Comprehensive Annual Financial Report

For Fiscal
Year Ended
December 31, 2011

Connecting
Communities

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 investments
of physical, economic and human resources."

Comprehensive Annual Financial Report

For Fiscal Year Ended
December 31, 2011

Finance Department

Kenneth D. Montague, Jr.
Chief Financial Officer

Glenn Bratt
Comptroller

UTAH TRANSIT AUTHORITY

Table of Contents

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.

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.

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.

This page intentionally left blank

INTRODUCTORY

June 1, 2012

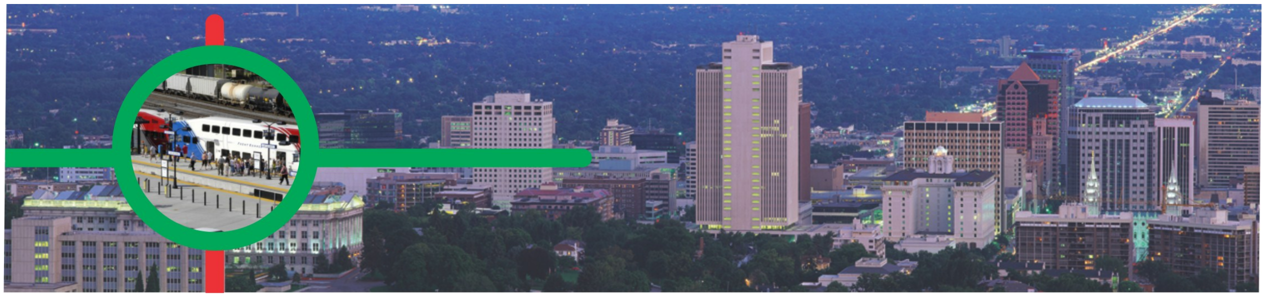
To the Board of Trustees
Utah Transit Authority and
Citizens within the UTA Service Area

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, 2011. 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.

UTAH TRANSIT AUTHORITY
669 West 200 South Salt Lake City, Utah 84101 TEL. 801.262.5626 www.rideuta.com



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 15 member board of trustees which is the legislative body of the Authority and determines all questions of Authority policy. Eleven 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 State 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 fifteen members 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 supervises the executive staff which includes the Chief Capital Development Officer, Chief Operating Officer, Chief Financial Officer, Chief Communications and Customer Focus Officer, Chief Business Solutions and Technology Officer, Chief Planning Officer, President of Government Resources, and Senior Advisor to the General Manager.

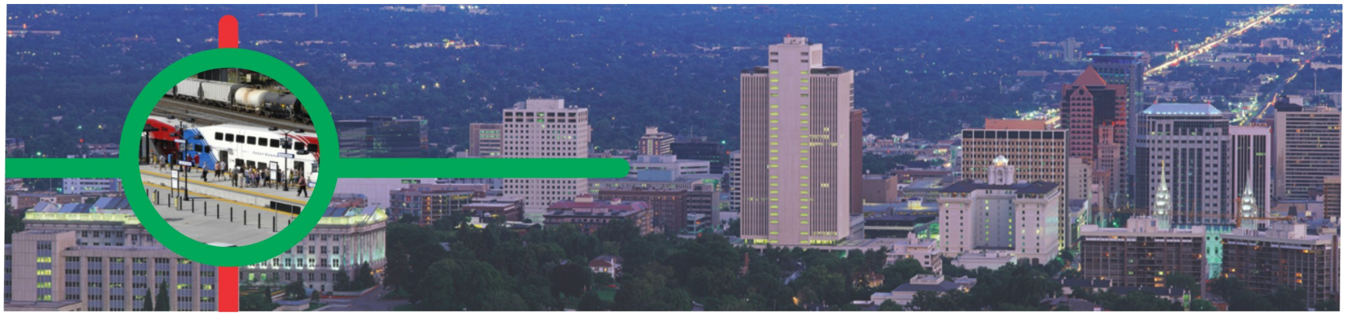
The General Manager, General Council and the Internal Auditor for the Authority report to the Board of Trustees. An organizational chart which illustrates the reporting relationships follows in the introductory section.

The City County Building and the Trax Blue

The Regional General Managers and the General Manager of Rail Operations report to the Chief Operating Officer. The corporate executive staff meets weekly to coordinate management of the affairs of the organization. The executive staff meets monthly in a policy forum to review and set management policies and set goals and objectives for the organization.

The Authority serves the largest segment of population in the State of Utah known as the Wasatch Front. Its service area includes Salt Lake, Utah, Davis and Weber Counties, 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 2,244,265 and represents 79% of the state's total population.

Salt Lake Central Intermodal Hub



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.

During 2011, the Authority continued to strengthen and connect communities. The largest and most important capital construction project the Authority has undertaken, its 2015 program, progressed to over 89% completion. The 2015 program consists of the construction of five major rail lines or extensions (see map of 2015 projects). Two light rail lines, the Mid-Jordan line now called the Red Line and the West Valley Line now called the Green Line were opened for service in August connecting communities on the west and southwest portion of Salt Lake County to the original light rail line running through the center of the county which is now called the Blue Line.

The Green Line begins at the West Valley City Hall and Intermodal Center and connects to the Blue Line at 2100 South and continues to the downtown Intermodal Hub. The Green Line has four new stations including a stop at the Maverik Center Arena.

The Red Line begins in Daybreak and adds approximately 11 miles of new light rail service. The Red Line follows the existing Bingham Branch Railroad and has 10 new stops passing through South Jordan, West Jordan, Midvale and Murray and joins the Blue Line at 6400 South. The Red Line goes through downtown Salt Lake City and ends at the University of Utah.

The remaining 2015 projects will be completed in 2012 and 2013. FrontRunner South is a continuation of the commuter rail line that currently runs from Pleasant View north of Ogden to Salt Lake City. This line will extend commuter rail service from Salt Lake City south to Provo. This line will add 44 miles of commuter rail service and is scheduled to open with eight stations in December of 2012.

Tie in track work joins the Airport Trax Line with the existing line.

Completed track and plinths on North Temple Viaduct

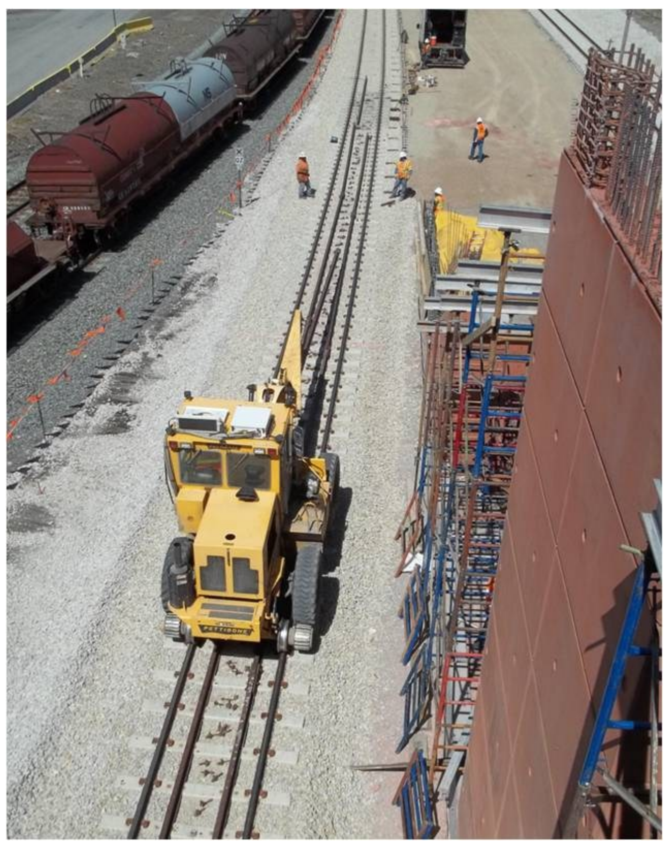
The Airport Line will be completed in 2013 and extend from downtown Salt Lake City along North Temple to the International Airport. This line will connect with the FrontRunner for easy transfers to and from the rest of the transit system. The Draper extension will also be finished in 2013 and extends the Blue Line from Sandy south into Draper with three new stations.

