,037,525
2011	-	7,037,525	7,037,525
2012	-	7,037,525	7,037,525
2013	3,935,000	6,939,150	10,874,150
2014-2018	22,955,000	31,391,325	54,346,325
2019-2023	29,805,000	24,539,944	54,344,944
2024-2028	38,750,000	15,588,564	54,338,564
2029-2032	39,205,000	4,250,007	43,455,007
Total	<u><u>\$ 134,650,000</u></u>	<u><u>\$ 110,859,090</u></u>	<u><u>\$ 245,509,090</u></u>

Series 2007A

Purpose - Cost of acquisition and construction of certain improvements to the Authority's transit system and the refunding of \$142,625,000 of the 2005B Series bonds.

	Interest Rates	Original Amount
Current Interest Bonds	5%	\$ 128,795,000
Capital Appreciation Bonds	4.55 - 5.05%	\$ 132,329,109

Revenue bond debt service requirements to maturity, including interest, are as follows;

Current Interest Bonds

Year Ending December 31	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	-	6,439,750	6,439,750
2010	-	6,439,750	6,439,750
2011	-	6,439,750	6,439,750
2012	-	6,439,750	6,439,750
2013	-	6,439,750	6,439,750
2014-2018	7,340,000	31,660,500	39,000,500
2019-2023	10,860,000	29,122,750	39,982,750
2024-2028	24,870,000	24,982,250	49,852,250
2029-2033	42,500,000	17,038,250	59,538,250
2034-2037	43,225,000	2,188,375	45,413,375
Total	<u>\$ 128,795,000</u>	<u>\$ 137,190,875</u>	<u>\$ 265,985,875</u>

Capital Appreciation Bonds

Year Ending December 31	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014-2018	10,329,334	6,605,666	16,935,000
2019-2023	43,896,957	40,758,043	84,655,000
2024-2028	33,552,720	51,097,280	84,650,000
2029-2033	28,165,985	64,559,015	92,725,000
2034-2037	16,384,112	51,350,888	67,735,000
Total	<u>\$ 132,329,108</u>	<u>\$ 214,370,892</u>	<u>\$ 346,700,000</u>

Series 2008A

Purpose - Cost of acquisition and construction of certain improvements to the Authority's transit system.

Interest Rates	Original Amount
4.75 - 5.25%	\$ 700,000,000

Revenue bond debt service requirements to maturity, including interest, are as follows;

Year Ending December 31	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	-	35,278,075	35,278,075
2010	-	35,278,075	35,278,075
2011	-	35,278,075	35,278,075
2012	-	35,278,075	35,278,075
2013	-	35,278,075	35,278,075
2014-2018	19,225,000	175,909,750	195,134,750
2019-2023	112,335,000	157,769,170	270,104,170
2024-2028	144,840,000	125,261,065	270,101,065
2029-2033	185,500,000	84,604,815	270,104,815
2034-2037	238,100,000	32,003,220	270,103,220
Total	<u><u>\$ 700,000,000</u></u>	<u><u>\$ 751,938,395</u></u>	<u><u>\$ 1,451,938,395</u></u>

9. Commitments and Contingencies

The Authority is a defendant in various matters of litigation and has other claims pending as a result of activities in the ordinary course of business. Management and legal counsel believe that by reason of meritorious defense, by insurance coverage or statutory limitations, these contingencies will not result in a significant liability to the Authority in excess of the amounts provided as accrued self-insurance liability in the accompanying financial statements.

The Authority has a commitment through an interlocal agreement to contribute \$15 million to UDOT in 2009.

The Authority also has commitments for 2009 through 2011 of approximately \$156.5 million for rail locomotives, cab-cars and passenger cars and approximately \$356 million for construction of the commuter rail and light rail lines.

10. Subsequent Events

In early 2009, the Authority made commitments to purchase 48 buses for approximately \$16.3 million.

In May 2009, the Authority will be selling bonds in the amount of \$306 million.

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The image features a central white rectangular area containing the word "STATISTICAL" in a bold, black, sans-serif font. This central area is framed by a black border. The background outside the white area is filled with abstract, geometric shapes in shades of light blue, black, and white. These shapes are arranged in a way that suggests a stylized, modern architectural or industrial design, with sharp angles and overlapping planes. The overall composition is clean and minimalist, with a strong emphasis on geometric forms and a limited color palette.

STATISTICAL

Statistical Section

This part of Utah Transit Authority’s comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements and note disclosures information says about the Authority’s overall financial health.

Contents

<p>Financial Trends These schedules contain trend information to help the reader understand how the Authority’s financial performance and well-being have changed over time.</p>	54
<p>Revenue Capacity These schedules contain information to help the reader assess the Authority’s most significant local revenue sources.</p>	58
<p>Debt Capacity These schedules present information to help the reader assess the affordability of the Authority’s current levels of outstanding debt and the Authority’s ability to issue additional debt in the future.</p>	61
<p>Demographic and Economic Information These schedules offer demographic and economic indicators to help the reader understand the environment within which the Authority’s financial activities take place.</p>	63
<p>Operating Information These schedules contain service and infrastructure data to help the reader understand how the information in the Authority’s financial report relates to the services the Authority provides and the activities it performs.</p>	66

Sources: Unless otherwise noted, the information in these schedules is derived from the comprehensive annual financial reports for the relevant year.

The Authority implemented GASB Statement 34 in 2002. Data was not available for all schedules prior to the implementation. Where data was able to be gathered for ten years, that data is shown.



Net Assets Eight Years

	2001	2002	2003	2004	2005	2006	2007	2008
Net Assets at Year-End								
Invested in capital assets, net of related debt	\$ 413,118,464	\$ 498,669,716	\$ 502,124,917	\$ 498,167,795	\$ 505,892,844	\$ 550,959,844	\$ 652,232,055	\$ 766,098,289
Restricted	6,908,512	7,844,533	1,709,748	1,938,230	3,840,055	4,681,691	3,966,065	3,932,060
Unrestricted	<u>109,233,453</u>	<u>82,483,703</u>	<u>105,088,336</u>	<u>111,199,562</u>	<u>114,655,298</u>	<u>119,477,125</u>	<u>455,924,673</u>	<u>439,343,658</u>
Total Net Assets	<u>\$ 529,260,429</u>	<u>\$ 588,997,952</u>	<u>\$ 608,923,001</u>	<u>\$ 611,305,587</u>	<u>\$ 624,388,197</u>	<u>\$ 675,118,660</u>	<u>\$ 1,112,122,793</u>	<u>\$ 1,209,374,007</u>