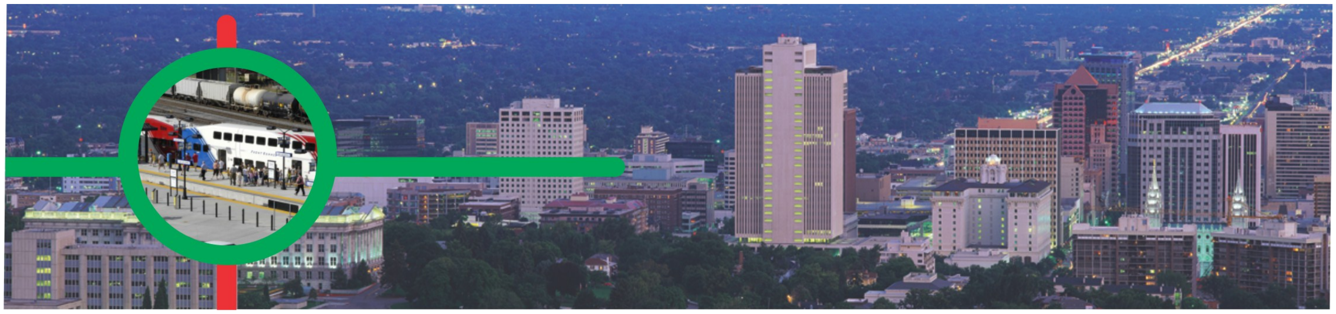
In addition to the opening of two new light rail lines, the Authority underwent its largest overall service change with unprecedented public involvement. The service changes were necessary to fully integrate the new light rail and bus service as efficiently as possible. Unprecedented public involvement was obtained by successfully incorporating the use of social media in the public hearing process. Under an interlocal agreement between Park City, Summit County and UTA, new service between Salt Lake City and Park City with stops along the way was started in October. The Authority also introduced six new route deviation (Flex) routes. With all the service changes in 2011, the Authority experienced a 6% growth in ridership resulting in a $4.5 million increase (13%) in passenger revenues.

During 2011, the Authority made progress on several transit oriented development (TOD) projects. TOD are those areas in which UTA is currently pursuing leasing and development opportunities on properties owned by UTA or near existing or future transit stops. The Jordan Valley project located in West Jordan at the Jordan Valley light rail station saw the construction of two parking structures with construction of the project to begin in 2012. Site planning and entitlements for a project at the Sandy Civic Light Rail Station are under way. Site planning is also under way at the FrontRunner Clearfield station.

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

Tie-in track work for Airport Line tracks


Installing guardrail on the Airport Line



FUTURE PLANS

The Utah Transit Authority continues to strengthen and connect communities, developing a better transportation future for the Wasatch Front. The Frontlines 2015 program, as described in the Current Year in Review section of this report should be completed with all lines operational by the end of 2013, two years ahead of schedule. Significant progress has been made on construction of these lines with two of the lines, the West Valley Line and the Mid-Jordan Line having opened in August of 2011.

Locomotives, coach cars and cab cars have been received for the commuter rail line and are being put into good service on the FrontRunner North Line. These vehicles will be ready for the opening of FrontRunner South in December 2012.

Construction on the FrontRunner South Line (commuter rail) will be completed in 2012 with test trains running during the last half of the year in preparation for the opening in December. Construction on the Airport and Draper Lines will be completed in 2013 with expected openings to occur sometime that year.

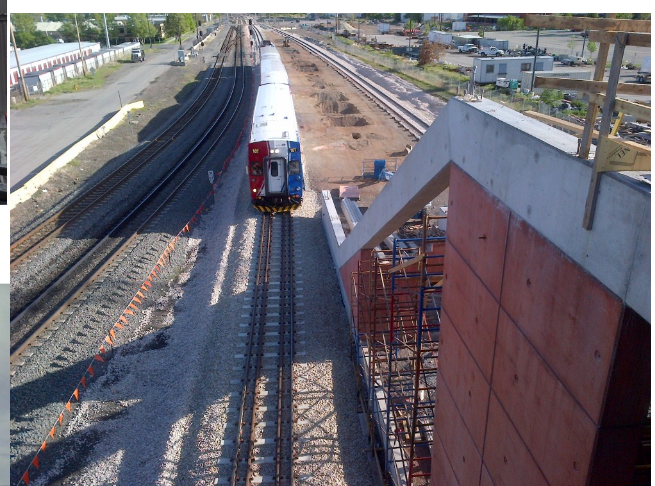
As the construction of the projects of the 2015 program are reaching maturity, the Authority is looking to its next tier of projects. The next tier of projects will be a significant departure from the five large projects currently under construction, called the 2015 program. UTA's future transit capital development program will almost certainly consist of a greater number of smaller and more diverse projects. Smaller projects will require a more flexible management approach and a more nimble staff. The rights-of-way that we have enjoyed and that have enabled us to more easily construct large projects have mostly been utilized. Most of the rail network will be in operation before 2014. What will be important is the integration of the bus and rail networks and the use of bus rapid transit and streetcar networks to fill the gaps and act as high capacity feeders to the TRAX and FrontRunner Lines. One project that received funding from Tiger II (Transportation Investment Generating Economic Recovery) funds in October of 2010 is the Sugarhouse Streetcar Line. This project consists of a modern streetcar line electrified

Installation of a tunnel for a planned horse trail in Sandy City by overhead catenary that will connect a commercial center, Sugarhouse Business District, to the TRAX light rail system. The right-of-way is 1.9 miles of dedicated rail corridor crossing 14 streets. The project includes seven stations approximately 0.3 miles apart with small platforms and a few amenities. A Tiger II grant for $26 million has been awarded to the Authority with a source of local funding expected to come from South Salt Lake and Salt Lake City.

Another priority for UTA is the use of buses that operate on compressed natural gas (CNG). In 2012, the Authority expects to place an order for buses that operate using CNG and has begun to make plans for and design a maintenance facility that will house and maintain a fleet of CNG buses.

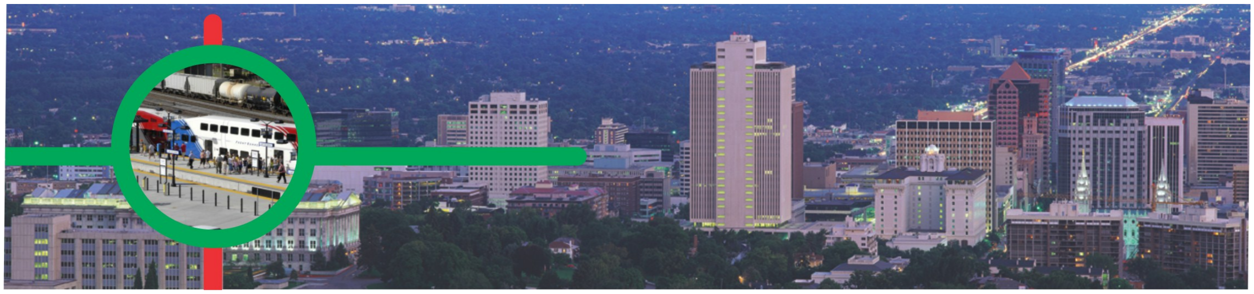
Next tier projects are those which have either the planning priority or local support to have begun specific studies on the projects. Horizon projects are projects where there is interest or planning priority but not to the level to have either a specific feasibility study or an alternative analysis under way. In the Horizon category, the list includes projects that are very large and have long lead times which require early planning. Facilities projects are proposed with major new or improved facilities being planned in the UTA system. The key to moving these next tier projects into the design and construction phase is identifying and gaining commitments for funding. The modes being studied include bus, bus rapid transit, streetcar transit, light rail transit, commuter rail transit, high speed rail and intermodal centers to serve and connect the various modes.

Airport welcome center takes shape



Stem walls and escalator in place for transfer station at North Temple

Draper Town Center Park and Ride begins construction



The Economic Condition and Outlook

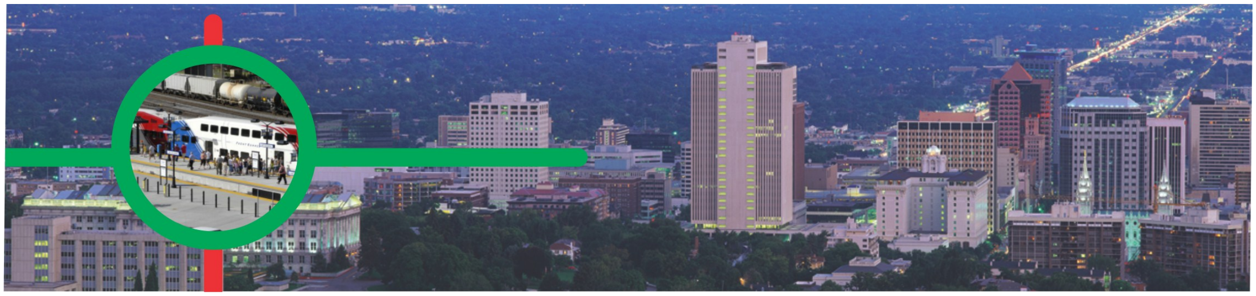
The Utah Governor's Office of Planning and Budget produces the 2012 Economic Outlook. The Economic Outlook focuses on an estimated summary of the previous year and a forecast for the forthcoming year. The primary goal of the report is to improve the reader's understanding of the Utah economy. The report is a collaborative effort of both public and private entities who devote a significant amount of time to this report ensuring that it contains the latest economic and demographic information. Below is just an excerpt from the Economic Outlook. For more detailed information, the entire report is available on the Governor's Office of Planning and Budget website at http://www.governor.utah.gov/dea.

Overview of the Economy – Utah typically grows more rapidly than the nation after recessions, and this pattern is taking hold in the current recovery. For the U.S., employment grew 0.9% in 2011, compared to 2.3% for Utah. While employment increased during 2011, Utah's unemployment rate improved, falling to 7.7%. Though housing stabilized, with building permits at 8,000 in 2011, home-building is not leading the economy as it does during a typical recovery.

Outlook 2012 – Economic growth in Utah is expected to accelerate during 2012. Employment is forecast to increase 2.7% for the year as a whole, with larger increases as the year progresses. Housing permits are forecast to move up slightly from historic lows. As the overall unemployment rate declines to 6.7%, the improving labor market will support increased consumer spending and a strengthening recovery.

2011 saw a return of economic growth for the State of Utah. The Authority's sales tax revenues increased by 6.5% over 2011 following declines in 2008 and 2009 and flat growth in 2010. Total nonfarm employment in the state grew by 27,000 jobs (2.3%) in 2011 and is expected to grow by 32,800 jobs (2.7%) in 2012.

Orem FrontRunner South platform



Financial Information

<u>Financial Policies</u>

The Authority has an “Ends Policy” that states:

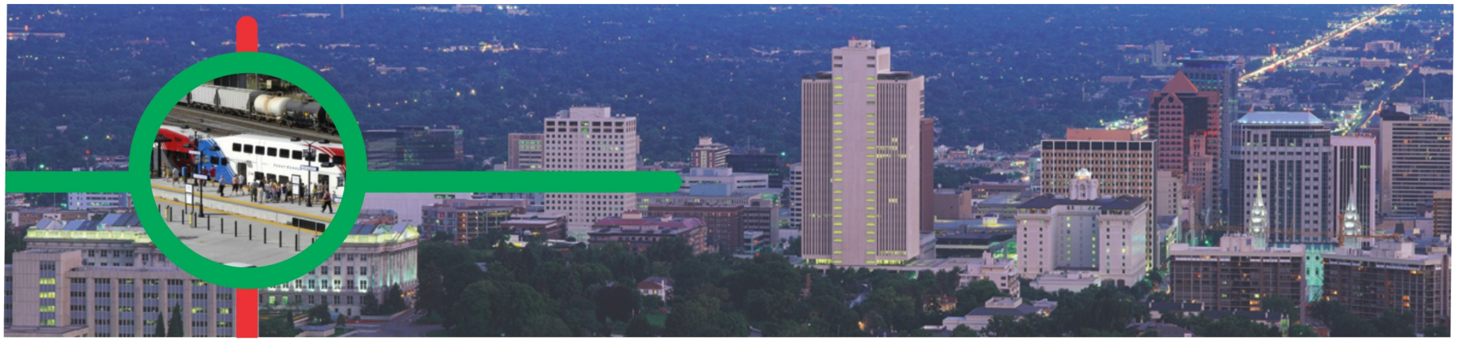
“The Authority secures funding to meet future growth needs….” Through increases in Sales Tax Revenues and Federal Transit Administration Capital Project Grants, the Authority has acquired additional funding to meet the needs of the Front Lines 2015 and other programs. This funding has had an impact on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

Another policy states that:

“Financial conditions and activities shall not incur financial jeopardy for Utah Transit Authority (“Authority”), nor deviate from the Board’s Ends policies. Accordingly, the General Manager shall not….Generate less than the annually budgeted amount of available funds.” This is in regard to the approved budget. As a result, due to the recession, UTA has worked hard to manage its capital construction projects and expansion of light rail operations to stay within budgets the Authority can afford.

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, Financial Statements, and accompanying notes.

Opening of the City Creek Mall in Downtown Salt Lake, March 2012



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 2011, the Authority issued $100,000,000 in Sales Tax Revenue Bonds Series 2011A and B. The Series 2011A and B bonds were issued for the purpose of financing the cost of acquisition and construction of certain improvements to the Authority's transit system, primarily the 2015 projects.

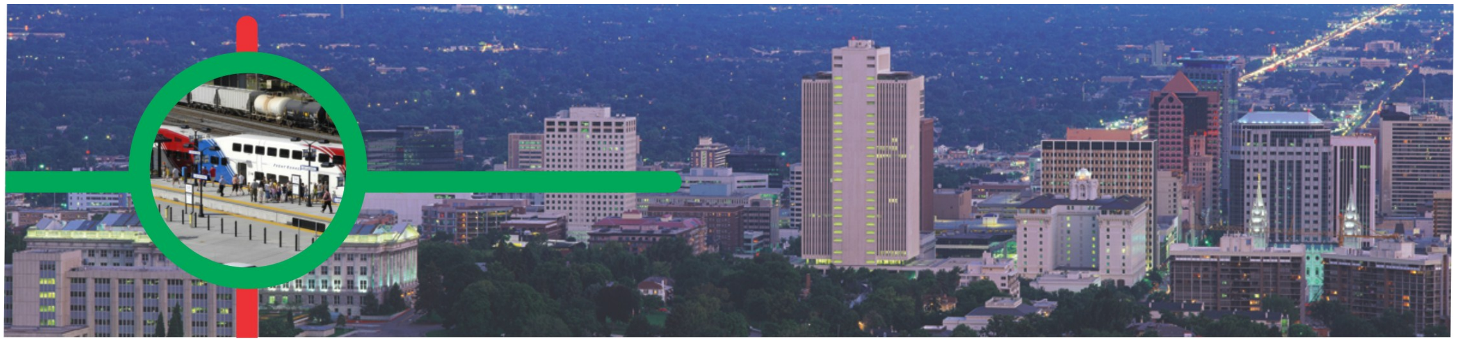
As of December 31, 2011, the Authority had $1,935,697,257 in outstanding bonds.

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, Financial Statements, and accompanying notes.

Laying track in Draper

MEC Catenary Workers

Construction welding



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 statements with accompanying notes is included in the Financial Section of the 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 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, 2010. 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 Teri Black, Executive Assistant; Glenn Bratt, UTA Comptroller; Blair Lewis, Graphic Artist; Eric Vance, Photographer, and the Capital Development Team of Photographers.

Sincerely,

Kenneth D. Montague

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, 2010

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.