Change in Net Assets

Ten Years

	Operating Revenue	Operating Expense	Operating Loss	Total Nonoperating Revenues/ (Expenses)	Gain (Loss) before Capital Contributions	Capital Contributions	Change in Net Assets
1999	\$ 14,146,779	\$ 92,781,075	\$ (78,634,296)	\$ 79,669,120	\$ 1,034,824	\$ 63,920,098	\$ 64,954,922
2000	16,587,921	122,787,433	(106,199,512)	83,025,056	(23,174,456)	56,994,344	33,819,888
2001	17,559,632	137,575,711	(120,016,079)	117,297,690	(2,718,389)	91,518,789	88,800,400
2002	20,957,983	155,329,510	(134,371,527)	128,177,447	(6,194,080)	65,931,603	59,737,523
2003	20,104,519	170,648,762	(150,544,243)	126,137,362	(24,406,881)	44,331,930	19,925,049
2004	21,341,393	179,747,235	(158,405,842)	135,291,313	(23,114,529)	25,497,115	2,382,586
2005	22,239,683	176,883,380	(154,643,697)	143,694,283	(10,949,414)	24,032,024	13,082,610
2006	24,627,104	186,931,529	(162,304,425)	174,652,182	12,347,757	38,382,706	50,730,463
2007	25,641,509	195,976,473	(170,334,964)	218,100,208	47,765,244	389,238,889	437,004,133
2008	34,906,043	223,794,245	(188,888,202)	216,032,691	27,144,489	70,106,725	97,251,214



Revenue History by Source

Ten Years

	<u>Operating</u>	<u>Sales Taxes</u>	<u>Federal Operating Revenue Grants</u>	<u>Federal Preventative Maintenance Grants</u>	<u>Interest</u>	<u>Other</u>	<u>Federal Capital Grants</u>	<u>Other Capital Contributions</u>	<u>Total</u>
1999	\$ 14,146,779	\$ 58,559,368	\$ 1,273,221	\$ 14,400,000	\$ 5,153,730	\$ 282,801	\$ 63,656,906	\$ 263,196	\$ 157,736,001
2000	16,587,921	62,223,044	2,753,187	17,112,000	3,078,116	515,706	52,646,970	4,347,374	159,264,318
2001	17,559,632	94,382,300	3,094,268	18,258,376	3,657,408	335,155	90,871,105	647,684	228,805,928
2002	20,957,983	103,783,931	4,948,525	19,462,000	1,572,901	3,075,408	43,245,095	22,686,508	219,732,351
2003	20,104,519	103,869,244	5,573,314	24,014,281	2,225,298	731,439	42,274,407	2,057,523	200,850,025
2004	21,341,393	111,982,133	6,780,349	24,428,546	1,292,768	621,587	24,574,086	923,029	191,943,891
2005	22,239,683	121,832,629	3,117,145	25,349,419	4,104,985	744,290	23,265,156	766,868	201,420,175
2006	24,627,104	138,546,093	6,319,476	25,013,649	9,827,487	9,268,901	37,270,784	1,111,922	251,985,416
2007	25,641,509	191,688,539	4,724,497	26,772,123	9,149,060	1,287,668	386,037,075	3,201,814	648,502,285
2008	34,906,043	188,547,380	12,768,044	32,908,557	16,070,989	1,193,075	65,383,547	4,723,178	356,500,813



Expense History by Function

Ten Years

	<u>Bus Service</u>	<u>Rail Service</u>	<u>Transit Disabled</u>	<u>Other Service</u>	<u>Operations Support</u>	<u>Administration</u>	<u>Depreciation</u>	<u>Interest</u>	<u>Total</u>
1999	\$50,932,040	\$ 608,439	\$ 7,518,195	\$880,007	\$9,283,135	\$ 10,479,464	\$ 13,079,795	\$ - *	\$92,781,075
2000	54,775,642	6,459,859	9,421,763	754,148	11,947,198	11,111,314	28,317,519	2,656,995	125,444,438
2001	57,542,710	7,962,470	11,440,168	755,127	15,367,479	15,350,536	29,158,221	2,428,817	140,005,528
2002	58,669,151	11,833,836	12,120,768	766,654	22,664,702	18,167,599	31,106,800	4,665,318	159,994,828
2003**	61,341,319	13,967,281	11,683,675	658,458	19,375,464	18,793,655	44,828,910	10,276,214	180,924,976
2004**	64,089,452	14,380,481	11,585,593	728,443	18,269,951	22,653,857	48,039,458	9,814,070	189,561,305
2005**	67,536,664	14,610,796	11,670,170	866,127	17,398,728	18,447,146	46,353,749	11,454,185	188,337,565
2006**	69,471,137	16,346,071	12,076,802	908,646	18,806,425	22,516,649	46,805,799	14,323,424	201,254,953
2007**	74,210,355	18,502,185	13,134,705	646,080	20,713,291	22,709,608	46,060,249	15,521,679	211,498,152
2008**	81,905,192	29,938,257	14,879,263	552,785	23,561,836	22,215,090	50,741,822	35,455,354	259,249,599

Interest reported is non-capitalized interest

* Interest for '99 bond is for light rail construction and has been capitalized and does not appear on the Statement of Revenues, Expenses, and changes in Equity reports.

** Administration expenses include major investment studies.



Sales Tax Collected by County

	Davis	Salt Lake	Tooele	Utah	Weber	Box Elder	Total
1999	\$ 6,076,649	\$ 36,318,729	\$ 588,362	\$ 9,290,223	\$ 5,758,222	\$ 527,181	\$ 58,559,366
2000	6,244,100	38,853,481	688,163	9,909,756	5,990,640	536,904	62,223,044
2001	11,618,751	60,441,441	753,560	10,244,336	10,761,683	562,529	94,382,300
2002	13,331,973	66,454,724	779,275	10,268,593	12,372,363	577,003	103,783,931
2003	13,613,777	65,861,441	793,428	10,375,514	12,648,920	576,164	103,869,244
2004	14,763,385	70,881,852	864,662	11,272,294	13,581,401	618,539	111,982,133
2005	15,895,090	77,384,293	940,717	12,775,863	14,181,389	655,277	121,832,629
2006	18,241,307	87,418,635	1,082,912	15,068,649	16,011,822	722,768	138,546,093
2007	19,967,595	124,548,526	1,200,289	27,916,622	17,211,585	843,922	191,688,539
2008	17,857,247	125,688,483	1,221,602	27,401,909	15,222,426	1,155,713	188,547,380

Notes:

Tooele County includes the cities of Tooele, Grantsville and the unincorporated areas of Erda, Lakepoint, Stansbury Park and Lincoln.

Utah County includes the cities of Provo and Orem, American Fork, Lehi, Lindon, Pleasant Grove, Springville, Alpine, Cedar Hills, Highland, Mapleton, Payson, Salem, and Provo Canyon.

Box Elder County includes the cities of Brigham City, Perry and Willard.

Amounts may vary slightly from financial statements due to accrued estimates.