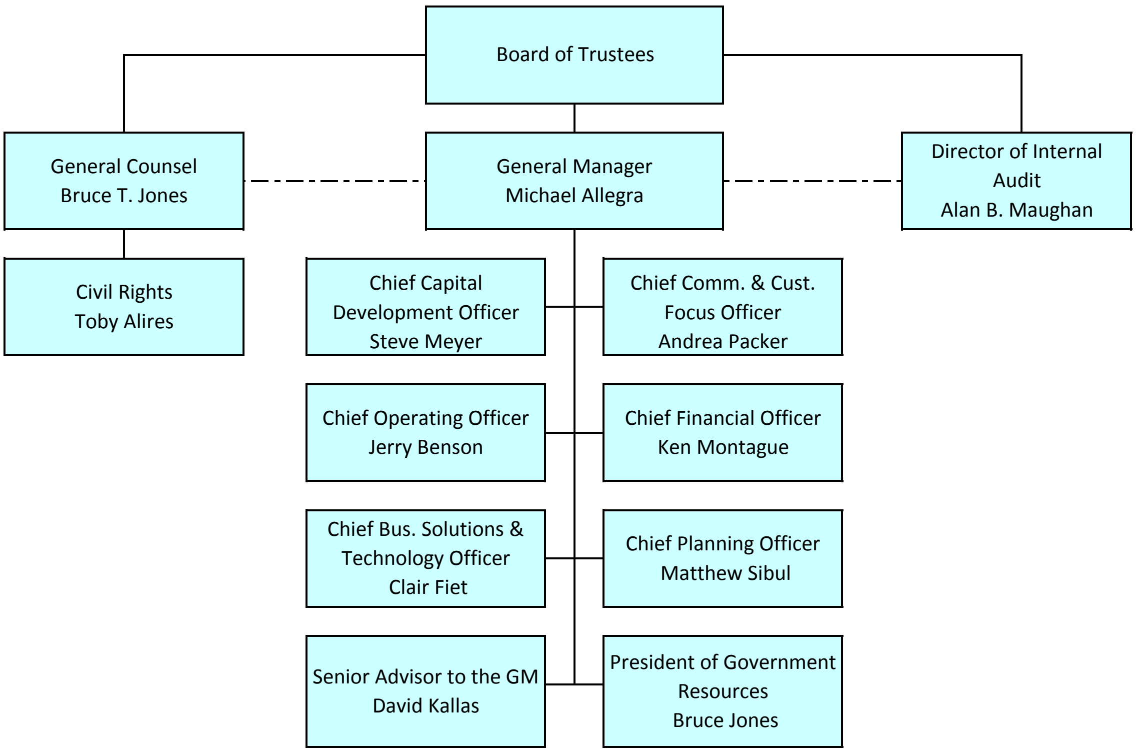
Linda C. Davidson

President

Jeffrey L. Esser

Executive Director

ORGANIZATIONAL CHART



Utah Transit Authority Board of Trustees

Gregory Hughes
Chairman

Michelle Facer Baguley
Vice Chairman

Justin Allen

Keith Bartholomew

Christopher R. Bleak

H. David Burton

Necia Christensen

Larry Ellertson

Charles Henderson

Meghan Holbrook

Robert A. Hunter

P. Bret Millburn

Michael E. Romero

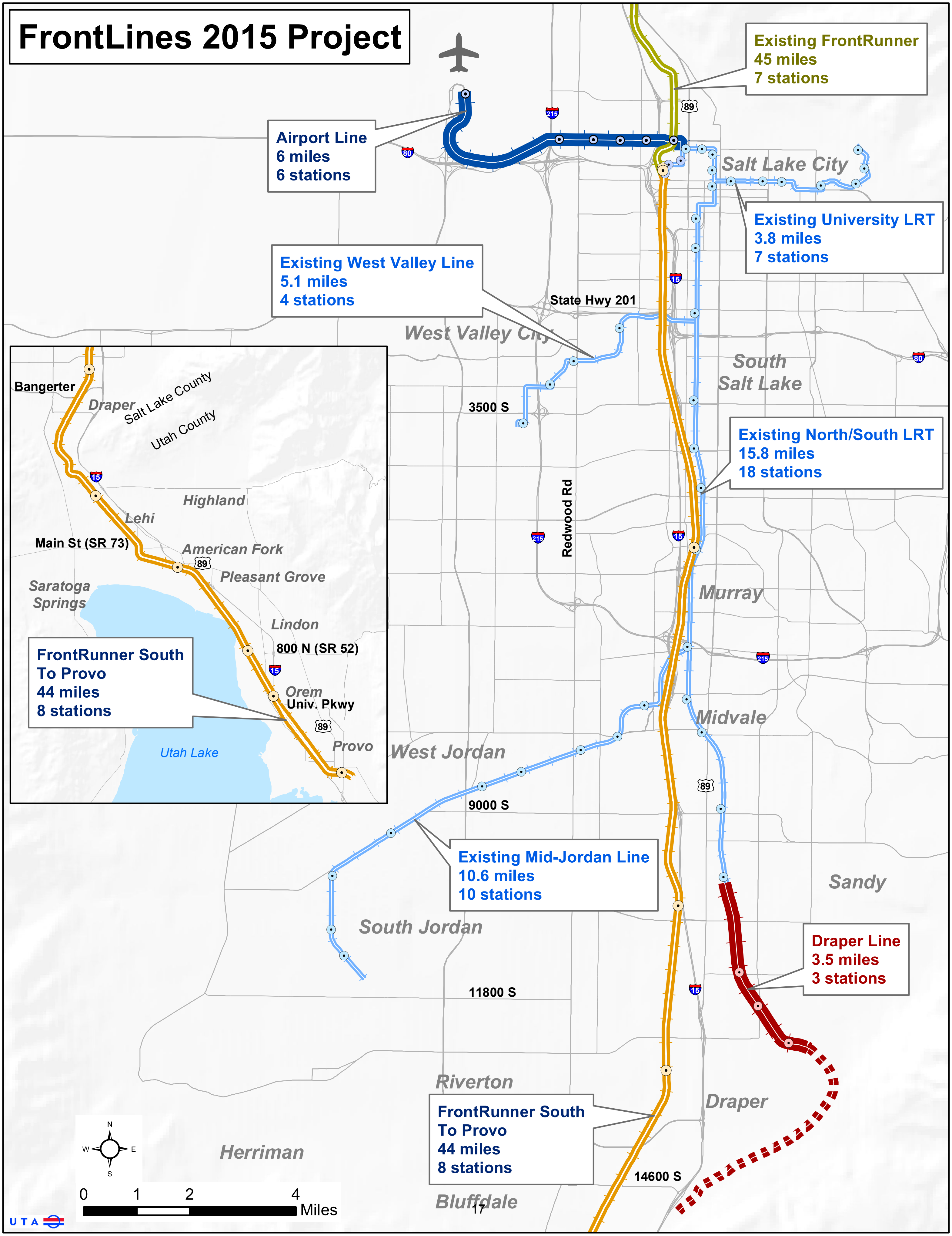
Ben Southworth

Troy Walker

Board of Trustees Appointments

Appointed by	Current Member	Date of Oath or Seated	Term Number
The municipalities within Salt Lake County and the municipalities of Grantsville and Tooele in Tooele County	Gregory Hughes	January 25, 2006	3
	Ben Southworth	September 23, 2009	1
	Necia Christensen	December 13, 2000	4
	Michael E. Romero	February 28, 2007	2
	Michelle Facer Baguley	June 23, 2004	3
Salt Lake County Unincorporated	Charles G. Henderson	January 23, 2008	2
Salt Lake City	Keith Bartholomew	May 26, 2004	3
The municipalities within Utah County	Larry E. Ellertson	September 21 ,2005	3
	Christopher R. Bleak	July 30, 2008	1
The municipalities within Davis County	P. Bret Millburn	July 30, 2008	1
The municipalities within Weber County and the municipalities of Brigham, Perry and Willard in Box Elder County	Robert A. Hunter	December 18, 2002	3
Transportation Commission	Meghan Z. Holbrook	August 26, 2009	1
Governor of Utah	H. David Burton	May 23, 2012	1
President of the Senate	Justin Y. Allen	July 30, 2008	1
Speaker of the House	Troy K. Walker	July 13, 2011	1

Board of Trustees and Administration


FrontLines 2015 Project
Existing FrontRunner
45 miles
7 stations
Airport Line
6 miles
6 stations
Salt Lake City
Existing University LRT
3.8 miles
7 stations
Existing West Valley Line
5.1 miles
4 stations
State Hwy 201
West Valley City
South
Salt Lake
3500 S
Existing North/South LRT
15.8 miles
18 stations
Redwood Rd
Murray
Midvale
West Jordan
9000 S
Existing Mid-Jordan Line
10.6 miles
10 stations
Sandy
South Jordan
Draper Line
3.5 miles
3 stations
11800 S
Riverton
Draper
FrontRunner South
To Provo
44 miles
8 stations
Herriman
14600 S
Bluffdale
Bangerter
Draper
Salt Lake County
Utah County
Highland
Lehi
Main St (SR 73)
American Fork
Pleasant Grove
Saratoga
Springs
Lindon
800 N (SR 52)
FrontRunner South
To Provo
44 miles
8 stations
Orem
Univ. Pkwy
Provo
Utah Lake
N
W
E
S
0
1
2
4
Miles
UTA

This page intentionally left blank

FINANCIAL

Deloitte & Touche LLP
299 South Main Street
Suite 1900
Salt Lake City, Utah 84111
United States of America

Tel: 801-328-4706
Fax: 801-366-7900
www.deloitte.com

INDEPENDENT AUDITORS' REPORT

To 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, 2011 and 2010, and for the years then ended listed in the foregoing table of contents. These financial statements are the responsibility of the Authority's management. 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 respective 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, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of December 31, 2011 and 2010, and the changes in net assets and 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 foregoing table of contents is not a required part of the basic financial statements, but is supplementary information required by the Governmental Accounting Standards Board. This supplementary information is the responsibility of the Authority's management. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit such information and we do not express an opinion on it.

Our audits were conducted for the purpose of forming an opinion on the basic financial statements of the Authority 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 15, 2012

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, 2011 and December 31, 2010.

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 5 major rail construction projects and one maintenance facility collectively called the FrontLines 2015 Project, which is projected to cost in excess of $2.5 billion. By the end of 2011, construction was 89.2% complete. In 2011, the Authority opened two new light rail lines, the Mid-Jordan Line (Red Line) from Daybreak to the University of Utah and the West Valley Line (Green Line) from the West Valley Intermodal Center to Salt Lake Central. Also in 2011, the Authority received a Full Funding Grant Agreement for the Draper Line. Construction continues on the commuter rail line from Provo to Salt Lake City and on the light rail line from the Salt Lake Airport to downtown Salt Lake City, which lines are scheduled for completion late in 2012 and early 2013 respectively. 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

(in thousands of dollars)

	12/31/2011	12/31/2010	Increase (Decrease) From 2010	Percent Increase/ Decrease	12/31/2009
ASSETS:					
Current and other assets	$421,200	$629,637	($208,437)	-33.1%	$622,251
Restricted and designated assets	54,017	54,181	(164)	-0.3%	206,214
Capital assets	3,315,270	2,979,250	336,020	11.3%	2,444,390
Total assets	3,790,487	3,663,068	127,419	3.5%	3,272,855
LIABILITIES:					
Current liabilities	201,942	181,582	20,360	11.2%	139,619
Long term debt	1,928,082	1,838,117	89,965	4.9%	1,648,931
Total liabilities	2,130,024	2,019,699	110,325	5.5%	1,788,550
NET ASSETS:					
Invested in capital assets net of related debt	1,379,573	1,133,833	245,740	21.7%	953,013
Restricted for debt service	3,850	3,900	(50)	-1.3%	3,643
Restricted for Insurance	80	171	(91)	-53.2%	170
Unrestricted	276,960	505,465	(228,505)	-45.2%	527,479
Total net assets	$1,660,463	$1,643,369	$17,094	1.0%	$1,484,305

2011 Results

The Authority received a final payment of $96.5 million for the Front Runner North Commuter rail project and $120.6 million for the Mid Jordan light rail line in FFGA funding in 2011 which was applied to federal receivables. With the closing of the grant for Front Runner North and large draws on the FFGA for the Mid Jordan Line, federal receivables decreased by $184 million. Cash and cash equivalents decreased by $34 million to fund operations and construction. Trade accounts receivable primarily from local governments increased $5 million. These items account for most of the $208 million decrease in Current and other assets.