Transit Sales Tax Rates (last ten years)

	Davis	Salt Lake	Tooele	Utah	Weber	Box Elder
1999	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%
2000	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%
2001 (Jan.-Mar.)	0.25%	0.25%	0.25%	0.25%	0.25%	0.25%
2001 (Apr.-Dec.)	0.50%	0.4375%	0.25%	0.25%	0.50%	0.25%
2002	0.50%	0.4375%	0.25%	0.25%	0.50%	0.25%
2003	0.50%	0.4375%	0.25%	0.25%	0.50%	0.25%
2004	0.50%	0.4375%	0.25%	0.25%	0.50%	0.25%
2005	0.50%	0.4375%	0.25%	0.25%	0.50%	0.25%
2006	0.50%	0.4375%	0.25%	0.25%	0.50%	0.25%
2007	0.50%	0.63375%	0.25%	0.48%	0.50%	0.25%
2008 (Jan.-June)	0.50%	0.68750%	0.30%	0.5260%	0.50%	0.30%
2008 (July-Dec.)	0.55%	0.68750%	0.30%	0.5260%	0.55%	0.55%

Revenue Capacity Principle Sales Tax Payers (in millions)

	Fiscal Year 2007 (1)			Fiscal Year 2002		
	Rank	Percentage of Taxable Sales	Amount	Rank	Percentage of Taxable Sales	Amount
Retail Motor Vehicles	1	11.77%	4,373	1	12.03%	3,155
Retail General Merchandise	2	11.18%	4,153	2	11.00%	2,884
Wholesale Durable	3	9.41%	3,495	4	7.81%	2,049
* Retail Food Stores	4	7.64%	2,839	3	9.68%	2,538
Retail Miscellaneous	5	7.10%	2,637	5	6.58%	1,725
Retail Eating and Drinking	6	6.48%	2,408	6	6.22%	1,630
Manufacturing	7	5.82%	2,164	7	4.39%	1,152
Retail Building and Garden	8	5.23%	1,944	7	4.39%	1,151
Retail Furniture	9	4.64%	1,722	9	4.63%	1,213
Electric and Gas	10	3.93%	1,459	11	4.30%	1,126
Communications	11	3.79%	1,407	10	4.46%	1,168
Service Auto and Repair	12	3.54%	1,316	12	3.73%	977
Service Business	13	3.25%	1,208	13	3.29%	863
Service Retail Apparel and Accessory	14	2.77%	1,031	14	2.56%	672
All Others		13.45%	5,001		14.93%	3,916

(1) Latest Data Available

Data prior to 2002 not available

Source: Utah State Tax Commission

* The transit sales tax on food was removed effective April 2008



Fares

Ten Years

	1999 through 2001	2002	2003	2004	2005	2006	2007 effective 07/01/07	2008 effective 01/01/08	2008 effective 07/01/08*	2008 effective 10/01/08*
Cash Fares										
Base Fare	\$ 1.00	\$ 1.25	\$ 1.25	\$ 1.35	\$ 1.40	\$ 1.50	\$ 1.60	\$ 1.75	\$ 2.00	\$ 2.25
Senior Citizens/Disabled	\$ 0.35	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.70	\$ 0.75	\$ 0.80	\$ 0.85	\$ 1.00	\$ 1.10
Express/Ski Bus	\$ 2.00	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.75	\$ 3.00	\$ 3.25	\$ 4.00	\$ 4.50	\$ 5.00
Paratransit (Flextrans)	\$ 1.00	\$ 1.25	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.05	\$ 2.05	\$ 2.25	\$ 2.50	\$ 2.75
Commuter Rail Base Rate	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$ 2.50	\$ 3.00	\$ 3.50
Commuter Rail Additional Station	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$ 0.50	\$ 0.50	\$ 0.50
Commuter Rail Maximum Rate	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$ 5.50	\$ 6.00	\$ 6.50
Monthly Passes										
Adult	\$ 32.00	\$ 40.00	\$ 40.00	\$ 40.00	\$ 47.00	\$ 50.00	\$ 53.50	\$ 58.50	\$ 66.50	\$ 74.50
Minor	\$ 20.00	\$ 28.00	\$ 28.00	\$ 28.00	\$ 35.00	\$ 37.00	\$ 40.00	\$ 43.50	\$ 51.50	\$ 59.50
College Student	\$ 20.00	\$ 28.00	\$ 28.00	\$ 28.00	n/a	n/a	\$ 40.00	\$ 43.50	\$ 51.50	\$ 59.50
Senior Citizen/Disabled	\$ 11.00	\$ 18.00	\$ 18.00	\$ 18.00	\$ 23.50	\$ 25.00	\$ 26.75	\$ 28.25	\$ 33.25	\$ 37.25
Express	\$ 70.00	\$ 81.00	\$ 81.00	\$ 81.00	\$ 95.00	\$ 100.00	\$ 107.00	\$ 145.00	\$ 160.00	\$ 175.00
Paratransit	\$ 32.00	\$ 40.00	\$ 68.00	\$ 68.00	\$ 68.00	\$ 69.00	\$ 69.00	\$ 76.00	\$ 84.00	\$ 92.00
Other Fares										
Day Pass	\$ 2.00	\$ 2.50	\$ 2.50	\$ 2.70	\$ 3.50	\$ 4.00	\$ 4.25	\$ 4.50	\$ 5.00	\$ 5.50
Family Pass	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$ 12.50	\$ 14.50	\$ 16.50
Summer Youth	\$ 25.00	\$ 30.00	\$ 30.00	\$ 30.00	\$ 40.00	\$ 40.00	\$ 40.00	\$ 87.00	\$ 87.00	n/a
Token - pack of ten	\$ 10.00	\$ 12.50	\$ 12.50	\$ 12.50	\$ 13.00	\$ 13.00	\$ 14.25	\$ 17.50	\$ 18.00	\$ 20.50
Paratransit 10 ride ticket book	n/a	\$ 11.00	\$ 18.00	\$ 18.00	\$ 18.00	\$ 18.50	\$ 18.50	\$ 20.00	\$ 22.50	\$ 25.00
Paratransit 30 ride ticket book	n/a	n/a	n/a	n/a	n/a	n/a	\$ 44.00	\$ 48.50	\$ 56.00	\$ 63.50
Ski Day Pass	n/a	\$ 5.00	\$ 5.00	\$ 5.00	\$ 6.00	\$ 6.00	\$ 6.50	\$ 7.00	\$ 7.00	\$ 7.00

* includes a fuel surcharge which is re-evaluated every quarter



Legal Debt Margin Information Nine Years

UTAH TRANSIT AUTHORITY
LEGAL DEBT MARGIN INFORMATION
LAST NINE YEARS

	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total Debt (in 000's)	\$ 92,050	\$ 91,330	\$ 320,780	\$ 252,000	\$ 248,485	\$ 418,905	\$ 528,815	\$ 641,179	\$ 1,334,784
Percentage of Personal Income (a)	0.2%	0.2%	0.7%	0.5%	0.5%	0.8%	0.9%	1.0%	n/a
Per Capita (a)	\$ 51	\$ 50	\$ 173	\$ 134	\$ 128	\$ 211	\$ 257	\$ 302	\$ 611
Debit Limit (in 000's)	\$ 2,184,821	\$ 2,413,236	\$ 2,333,062	\$ 2,672,266	\$ 3,789,110	\$ 3,916,687	\$ 4,198,045	\$ 4,837,443	\$ 5,765,001
Legal debt margin (in 000's)	\$ 2,092,771	\$ 2,321,906	\$ 2,012,282	\$ 2,420,266	\$ 3,540,625	\$ 3,497,782	\$ 3,669,230	\$ 4,196,264	\$ 4,430,217
Total Debt as a percentage of Debt Limit	4.21%	3.78%	13.75%	9.43%	6.56%	10.70%	12.60%	13.25%	23.15%

(a) See Demographic and Economic Statistics schedule for population and personal income data.