The Authority issued $100 million in bonds in 2011; however, due to the large construction expenditures and the draw down of construction funds, the restricted assets show a small decrease of $164 thousand. The significant construction costs for the commuter rail and light rail projects combined with the related costs of revenue vehicles are reflected in the increase in capital assets (see notes to financial statements for additional detail).

The additional $100 million in bonding accounts for the increase in long term debt. The increased accrued interest payable on the additional debt, along with large construction payables at year end, account for the $20 million increase in current liabilities.

An increase in net assets over time may serve as a useful indicator of a government entity's financial position. For the fiscal years ended December 31, 2011 and December 2010 respectively, the Authority's increase in net assets was $17 million and $159 million. These increases were primarily due to the increase in current assets and capital assets, as discussed above.

2010 Results

The Authority received another $80 million for the Commuter rail project and $98 million for the Mid Jordan light rail line in FFGA funding in 2010 which was applied to federal receivables. Additional large expenditures yet to be reimbursed by FTA were incurred which resulted in a net decrease in federal receivables of $38 million. The funds received from FTA account for an increase in cash of $13 million. An interlocal agreement with Utah County which defers the receipts of sales tax resulted in an increase in sales tax receivables of $13 million. Trade accounts receivables primarily from local governments increased $19 million. These items account for most of the $7.4 million increase in Current and other assets.

The Authority issued $200 million in bonds in 2010; however, due to the large construction expenditures and the draw down of construction funds, the restricted assets show a decrease of $152 million. The significant construction costs for the commuter rail and light rail projects combined with the related costs of revenue vehicles are reflected in the increase in capital assets (see notes to financial statements for additional detail).

The additional $200 million in bonding accounts for the increase in long term debt. The increased accrued interest payable on the additional debt, along with large construction payables at year end, account for the $42 million increase in current liabilities.

An increase in net assets over time may serve as a useful indicator of a government entity's financial position. For the fiscal years ended December 31, 2010 and December 2009 respectively, the Authority's increase in net assets was $159 million and $275 million. These increases were primarily due to the increase in current assets and capital assets, as discussed above.

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

	2011	2010	Increase (Decrease) From 2010	Percent Increase/ Decrease	2009
Operating revenues	$41,527	$36,893	$4,634	12.6%	$35,164
Operating expenses	288,531	257,268	31,263	12.2%	255,931
Excess of operating expenses over operating revenues	(247,004)	(220,375)	26,629	12.1%	(220,767)
Non-operating revenues	246,417	237,788	8,629	3.6%	244,239
Non-operating expenses	(30,454)	(18,124)	12,330	68.0%	(24,150)
Gain, (loss) before contributions	(31,041)	(711)	(30,330)	4265.8%	(678)
Capital contributions	46,755	159,774	(113,019)	-70.7%	275,609
Change in net assets	15,714	159,063	(143,349)	-90.1%	274,931
Total net assets beginning of year	1,643,369	1,484,306	159,063	10.7%	1,209,375
Total net assets end of year	$1,659,083	$1,643,369	$15,714	1.0%	$1,484,306

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

	2011	2010	Increase (Decrease) From 2010	Percent Increase/ Decrease	2009
Operating:					
Passenger revenue	$39,694	$35,160	$4,534	12.9%	$33,531
Advertising	1,833	1,733	100	5.8%	1,633
Total operating	41,527	36,893	4,634	12.6%	35,164
Non-operating:					
Sales tax revenues	183,092	171,894	11,198	6.5%	171,854
Federal noncapital assistance	59,320	59,138	182	0.3%	60,198
Interest income	3,672	3,827	(155)	-4.1%	9,389
Other	3,483	2,929	554	18.9%	2,798
Total non-operating	249,567	237,788	11,779	5.0%	244,239
Capital contributions	44,985	159,774	(114,789)	-71.8%	275,609
Total Revenues	$336,079	$434,455	($98,376)	-22.6%	$555,012

2011 Results

Passenger revenue showed an increase of $4.5 million, or 12.9%. The Authority increased fare rates 12.5% for an 8-month period and experienced an increase in ridership of 2.5 million, or 6.4% (See ridership comparison on page 10).

Sales tax revenue rose by $11.2 million, or 6.5%, over the previous year as the Utah economy improved. State unemployment rates, a major factor affecting ridership, on average declined from 7.7% in 2010 to 6.0% in 2011.

Federal noncapital assistance increased by $182 thousand as preventative maintenance funds received went up $1.2 million while revenue from planning grants decreased $1.0 million.

Interest income stayed flat with consistently lower interest rates available while construction fund balances remained constant.

Capital contributions dropped $115 million with the closing of the Front Runner North grant, the wrapping up of the Mid-Jordan FFGA, and the ending of the maintenance facility grant.

2010 Results

Passenger revenue showed an increase of $1.6 million, or 4.9%. The Authority increased fare rates 12.5% for a 3-month period and experienced an increase in ridership of 1.0 million, or 2.7% (See ridership comparison on page 10).

Sales Tax revenue remained flat with only a $40,000, or .02%, increase over the previous year due to a stagnant economy while Utah unemployment rates on average rose from 7.1% in 2009 to 7.7% in 2010.

The decrease in federal noncapital assistance is due to a $1 million decrease in preventative maintenance funds received, due to declining American Recovery & Reinvestment Act ("ARRA") funds available.

Interest income fell by $5.6 million, or 59.2%, due to significantly lower interest rates available and a reduction of construction fund balances due to large draw downs for construction costs.

Capital contribution dropped $115 million due to a one-time ARRA money that was used for the Mid-Jordan light rail project in 2009 but was no longer available in 2010.

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

	2011	2010	Increase (Decrease) From 2010	Percent Increase/ Decrease	2009
Operating expenses:					
Bus service	$81,209	$79,523	$1,686	2.1%	$79,054
Rail service	38,135	33,788	4,347	12.9%	34,682
Paratransit service	16,054	14,571	1,483	10.2%	14,595
Other services	536	589	(53)	-9.0%	518
Operations support	21,644	23,147	(1,503)	-6.5%	26,083
Administration	26,132	22,277	3,855	17.3%	24,985
Major investment studies	209	9	200	2222.2%	1,120
Depreciation	104,612	83,364	21,248	25.5%	74,894
Total operating expense	288,531	257,268	31,263	12.2%	255,931
Interest expense	29,643	17,314	12,329	71.2%	23,051
Deferred charges	811	811	0	0.0%	1,099
Total expenses	$318,985	$275,393	43,592	15.8%	$280,081

2011 Results

Bus service expense grew modestly increasing $1.7 million, or 2%, due to increased fuel cost from an average of $2.36 to $3.19 per gallon from 2010 to 2011 - a fuel cost increase of 35%.

Rail service cost rose by $4.3 million, or 13%, as a result of additional services with the opening of two new light rail lines during 2011 and increased fuel cost on commuter rail.

Paratransit service expense increased $1.5 million, or 10%, over last year primarily due to increased fuel cost.

Operations support trimmed expenses by over $1.5 million, or 7%, primarily due to a reorganization within this area which reduced staff. Most of those employees transferred into other departments outside of Operations support.

Administration expense went up $3.9 million, or 17%, as a result of reduced allocations to capital, increased number of Administrative employees, and increased event and media costs all resulting from the opening of two new light rail lines.

Depreciation expense increased $21.2 million, or 25.5%, due to the increase in depreciable capital assets of two new light rail lines which began service in August and an increase in other assets including vehicles for the new lines.

Interest expense increased by $12.3 million, or 71%, due to a $7 million drop in Federal grant offsets (FFGA completed on Front Runner North) and $5.6 million of bond interest on the long term bonds issued late in 2010.

2010 Results

Bus service expense stayed relatively flat increasing only $469,000, or 0.6%, primarily due to increased fuel cost from an average of $1.81 to $2.36 per gallon from 2009 to 2010 partially offset by a decrease in bus service miles of 2.25%.

Rail Service costs fell by almost $900,000, or 2.6%, mainly due to the capitalization of labor on projects that will soon go into revenue service.