(1) For debt incurring capacity only, in computing the fair market of taxable property in the Authority, the value of all motor vehicles and state-assessed commercial vehicles (which value is determined by dividing the uniform fee revenue by 1.5%) will be included as a part of the fair market value of the taxable property in the Authority.

Legal Limit Calculation for the Fiscal Year 2008

Estimated 2007 "Fair Market Value" (in 000's)	\$ 183,418,951
(1) 2007 Valuation from Uniform Fees (in 000's)	<u>8,747,735</u>
Estimated 2007 "Fair Market Value Debt Incurring Capacity" (in 000's)	192,166,686
Debt Limit (3% of Fair Market Value) (in 000's)	<u>\$ 5,765,001</u>

Source: The Utah State Tax Commission

Note: The Authority may not incur any indebtedness which exceeds in the aggregate 3% of the fair market value of all real and personal property in the district.

Debt Service Coverage

Ten Years

	Operating Revenues(1)	Operating Expenses(2)	Net Income Available Debt Service	Debt Service Requirement			Coverage
				Principal	Interest	Total	
1999	\$ 93,815,899	\$79,701,280	\$ 14,114,619	\$ 690,000	\$3,150,420	\$ 3,840,420	3.7
2000	102,269,972	94,469,924	7,800,048	-	2,987,228	2,987,228	2.6
2001	137,287,139	108,417,490	28,869,649	720,000	3,228,637	3,948,637	7.3

(1) Operating revenues include interest and other non-operating revenues

(2) Operating expenses exclusive of depreciation and interest

	Sales Tax	Interest on Specific Accounts	Total Available Debt Service	Debt Service Requirement			Coverage
				Principal	Interest	Total	
2002	\$ 103,783,931	\$ 516,718	\$ 104,300,649	\$ 750,000	\$4,922,251	\$ 5,672,251	18.39
2003	103,869,244	878,807	104,748,051	3,580,000	11,179,078	14,759,078	7.10
2004	111,982,133	264,643	112,246,776	3,715,000	10,477,515	14,192,515	7.91
2005	121,832,629	1,404,935	123,237,564	3,900,000	11,213,020	15,113,020	8.15
2006	138,546,093	6,721,036	145,267,129	4,090,000	18,014,334	22,104,334	6.57
2007	191,688,539	4,378,440	196,066,979	6,135,000	24,061,595	30,196,595	6.49
2008	188,547,380	11,304,515	199,851,895	6,395,000	43,952,198	50,347,198	3.97

(3) Effective 2002 all bonds are covered by pledging of total sales tax and interest earned on indentured bond funds.

Demographic and Economic Statistics

Ten Years

Year	Population	Personal Income (in millions)	Per Capita Personal Income	Unemployment Rate
1999	1,762,813	40,862.4	23,060	3.4%
2000	1,794,106	44,517.4	24,720	3.3%
2001	1,832,964	46,913.5	25,548	4.4%
2002	1,857,720	48,287.0	25,918	5.8%
2003	1,879,596	49,121.6	26,108	5.6%
2004	1,935,577	53,088.2	26,762	5.0%
2005	1,988,320	55,762.3	28,095	4.1%
2006	2,056,928	62,206.3	30,238	2.9%
2007	2,121,188 e	65,056.2 e	30,891 e	2.6%
2008	2,183,528 e	n/a	n/a	3.6%

e = estimated

Sources:

Population: U.S. Dept. of Commerce, Bureau of Economic Analysis

Personal Income and Per Capita Income: 1999-2006: Bureau of Economic Analysis; 2007 Utah Dept. of Workforce Services

Unemployment: Utah Dept. of Workforce Services

2008 data for Personal Income and Per Capita Income was not available

Principle Employers

Employer	Industry	2005 Employees	Rank	% Total Employment	2007 Employees	Rank	% Total Employment
Intermountain Health Care	Health Care	10000 - 14999	4	1.04-1.55%	15000 - 19999	1	1.38-1.85%
University of Utah	Higher Education	15000 - 19999	1	1.55-2.07%	15000 - 19999	1	1.38-1.85%
State of Utah	State Government	14700 - 22494	3	1.41-2.20%	14700 - 22494	3	1.36-2.08%
BYU	Higher Education	15000 - 19999	1	1.55-2.07%	10000 - 14999	4	0.92-1.38%
Hill AFB	U.S. Government	10000 - 14999	4	1.04-1.55%	10000 - 14999	4	0.92-1.38%
Wal Mart	Retail	8750 - 14493	6	0.83-1.34%	9750 - 15493	6	0.90-1.43%
Granite School District	Public Education	7000 - 9999	7	0.72-1.04%	7000 - 9999	7	0.65-0.92%
Jordan School District	Public Education	7000 - 9999	7	0.72-1.04%	7000 - 9999	7	0.65-0.92%
Alpine School District	Public Education	5000 - 6999	9	0.52-.072%	5000 - 6999	9	0.46-0.65%
Davis School District	Public Education	5000 - 6999	9	0.52-.072%	5000 - 6999	9	0.46-0.65%
Department of the Treasury	U.S. Government	5000 - 6999	9	0.52-.072%	5000 - 6999	9	0.46-0.65%
Salt Lake County	Local Government	5000 - 6999	9	0.52-.072%	5000 - 6999	9	0.46-0.65%

Source: Utah State Department of Workforce Services

Note: The Department of Workforce Service had not yet compiled the information for 2008 at the time this report was issued.

The Department of Workforce Services was not able to provide information for prior years.



Full Time Equivalent Authority Employees Six Years

Function	2003	2004	2005	2006	2007	2008
Bus Operations	1009	994	977	937	1008	1050
Rail Operations	149	158	166	176	233	293
Paratransit Operations	150	143	138	142	143	141
Other Services	7	7	7	8	8	10
Support Services	196	246	226	247	225	256
Administration	157	153	160	164	193	224
Total	1668	1701	1674	1674	1810	1974

Support Services includes those departments not in the operating divisions, yet their function closely supports operations. They include departments like training, fare collection, facilities maintenance, support maintenance, security and customer service.

Support Services numbers reflect bringing the facilities security in-house and changes in the training department numbers as training needs fluctuate.