For the first time in its history, the Authority had a reduction in force laying off or attriting about 190 employees. This reduction in employees greatly affected both Operations Support and Administrative where staff was pared by 103 persons.

Operations Support trimmed expenses by nearly $3 milliion, or 11.3%, by reducing headcount (compensation and benefits) and outside professional or technical services. Other areas of cost savings included reduced travel, computer supplies, and other services.

Administration expenses dropped by $2.7 million, or 10.8%, as a result of reduced staff as well as cuts in employee awards, travel, supplies, telephone, and outside services.

Depreciation expense increased $8.5 million, or 11.3%, due to the increase in depreciable capital assets of the commuter rail line and other assets including vehicles for the new lines.

Interest expenses decreased by $5.7 million, or 25%, due to a large portion of interest costs being capitalized as a part of the construction projects and very low interest rates paid on the Authority's variable rate bonds.

Capital Asset Activity:

The Authority expended approximately $443 million for capital assets in 2011. Approximately $390 million was expended for what is known as the 2015 Project, which is for the construction of the commuter rail line south into Utah County and light rail extensions for Mid-Jordan, West Valley, Airport and Draper lines. The 2015 Project expenditures include design work, construction, land purchases, rail and ties, and progress payments for rail vehicles. Included within the Project 2015 expenditures, the Authority expended approximately $18 million for buses and associated equipment and $4 million for light rail vehicles. (Readers wanting additional information should refer to note 4 in the notes to the financial statements).

The Authority expended approximately $624 million for capital assets in 2010. Approximately $570 million was expended for what is known as the 2015 Project, which is for the construction of the commuter rail line south into Utah County and light rail extensions for Mid-Jordan, West Valley, Airport and Draper lines. The 2015 Project expenditures include design work, construction, land purchases, rail and ties, and progress payments for rail vehicles. Also during 2010 the Authority expended approximately $30 million for buses and associated equipment and approximately $7 million for major strategic projects which include property for intermodal centers and transit oriented development projects. (Readers wanting additional information should refer to note 4 in the notes to the financial statements).

Debt Administration:

Bond rating agencies have rated the Authority based on the types of bonds issued and an analysis of several financial conditions and influencing factors. The following chart summaries those ratings by bond and agency:

Utah Transit Authority

Ratings Summary 12/31/11

Senior Lien Bonds

Agency	Current Rating	Outlook	Effective Date
S&P	AAA	Negative	9/30/2010
Fitch	AA	Stable	10/1/2010
Moody's	Aa2	Stable	4/30/2010

Subordinate Lien Fixed Rate Bonds

Agency	Current Rating	Outlook	Effective Date
S&P	A-	Stable	11/4/2011
Fitch	A+	Stable	10/26/2011
Moody's	A1	Stable	11/3/2011

Subordinate Lien Variable Rate Bonds

Agency	Current Rating	Outlook	Effective Date
S&P	AAA/A-1+	Stable	11/4/2011
Fitch	AA/F1+	Stable	10/26/2011
Moody's	Aa1/VMIGI	Stable	11/3/2011

During 2011, the Authority issued the following Senior bonds:

2011A Series: $ 50,000,000
2011B Series: $ 50,000,000
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 2010, the Authority issued the following Senior bonds:

2010A Series: $ 200,000,000

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)

Authority's significant activities:
In 2011, the Authority simultaneously opened two new light rail lines - the Mid-Jordan Line and the West Valley Line. The Authority finished construction of the Jordan River Service Center and achieved 89.2% overall completion of the Frontlines 2015 Project. A Full Funding Grant Agreement valued at $116 million for the Draper project was signed by the FTA. Utah County was annexed as a whole into the Authority's service district following the county's approval of a unified county-wide sales tax where each city within the county charges the same sales tax rate.

The Mid-Jordan light rail line, now dubbed "Red Line", has started revenue operation and the overall project is essentially 99% complete. Ridership averages about 13,500 each weekday.

The West Valley light rail line, now called the "Green Line", has also started revenue operation with construction considered complete.

The commuter rail south extension into Utah county is at 99% design completion and the overall project is approximately 90.3% complete. Revenue operations will begin in December 2012.

The Airport light rail line has reached 72.7% overall completion and the design portion is 100% complete. The North Temple Viaduct has now been reopened for traffic.

The Draper light rail line has achieved 61.4% overall completion with final design at 67% complete. All track work is complete and focus has shifted to the overhead catenary system.

In 2010, the Authority achieved 72.2% overall completion of the Frontlines 2015 Project. The FTA granted $26 million toward the design and construction of the Sugar House Streetcar line. The Authority negotiated the final guaranteed maximum price for the Airport line project while intermodal centers at Orem and Provo both received Letters of No Prejudice from the FTA in the amounts of $18 million and $6.8 million respectively.

Construction of the Jordan River Service Center reached 96% completion by year's end. Total conversion of this 120,000 square foot former distribution center into a light rail service and repair facility is scheduled for early 2011.

The Mid-Jordan light rail line is at 100% design completion and the overall project is approximately 95% complete.

The West Valley light rail line is at 100% design completion and the overall project is approximately 87% complete. Opening day of service for the West Valley and Mid-Jordan lines is scheduled for August 2011.

The commuter rail south extension into Utah county is at 97% design completion and the overall project is approximately 74% complete.

The Airport light rail line has reached 43% overall completion and the design portion is 100% complete. The final environmental impact statement for the Draper light rail line was completed in July and a Record of Decision was issued in September. Design on the Draper line is 50% complete.

Ridership Comparison (passenger boardings in thousands)

	2011	2010	Increase (Decrease) From 2010	Percent Increase/ Decrease	2009
Bus Service	22,611	22,270	341	1.5%	21,599
Light Rail Service	15,298	13,404	1,894	14.1%	13,166
Commuter Rail Service	1,635	1,476	159	10.8%	1,341
Paratransit Service	592	547	45	8.2%	537
Vanpools	1,417	1,347	70	5.2%	1,327
Total Regular Service	41,553	39,044	2,509	6.4%	37,970

In 2011, the Authority enjoyed a 6.4% increase in ridership. The opening of two new light rail lines attracted many new riders while another 23% increase in fuel prices also encouraged many to abandon their cars and to commute using public transportation.

In 2010, the Authority experienced a 2.8% increase in ridership. This is due mainly to a 23% increase in fuel prices and an 8% increase in the employment rate. A significant portion of the Authority's ridership is employment-related.

UTAH TRANSIT AUTHORITY
COMPARATIVE STATEMENTS OF NET ASSETS
DECEMBER 31, 2011 and 2010

	2011	2010
ASSETS		
Current Assets:		
Cash and cash equivalents	**$ 144,041,033**	$ 178,131,740
Receivables:		
Sales tax	**33,713,650**	31,406,559
Federal grants	**15,853,176**	203,444,192
Other	**83,542,030**	25,963,992
Total receivables	**133,108,856**	260,814,743
Parts and supplies inventories	**14,209,931**	14,049,386
Prepaid expenses	**2,142,390**	1,890,712
Total current assets	**293,502,210**	454,886,581
Noncurrent Assets:		
Designated assets for stablization fund-cash and cash equivalents	**10,207,463**	10,149,364
Designated assets for self-insurance-cash and cash equivalents	**7,186,555**	7,145,650
Restricted assets (Cash and cash equivalents)		
Escrow Funds	**80,004**	170,862
Auto fee fund	**3,423,205**	2,905,545
Bond funds	**33,120,136**	33,809,396
Total restricted assets	**36,623,345**	36,885,803
Receivable - Federal Grants	**99,891,817**	92,407,703
Receivable - Utah County	**0**	53,405,194
Other assets:		
Deferred charges	**27,571,064**	28,381,978
Prepaid pension	**234,552**	555,963
Property, facilities and equipment:		
Land and improvements	**112,959,440**	103,029,761
Right of ways	**207,806,958**	207,806,958
Facilities	**1,277,268,068**	880,901,373
Revenue vehicles	**578,734,299**	413,472,846
Other property and equipment	**279,472,127**	232,073,127
Construction in progress	**1,484,866,962**	1,679,799,063
Total property, facilities and equipment	**3,941,107,854**	3,517,083,128
Less accumulated depreciation and amortization	**(625,837,535)**	(537,833,284)
Net property, facilities and equipment	**3,315,270,319**	2,979,249,844
Total noncurrent assets	**3,496,985,115**	3,208,181,499
TOTAL ASSETS	**3,790,487,325**	3,663,068,080
LIABILITIES:		
Current Liabilities:		
Accounts payable-trade	**130,970,012**	117,419,448
Accrued liabilities, primarily payroll related	**23,675,275**	22,600,461
Accrued interest	**35,671,342**	29,675,675
Accrued self-insurance liability	**4,010,669**	4,586,591
Current term portion of long term debt	**7,615,000**	7,300,000
Total current liabilites	**201,942,298**	181,582,175
Long Term Liabilities		
Long term debt	**1,928,082,257**	1,838,117,036
TOTAL LIABILITIES	**2,130,024,555**	2,019,699,211
NET ASSETS		
Invested in capital assets, net of related debt	**1,379,573,062**	1,133,832,808
Restricted for debt service	**3,849,640**	3,900,380
Restricted for insurance	**80,004**	170,862
Unrestricted	**276,960,064**	505,464,819
TOTAL NET ASSETS	**$ 1,660,462,770**	$ 1,643,368,869

See accompanying notes to financial statements

UTAH TRANSIT AUTHORITY
COMPARATIVE STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
Years ended December 31, 2011 and 2010

	2011	2010
OPERATING REVENUES:		
Passenger fares	$ 39,693,757	$ 35,160,063
Advertising	1,833,333	1,733,333
Total operating revenues	41,527,090	36,893,396
OPERATING EXPENSES:		
Bus service	81,208,651	79,522,988
Rail service	38,135,480	33,787,601
Paratransit service	16,054,555	14,570,401
Other service	535,897	589,356
Operations support	21,643,830	23,147,075
Administration	26,131,778	22,277,077
Major investment studies	208,795	8,978
Depreciation	104,612,174	83,364,104
Total operating expenses	288,531,160	257,267,580
Excess of operating expenses over operating revenues	(247,004,070)	(220,374,184)
NON-OPERATING REVENUES (EXPENSES)		
Sales tax revenues	183,091,524	171,893,732
Federal preventative maintenance grants	47,735,443	46,500,000
Federal planning grants	11,583,980	12,637,764
Interest income	3,672,397	3,827,161
Other	3,483,140	2,929,254
Interest expense	(29,642,869)	(17,313,507)
Deferred charges	(810,914)	(810,914)
Net non-operating revenues	219,112,701	219,663,490
LOSS BEFORE CONTRIBUTIONS	(27,891,369)	(710,694)
Capital contributions:		
Federal grants	44,864,016	156,727,641
Local	121,254	3,046,433
Total capital contributions	44,985,270	159,774,074
Increase in Net Assets for the year	17,093,901	159,063,380
Total Net Assets, January 1	1,643,368,869	1,484,305,489
TOTAL NET ASSETS, DECEMBER 31	$ 1,660,462,770	$ 1,643,368,869

See accompanying notes to financial statements

UTAH TRANSIT AUTHORITY
COMPARATIVE STATEMENTS OF CASH FLOWS
YEARS ENDED DECEMBER 31, 2011 AND 2010

	2011	2010
Cash flows from operating activities:		
Passenger receipts	**$ 42,142,330**	$ 31,321,436
Advertising receipts	**1,841,666**	2,024,999
Payments to vendors	**(47,567,336)**	(42,028,104)
Payments to employees	**(96,626,877)**	(93,000,951)
Employee benefits paid	**(39,442,417)**	(38,556,698)
Other receipts (payments)	**1,761,251**	615,580
Net cash used in operating activities	**(137,891,383)**	(139,623,738)
Cash flows from noncapital financing activities:		
Sales taxes	**174,674,727**	158,626,747
Federal preventative maintenance grants	**46,581,580**	45,760,641
Federal planning assistance grants	**11,584,015**	12,639,795
Deferred charges	**0**	(1)
Net cash provided by noncapital financing activities	**232,840,322**	217,027,182
Cash flows from capital and related financing activities:		
Contributions for capital projects		
Federal	**226,124,746**	196,128,494
Local	**121,254**	3,046,433
Proceeds from the sale of revenue bonds	**99,390,204**	198,395,836
Payment of bond principal	**(7,300,000)**	(6,960,000)
Interest paid on revenue bond	**(25,457,187)**	(9,626,575)
Purchases of property, facilities, and equipment	**(428,925,719)**	(606,338,979)
Proceeds from the sale of property	**3,172,653**	5,289,456
Net cash used in capital and related financing activities	**(132,874,049)**	(220,065,335)
Cash flows from investing activities:		
Interest on investments	**3,670,949**	3,905,523
Net cash provided by investing activities	**3,670,949**	3,905,523
Net decrease in cash and cash equivalents	**(34,254,161)**	(138,756,368)
Cash and cash equivalents at beginning of year	**232,312,557**	371,068,925
Cash and cash equivalents at end of year	**$ 198,058,396**	$ 232,312,557
Reconciliation of operating loss to net cash used in operating activities:		
Operating loss	**$ (247,004,071)**	$ (220,374,184)
Adjustments to reconcile excess of operating expenses over operating revenues to net cash used in operating activities:		
Depreciation	**104,612,174**	83,364,104
Other revenues	**3,069,995**	1,744,803
Changes in assets and liabilities:		
Receivables	**3,020,421**	(1,375,155)
Parts and supplies inventories	**(160,545)**	(595,316)
Prepaid expenses	**69,733**	(298,197)
Accounts payable - trade	**(1,997,982)**	686,966
Accrued expenses	**498,892**	(2,776,759)
Net cash used in operating activities	**$ (137,891,383)**	$ (139,623,738)

At December 31, 2011 and 2010, accounts payable included $95,441,800 and $79,893,253 respectively, related to purchases of property and equipment.

See accompanying notes to financial statements

Utah Transit Authority
Notes to Financial Statements
Years Ended December 31, 2011 and 2010

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, Weber and Utah Counties. 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 constitute the remaining areas of the Authority's service area.

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 15 member Board of Trustees, which is the legislative body of the Authority and determines Authority policy. Eleven 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 has, however, a slight connection with some municipalities by virtue of the fact that the Board of Trustees is appointed by the municipalities served by the Authority.

These conclusions regarding the financial reporting entity are based on the concept of financial accountability. The Authority is not financially accountable for any other organizations nor are any municipalities financially 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 other 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 provision 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 (FASB) 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 or 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), the 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: Operating expenses include payments to suppliers, employees, and on behalf of employees and all payments that do not results 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 the sales tax revenues, federal grants and investment income.

Non-operating expenses: Non-operating expenses include 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 votes in serviced municipalities, sales tax for transit is collected 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

Local Option Sales Tax:

Salt Lake County	.6875%
Davis and Weber Counties	.55%
Utah County	.526%
Box Elder County	.55%
Tooele County	.30%

G) Cash and Cash Equivalents

Cash equivalents include amounts invested in a repurchase agreement, a certificate of deposit and the Utah Public Treasurers' Investments 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 costs 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 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 and 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 constructions projects. For the years ended December 31, 2011 and 2010 respectively, the Authority capitalized $48,568,352 and $52,956,397 in connection with construction projects.

K) Deferred Charges

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

In 2008, the Authority entered into an agreement with UDOT which required the Authority to pay UDOT $15 million in 2008 and $15 million in 2009 for the rights to Salt Lake County's 2% of the .25% part 17 sales tax through the years 2045.

L) Compensated Absences

Vacation pay is accrued and charged to compensation 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, errors and omissions.

Under the governmental Immunity Act, the maximum statutory liability in any one accident is $2,221,700 for incidents occurring after July 1, 2010. The Authority is self-insured for amounts up to this limit. The Authority has Railroad Liability Coverage of $100 million with $5 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 during 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 budgets 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 for depreciation. Capital expenditures and grant reimbursements are budgeted on a project basis. For multi-year projects, each year the expected expenditures 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 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 budgets is balanced, the Board 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 sends 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 sends 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 adopts the final budget by an affirmative vote of a majority of all the trustees. Copies of the final budget are filed in the office of the Authority. If for any reason the Board has not 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 is 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.

2011 Statement of Actual Revenues and Expenses Compared to Budget

REVENUES	BUDGET	ACTUAL	VARIANCE
PASSENGER REVENUES	$ 37,350,000	$ 39,693,757	$ 2,343,757
ADVERTISING	1,785,000	1,833,333	$ 48,333
SALES TAX REVENUES	178,643,000	183,091,524	$ 4,448,524
FEDERAL NON-CAPITAL ASSISTANCE	49,155,000	59,319,423	$ 10,164,423
INVESTMENT INCOME	3,036,000	3,672,397	$ 636,397
OTHER INCOME	2,749,000	3,483,140	$ 734,140
TOTAL REVENUES	272,718,000	291,093,574	$ 18,375,574

OPERATING EXPENSES	BUDGET	ACTUAL	VARIANCE
BUS SERVICES	77,989,903	81,208,651	$ 3,218,748
RAIL SERVICES	38,396,318	38,135,480	$ (260,838)
PARATRANSIT SERVICES	16,596,246	16,054,555	$ (541,691)
OTHER SERVICES	90,663	535,897	$ 445,234
OPERATIONS SUPPORT	26,245,425	21,643,830	$ (4,601,595)
ADMINISTRATION (including interest)	23,997,026	26,131,778	$ 2,134,752
MAJOR INVESTMENT STUDIES	822,000	208,795	$ (613,205)
TOTAL OPERATING EXPENSES	184,137,581	183,918,986	$ (218,595)

CAPITAL EXPENSES	BUDGET	ACTUAL	VARIANCE
REVENUE VEHICLES	39,542,164	17,798,969	$ (21,743,195)
INFORMATION TECHNOLOGY	10,412,500	9,777,140	$ (635,360)
FACILITIES, MAINTENANCE & ADMIN. EQU	7,394,594	2,777,591	$ (4,617,003)
MAJOR STRATEGIC PROJECTS	23,704,620	4,094,400	$ (19,610,220)
TRANSIT ORIENTED DEVELOPMENT	38,755,471	69,327	$ (38,686,144)
TRAX & COMMUTER RAIL	402,814,576	405,195,641	$ 2,381,065
RAIL PROJECTS	5,000,000	3,679,090	$ (1,320,910)
TOTAL CAPITAL EXPENSES	527,623,925	443,392,158	$ (84,231,767)

Note: Depreciation expense is not a budgeted item.