Source: Utah Transit Authority Human Resource Department



Trend Statistics Ten Years

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Passengers										
Bus Service	23,122,829	21,609,457	22,220,325	21,232,710	21,280,980	21,740,128	21,608,186	21,101,991	20,708,289	22,082,663
Rail Service	614,659	6,132,354	5,987,053	9,658,719	10,085,968	11,452,402	12,998,104	14,837,721	12,316,966	15,334,528
Paratransit Service	426,255	490,872	537,411	546,410	523,287	502,341	486,669	494,645	484,422	501,522
Vanpool Service			300,987	484,353	700,270	841,078	1,070,187	1,344,609	1,656,471	1,657,818
Passengers (All Modes)	24,163,743	28,232,683	29,045,776	31,922,192	32,590,505	34,535,949	36,163,146	37,778,966	35,166,148	39,576,531
Revenue Miles										
Bus Revenue Miles	16,958,698	17,324,950	17,001,803	17,464,688	17,353,814	17,371,400	17,500,666	16,967,325	17,097,798	16,968,523
Rail Revenue Miles	116,867	1,506,051	1,703,328	2,379,377	2,281,900	2,565,455	2,744,954	2,827,725	2,839,300	4,527,210
Paratransit Revenue Miles	3,332,013	4,135,758	4,794,710	4,918,152	4,229,682	4,214,238	4,178,334	3,787,313	3,654,751	3,590,134
Vanpool Revenue Miles			1,695,923	2,713,825	3,918,333	4,637,964	5,562,007	6,733,122	6,900,915	9,177,917
Revenue Miles (All Modes)	20,407,578	22,966,759	25,195,764	27,476,042	27,783,729	28,789,057	29,985,961	30,315,485	30,492,764	34,263,784
Total Miles										
Total Bus Miles	19,375,945	19,004,792	18,656,815	19,155,359	19,033,716	19,053,605	19,195,938	18,611,722	18,734,672	18,610,972
Total Rail Miles	117,082	1,508,948	1,711,502	2,390,131	2,294,449	2,587,337	2,758,747	2,841,934	2,853,568	4,552,180
Total Paratransit Miles	3,626,012	4,711,639	5,354,501	5,442,368	4,664,235	4,977,102	4,932,145	4,447,340	4,288,774	4,202,074
Total Vanpool Miles			1,695,923	2,713,825	3,918,333	4,637,964	5,635,116	6,821,625	6,900,915	9,177,917
Total Miles (All Modes)	23,119,039	25,225,379	27,418,741	29,701,683	29,910,733	31,256,008	32,521,946	32,722,621	32,777,929	36,543,143
Passengers Per Mile										
Bus Passengers Per Mile	1.19	1.14	1.19	1.11	1.12	1.14	1.13	1.13	1.11	1.19
Rail Passengers Per Mile	5.25	4.06	3.50	4.04	4.40	4.43	4.71	5.22	4.32	3.37
Paratransit Passengers Per Mile	0.12	0.10	0.10	0.10	0.11	0.10	0.10	0.11	0.11	0.12
Vanpool Passengers Per Mile			0.18	0.18	0.18	0.18	0.19	0.20	0.24	0.18
Total Passengers Per Mile	1.05	1.12	1.06	1.07	1.09	1.10	1.11	1.15	1.07	1.08
Revenue Hours										
Bus Revenue Hours	886,110	899,953	932,907	941,092	938,238	928,367	923,129	908,954	820,173	898,490
Rail Revenue Hours	2,123	46,007	63,400	93,986	92,871	101,543	93,703	98,737	98,828	128,465
Paratransit Revenue Hours	211,011	232,342	290,610	299,390	300,133	285,199	243,974	218,154	214,003	254,838
Revenue Hours	1,099,244	1,178,302	1,286,917	1,334,468	1,331,242	1,315,109	1,260,806	1,225,845	1,133,004	1,281,793
Passengers Per Revenue Hour										
Bus Passengers Per Revenue Hour	26.09	24.01	23.82	22.56	22.68	23.42	23.41	23.22	25.25	24.58
Rail Passengers Per Revenue Hour	289.52	133.29	94.43	102.77	108.60	112.78	138.72	150.28	124.63	119.37
Paratransit Passengers Per Revenue Hour	2.02	2.11	1.85	1.83	1.74	1.76	1.99	2.27	2.26	1.97
Total Passengers Per Revenue Hour	21.98	23.96	22.34	23.56	23.96	25.62	27.83	29.72	29.58	29.58
Total System (All Modes)										
Cost Per Mile	\$3.45	\$3.75	\$3.95	\$4.18	\$4.21	\$4.21	\$4.01	\$4.28	\$4.57	\$4.74
Cost Per Passenger	\$3.30	\$3.35	\$3.73	\$3.89	\$3.86	\$3.81	\$3.61	\$3.71	\$4.26	\$4.37
Fare Revenue Per Passenger	\$0.53	\$0.53	\$0.53	\$0.57	\$0.58	\$0.58	\$0.59	\$0.62	\$0.69	\$0.84

Notes:
 Costs exclude depreciation and interest.
 Light Rail Service began on December 4, 1999.
 See ten year fare history for changes in rates.

Vanpool Service was not significant and is not reported prior to 2001.
 Vanpool Service hours are not reported.
 2002 passenger numbers do not include 1,305,316 passengers carried during the 2002 Winter Olympics.

Capital Assets Statistics

Ten Years

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Number of Bus Routes	165	158	155	136	135	129	128	124	117	120
Number of Rail Routes:										
Trax	1	1	2	3	3	3	3	3	3	3
Commuter Rail	-	-	-	-	-	-	-	-	-	1
Weekday Bus Service Miles	59,015	60,706	71,681	72,501	60,810	61,987	61,851	60,676	60,436	68,051
Weekday Rail Train Service Miles:										
Trax	2,444	2,306	2,377	3,288	3,333	3,390	3,147	3,478	3,166	3,365
Commuter Rail	-	-	-	-	-	-	-	-	-	2,725
Weekday Rail Car Service Miles:										
Trax	5,086	4,897	5,539	7,546	7,422	9,479	8,943	9,110	9,213	9,354
Commuter Rail	-	-	-	-	-	-	-	-	-	8,175
Average Weekday riders	104,301	97,145	99,812	109,253	113,284	119,361	126,629	133,124	122,621	139,911
Buses	583	489	509	493	483	489	518	519	585	481
Paratransit Buses/Vans:										
Directly Operated	83	96	104	103	103	102	101	99	102	105
Private Contractors	53	52	53	62	61	77	74	74	75	80
Rail Vehicles:										
Trax	23	23	33	33	40	46	51	54	69	55
Commuter Rail	-	-	-	-	-	-	-	-	-	34
Van Pools	83	81	109	157	197	235	288	389	456	452
Joint Use Park and Ride Lots	70	70	72	72	74	106	106	126	128	129
Rail Stations:										
Trax	16	16	20	20	23	23	24	25	25	28
Commuter Rail	-	-	-	-	-	-	-	-	-	8
Bus Stops	9,500	9,500	8,442	8,193	8,000	8,028	7,902	7,301	6,975	6,380



2007 Performance Measures - Light Rail

City	ID	Agency	Service Efficiency		Cost Effectiveness		Service Effectiveness	
			Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Salt Lake City, UT	8001	UTA	\$9.29	\$107.63	\$0.32	\$1.61	5.77	66.87
Buffalo, NY	2004	NFT Metro	\$29.47	\$316.99	\$1.63	\$3.98	7.40	79.58
Cleveland, OH	5015	GCRTA	\$15.97	\$227.42	\$0.67	\$4.20	3.80	54.10
Dallas, TX	6056	DART	\$15.28	\$327.98	\$0.57	\$4.46	3.42	73.52
Denver, CO	8006	RTD	\$4.64	\$86.83	\$0.34	\$2.17	2.14	40.00
Portland, OR	0008	Tri-Met	\$11.22	\$171.70	\$0.39	\$2.04	5.50	84.21
Sacramento, CA	9019	RTD	\$11.49	\$226.12	\$0.60	\$3.27	3.51	69.09
San Jose, CA	9013	VTA	\$16.66	\$276.32	\$1.03	\$5.44	3.06	50.77
San Diego, CA	9026	MTS	\$7.05	\$129.39	\$0.27	\$1.59	4.42	81.20
St. Louis, MO	7006	BSDA	\$8.30	\$199.06	\$0.37	\$2.36	3.52	84.37
Average			\$12.94	\$206.94	\$0.62	\$3.11	4.25	68.37
Maximum			\$29.47	\$327.98	\$1.63	\$5.44	7.40	84.37
Minimum			\$4.64	\$86.83	\$0.27	\$1.59	2.14	40.00
Standard Deviation			\$7.03	\$84.31	\$0.42	\$1.35	1.55	15.44

Data Source: 2007 National Transit Database



2007 Performance Measures - Bus Service

City	ID	Agency	Service Efficiency		Cost Effectiveness		Service Effectiveness	
			Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Salt Lake City, UT	8001	UTA	\$6.19	\$116.23	\$0.61	\$4.44	1.39	26.20
Arlington Heights, IL	5113	Pace	\$6.72	\$94.65	\$0.61	\$4.13	1.63	22.94
Houston, TX	6008	METRO	\$6.96	\$100.25	\$0.55	\$3.18	2.19	31.51
Phoenix, AZ	9032	Valley Metro	\$6.51	\$85.65	\$0.64	\$2.37	2.75	36.13
Buffalo, NY	2004	NFT Metro	\$9.32	\$112.63	\$1.24	\$4.70	1.99	23.98
Cincinnati, OH	5012	SORTA/Metro	\$7.01	\$94.12	\$0.61	\$2.97	2.36	31.74
Cleveland, OH	5015	GCRTA	\$8.51	\$104.21	\$0.96	\$3.50	2.43	29.81
Columbus, OH	5016	COTA	\$8.62	\$108.85	\$1.12	\$4.25	2.03	25.61
Dallas, TX	6056	DART	\$7.66	\$106.44	\$0.88	\$3.98	1.93	26.76
Denver, CO	8006	RTD	\$6.89	\$95.21	\$0.67	\$3.60	1.92	26.47
Detroit, MI	5031	SMART	\$7.06	\$117.87	\$0.99	\$7.23	0.98	16.31
Fort Worth, TX	6007	The T	\$6.86	\$79.46	\$0.81	\$4.62	1.49	17.22
Honolulu, HI	9002	DTS	\$7.97	\$105.47	\$0.45	\$1.99	4.00	52.97
Kansas City, MO	7005	KCATA	\$7.04	\$95.81	\$1.12	\$4.15	1.70	23.10
Las Vegas, NV	9045	RTC	\$6.69	\$74.25	\$0.51	\$1.78	3.76	41.75
Orange, CA	9036	OCTA	\$8.84	\$109.89	\$0.80	\$3.04	2.91	36.17
Louisville, KY	4018	TARC	\$6.68	\$82.24	\$0.86	\$3.33	2.00	24.67
Omaha, NE	7002	MAT	\$4.91	\$67.89	\$1.34	\$4.96	0.99	13.67
Orlando, FL	4035	LYNX	\$5.45	\$76.52	\$0.53	\$3.03	1.80	25.27
Portland, OR	0008	Tri-Met	\$9.22	\$113.45	\$0.93	\$3.27	2.81	34.65
Sacramento, CA	9019	Sacramento RT	\$10.77	\$117.06	\$1.51	\$4.71	2.29	24.85
San Antonio, TX	6011	VIA Metro	\$5.54	\$73.48	\$0.67	\$2.54	2.18	28.93
San Diego, CA	9026	MTS	\$6.48	\$73.57	\$0.71	\$2.62	2.47	28.05
San Carlos, CA	9009	SAMTRANS	\$12.59	\$139.04	\$1.24	\$6.17	2.04	22.54
San Jose, CA	9013	VTA	\$12.48	\$156.84	\$1.55	\$6.26	1.99	25.06
Seattle, WA	0001	Metro	\$10.90	\$131.53	\$0.75	\$4.02	2.71	32.71
St. Louis, MO	7006	BSDA	\$6.61	\$89.74	\$0.91	\$3.56	1.86	25.20
Average			\$7.80	\$100.83	\$0.87	\$3.87	2.17	27.94
Maximum			\$12.59	\$156.84	\$1.55	\$7.23	4.00	52.97
Minimum			\$4.91	\$67.89	\$0.45	\$1.78	0.98	13.67
Standard Deviation			\$2.00	\$21.49	\$0.31	\$1.29	0.69	7.98

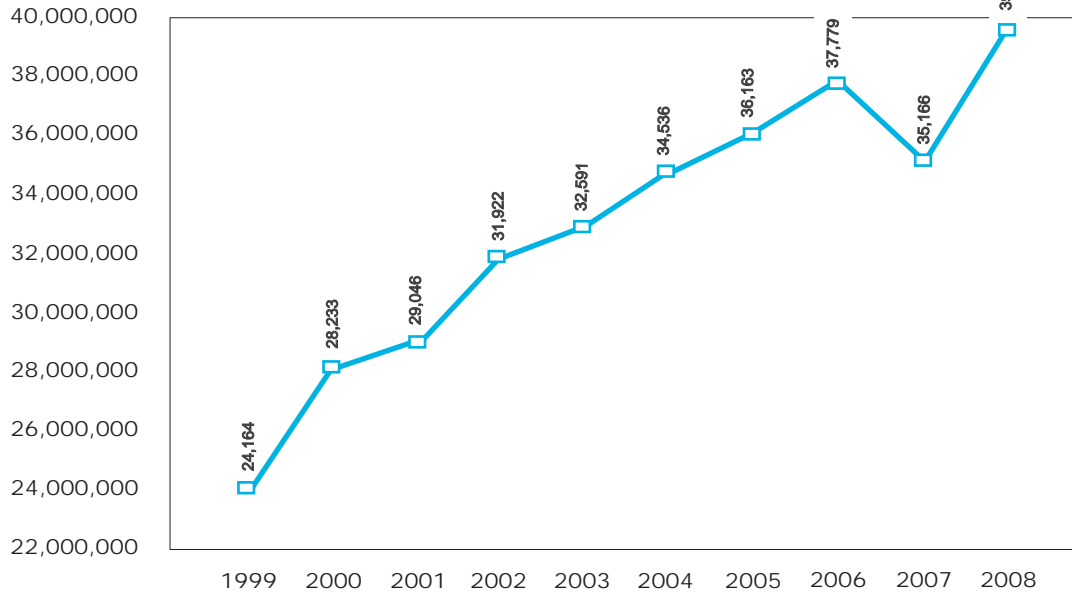
Data Source: 2007 National Transit Database

2007 Performance Measures - Demand Response Service

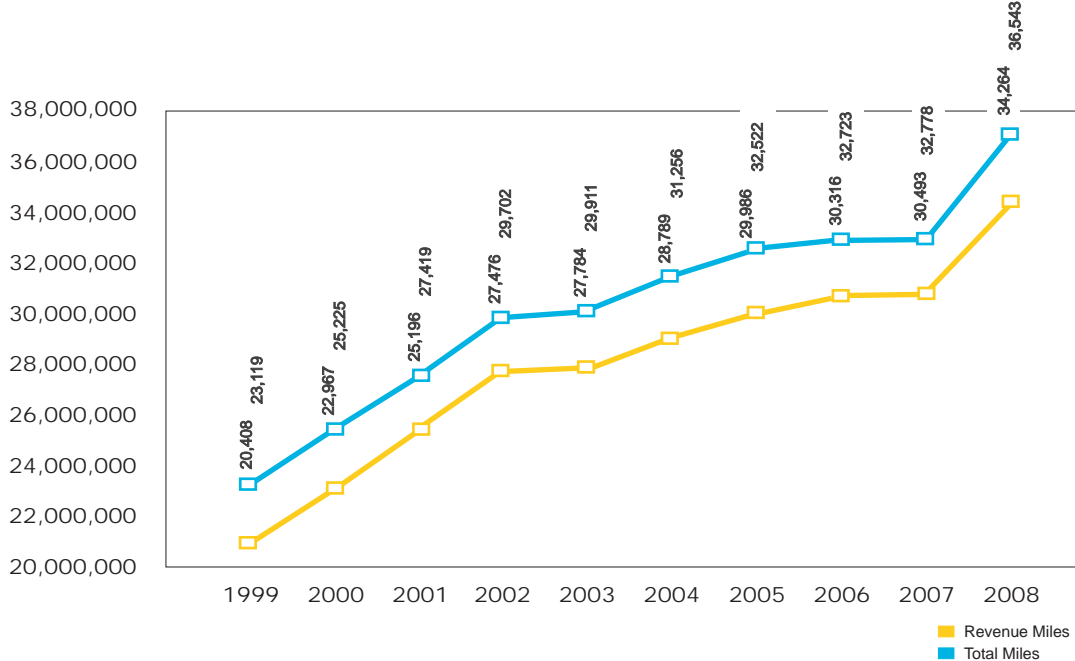
City	ID	Agency	Service Efficiency		Cost Effectiveness		Service Effectiveness	
			Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Salt Lake City, UT	8001	UTA	\$4.70	\$70.30	\$3.18	\$35.30	0.13	1.99
Arlington Heights, IL	5113	Pace	\$4.31	\$62.13	\$2.75	\$15.47	0.28	4.01
Houston, TX	6008	METRO	\$2.43	\$43.47	\$2.01	\$23.72	0.10	1.83
Phoenix, AZ	9032	Valley Metro	\$4.22	\$60.19	\$4.08	\$35.33	0.12	1.70
Buffalo, NY	2004	NFT Metro	\$4.91	\$82.86	\$5.36	\$53.53	0.09	1.55
Cincinnati, OH	5012	SORTA/Metro	\$4.06	\$70.27	\$3.12	\$32.10	0.13	2.19
Cleveland, OH	5015	GCRTA	\$6.15	\$85.16	\$5.88	\$42.15	0.15	2.02
Columbus, OH	5016	COTA	\$2.99	\$57.88	\$3.73	\$36.92	0.08	1.57
Dallas, TX	6056	DART	\$4.44	\$72.86	\$2.94	\$39.96	0.11	1.82
Denver, CO	8006	RTD	\$4.13	\$58.23	\$4.28	\$29.06	0.14	2.00
Detroit, MI	5031	SMART	\$5.36	\$83.88	\$3.18	\$24.51	0.22	3.42
Fort Worth, TX	6007	The T	\$3.84	\$63.74	\$3.02	\$30.76	0.12	2.07
Honolulu, HI	9002	DTS	\$5.38	\$76.94	\$2.89	\$30.71	0.18	2.50
Kansas City, MO	7005	KCATA	\$3.40	\$68.14	\$2.59	\$19.32	0.18	3.53
Las Vegas, NV	9045	RTC	\$4.54	\$67.00	\$3.13	\$33.83	0.13	1.98
Louisville, KY	4018	TARC	\$2.54	\$40.60	\$2.41	\$26.04	0.10	1.56
Omaha, NE	7002	MAT	\$3.39	\$49.98	\$4.53	\$25.49	0.13	1.96
Orlando, FL	4035	LYNX	\$2.64	\$44.47	\$2.55	\$32.69	0.08	1.36
Portland, OR	0008	Tri-Met	\$3.57	\$54.29	\$2.99	\$26.73	0.13	2.03
Sacramento, CA	9019	Sacramento RT	\$4.20	\$68.88	\$4.40	\$37.88	0.11	1.82
San Antonio, TX	6011	VIA Metro	\$2.95	\$55.60	\$2.05	\$23.87	0.12	2.33
San Diego, CA	9026	MTS	\$2.74	\$47.14	\$2.09	\$14.22	0.19	3.32
San Carlos, CA	9009	SamTrans	\$4.40	\$62.31	\$4.74	\$40.21	0.11	1.55
Seattle, WA	0001	KC Metro	\$5.39	\$75.50	\$4.24	\$42.05	0.13	1.80
St. Louis, MO	7006	BSDA	\$3.56	\$60.42	\$2.65	\$26.90	0.13	2.25
Average			\$4.01	\$63.29	\$3.39	\$31.15	0.14	2.17
Maximum			\$6.15	\$85.16	\$5.88	\$53.53	0.28	4.01
Minimum			\$2.43	\$40.60	\$2.01	\$14.22	0.08	1.36
Standard Deviation			\$1.00	\$12.57	\$1.04	\$9.01	0.05	0.69

Data Source: 2007 National Transit Database

Ridership 1999 - 2008

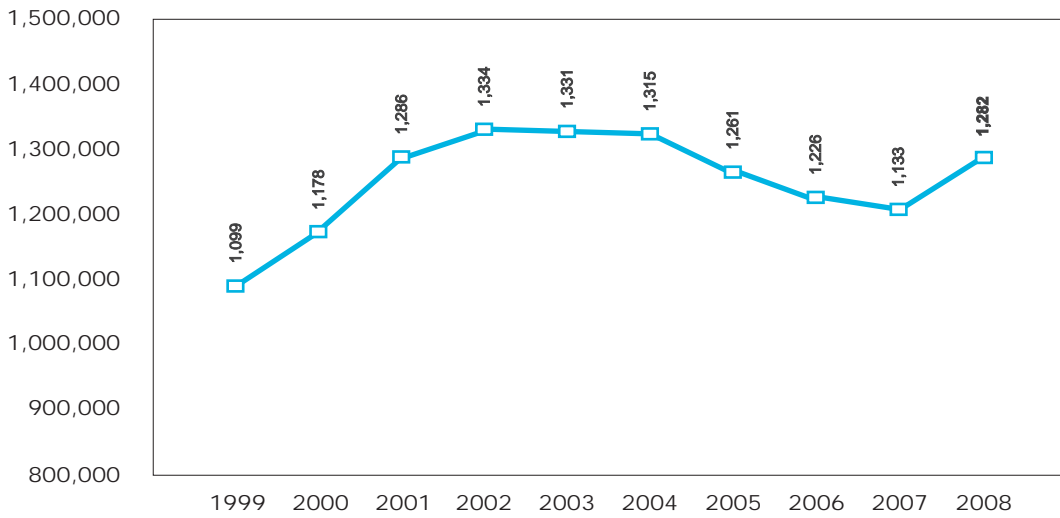


Revenue and Total Miles 1999 - 2008

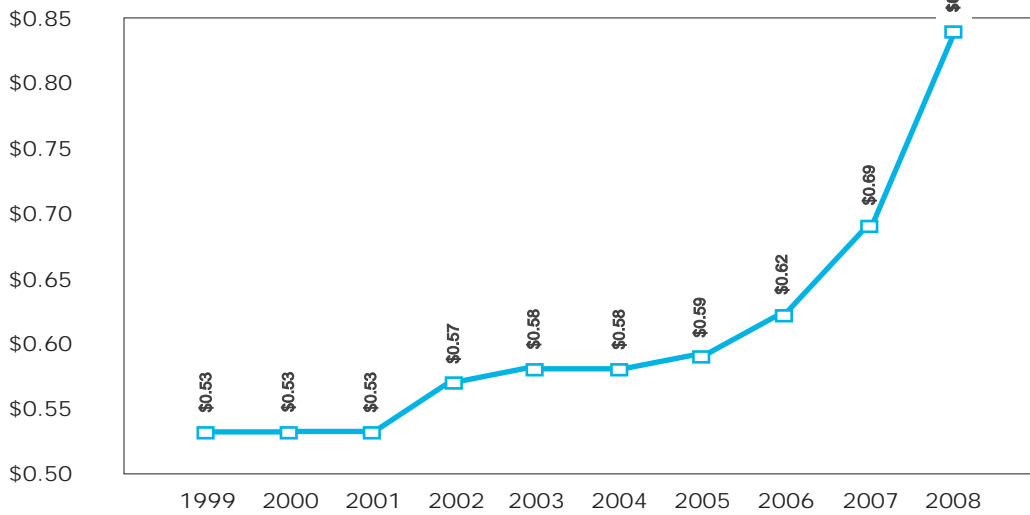




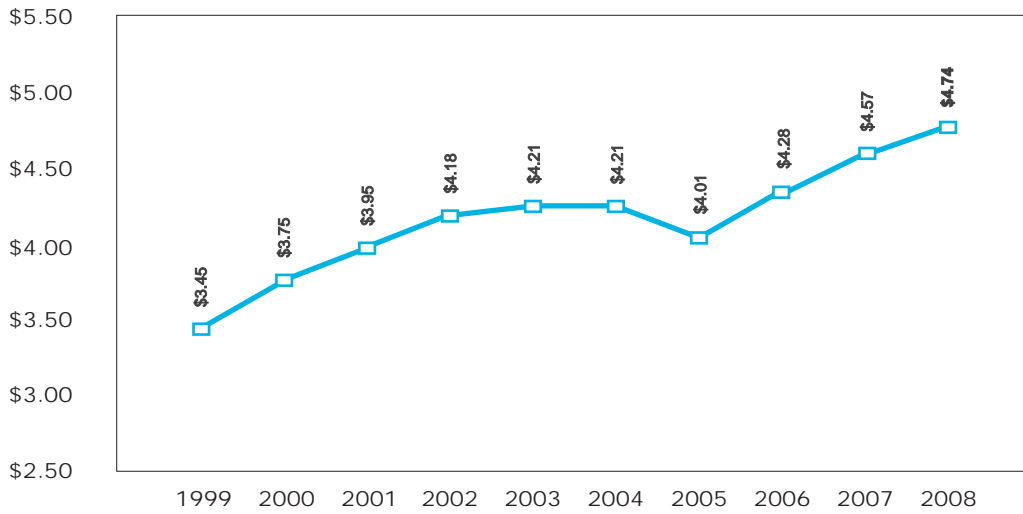
Revenue Hours 1999 - 2008



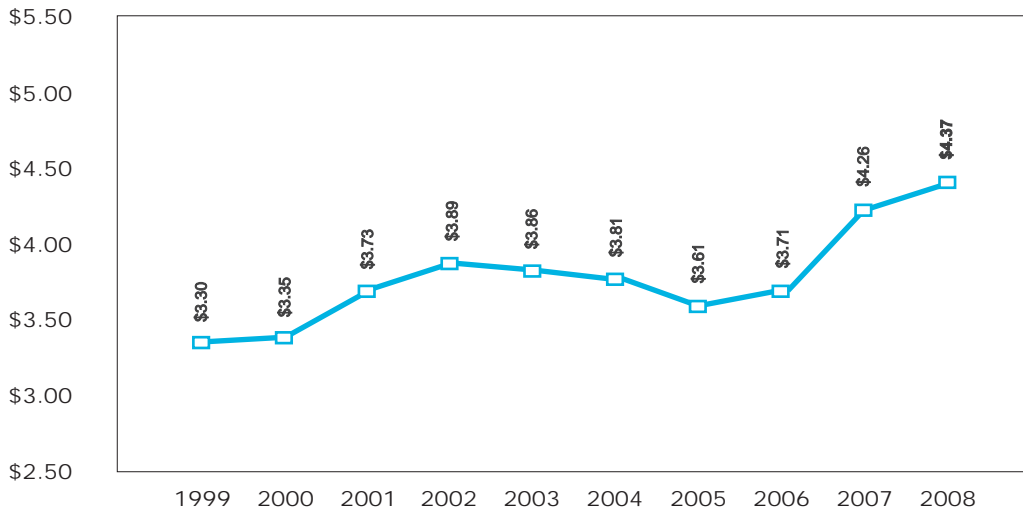
Average Fare Per Passenger 1999 - 2008



Average Cost Per Mile 1999 - 2008



System Cost Per Passenger 1999 - 2008



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