P) In December 2010, GASB issued Statement No. 62 *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements.* The objective of this Statement is to incorporate into the GASB's authoritative literature certain accounting and financial reporting guidance that is included in the following pronouncements issued on or before November 30, 1989, which does not conflict with or contradict GASB pronouncements:

· Financial Accounting Standards Board (FASB) Statements and interpretations

· Accounting Principles Board Opinions

·Accounting Research Bulletins of the American Institute of Certified Public Accountants' (AICPA) Committee of Accounting Procedure

Hereinafter, these pronouncements collectively are referred to as the "FASB and AICPA pronouncements." This Statement also supersedes Statement No. 20, Accounting and Financial Reporting for Proprietary Funds and Other Governmental Entities That Use Proprietary Fund Accounting, thereby eliminating the election provided in paragraph 7 of that Statement for enterprise funds and business-type activities to apply post-November 30, 1989 FASB pronouncements that do not conflict with or contradict GASB pronouncements, including this Statement. This Statement is effective for the Authority's year ending December 31, 2012.

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, Cash Equivalents and Investments	2011	2010
Demand Deposits	$ (23,658,508)	$ (12,340,968)
Repurchase Agreement	43,318,447	29,525,388
Utah Public Treasures' Investment Fund	123,802,225	160,728,545
Other Cash	578,869	218,775
	144,041,033	178,131,740
Certificate of Deposit – Escrow Fund Restricted	35,033	35,098
Utah Public Treasurers' Investment fund:		
Self-Insurance – designated	7,186,555	7,145,650
Stabilization Fund – designated	10,207,463	10,149,364
Auto Fee Fund – restricted	3,423,205	2,905,545
Bond Funds – restricted	33,120,136	33,809,396
Escrow Funds – restricted	44,971	135,764
	$ 198,058,396	$ 232,312,557

The Authority is required to maintain 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 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 Council.

At December 31, 2011 and 2010, the balances in the Authority's bank demand deposit accounts and certificate of deposit accounts according to the bank statements totaled approximately $553,390 and $446,743 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 Act.

The Authority is authorized to invest in the Utah Public Treasurers' 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 the 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, 2011 and 2010, the Authority had investments of $177,784,555 and $214,874,264 respectively with the PTIF. The entire balance had a maturity of less than one year. The PTIF pool has not been rated. The Authority chooses to state its financial position in the pool at the lower of fair value or face value.

C. Interest Rate Risk

Interest rate risk is the risk that changes in the 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. The Authority's policy relating to specific investment-related risk is to adhere to the 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 those of the bond funds have a maturity of less than one year.

4. Property, Facilities, and Equipment

Construction in progress of $1,484,866,962 and $1,679,799,063 at December 31, 2011 and 2010, 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 necessary rights-of-way and construction of the projects.

	Beginning Balance 12/31/2010	Increases	Transfers	Decreases	Ending Balance 12/31/2011
Capital assets not being depreciated:					
Land	$ 95,543,765	$ (8,695)	$ 7,976,495	$ (167,624)	$ 103,343,941
Rights of way	207,806,958				207,806,958
Construction in process	1,679,799,063	378,903,510	(573,835,611)		1,484,866,962
Total capital assets not being depreciated:	1,983,149,786	378,894,815	(565,859,116)	(167,624)	1,796,017,861
Capital assets being depreciated:					
Facilities	880,901,373	31,160,647	365,206,048		1,277,268,068
Revenue Vehicles	413,472,846	19,848,143	164,472,302	(19,058,992)	578,734,299
Other prop. and equipment	232,073,127	13,488,554	34,051,263	(140,817)	279,472,127
Land improvements	7,485,996		2,129,503		9,615,499
Total capital assets being depreciated:	1,533,933,342	64,497,344	565,859,116	(19,199,809)	2,145,089,993
	3,517,083,128	443,392,159	-	(19,367,433)	3,941,107,854
Less accumulated depreciation for:					
Facilities	(236,174,013)	(39,375,448)			(275,549,461)
Revenue Vehicles	(168,389,786)	(29,701,849)		16,467,105	(181,624,530)
Other prop. and equipment	(125,997,001)	(35,335,540)		140,818	(161,191,723)
Land improvements	(7,272,484)	(199,337)			(7,471,821)
Total accumulated depreciation	(537,833,284)	(104,612,174)	-	16,607,923	(625,837,535)
Capital assets being depreciated, net	996,100,058	(40,114,830)	565,859,116	(2,591,886)	1,519,252,458
Total capital assets, net	$ 2,979,249,844	$ 338,779,985	$ -	$ (2,759,510)	$ 3,315,270,319

	Beginning Balance 12/31/2009	Increases	Transfers	Decreases	Ending Balance 12/31/2010
Capital assets not being depreciated:					
Land	$ 94,310,842	$ 1,389,000	$ 546	$ (156,623)	$ 95,543,765
Rights of way	206,420,220		1,386,738		207,806,958
Construction in process	1,150,369,075	590,251,465	(60,821,477)		1,679,799,063
Total capital assets not being depreciated:	1,451,100,137	591,640,465	(59,434,193)	(156,623)	1,983,149,786
Capital assets being depreciated:					
Facilities	851,102,731	(1,046,499)	30,845,141		880,901,373
Revenue Vehicles	403,144,641	28,096,983	831,947	(18,600,725)	413,472,846
Other prop. and equipment	198,914,049	5,778,223	27,757,105	(376,250)	232,073,127
Land improvements	7,485,996				7,485,996
Total capital assets being depreciated:	1,460,647,417	32,828,707	59,434,193	(18,976,975)	1,533,933,342
	2,911,747,554	624,469,172	-	(19,133,598)	3,517,083,128
Less accumulated depreciation for:					
Facilities	(199,394,999)	(36,779,014)			(236,174,013)
Revenue Vehicles	(157,110,786)	(23,791,272)		12,512,272	(168,389,786)
Other prop. and equipment	(103,596,425)	(22,776,826)		376,250	(125,997,001)
Land improvements	(7,255,492)	(16,992)			(7,272,484)
Total accumulated depreciation	(467,357,702)	(83,364,104)	-	12,888,522	(537,833,284)
Capital assets being depreciated, net	993,289,715	(50,535,397)	59,434,193	(6,088,453)	996,100,058
Total capital assets, net	$ 2,444,389,852	$ 541,105,068	$ -	$ (6,245,076)	$ 2,979,249,844

5. Federal Financial Assistance

The Authority receives a portion of its funding from Federal preventative maintenance grants, which totaled $47,735,443 and $46,500,000 for the years ended December 31, 2011 and 2010 respectively.

The Authority has a grant for capital expenditures authorized, but where eligibility requirements were not yet met, amounting to $4,448,000 at December 31, 2011, which is not reflected in the accompanying financial statements. The Authority will be required to provide matching funds of 20%, totaling $1,112,000 related to this grant..

6. Self-Insurance – Claims Liability

Changes in the accrued claims liability in 2011 and 2010 were:

	Beginning-of Year Liability	Current Year Claims and Changes in Estimates	Claim Payments	Balance at Year End
2011	$4,586,591	$2,616,773	($3,192,695)	$4,010,669
2010	$3,777,080	$2,385,004	($1,575,493)	$4,586,591

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

	2011	2010
Worker's compensation	$ 271,919	$ 294,548
Auto and General Liability	$ 412,436	$ 442,389
Environmental	$ 165,052	$ 174,508
Total IBNR	$ 849,407	$ 911,445

7. Employee Benefit Plans

<u>Pension Plans</u>

The Utah Transit Authority Employee Retirement Plan (The "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.

The Plan issues a publicly available financial report that includes financial statements and required supplementary information of 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	$10,114,755
Annual required contributions	$10,114,755
Interest on net pension obligations	($41,697)
Adjustment to annual required contributions	$37,385
Annual pension cost	$10,110,443
Actuarial valuation date	1/1/2011
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	6.00% per annum for the first five years Of employment; 4.00% per annum thereafter
Inflation rate assumption	3.00%

Year Ended	Annual Pension Cost (APC)	Percentage of APC Contributed	Increase (Decrease) Net Pension Obligation	Balance Net Pension Obligation
12/31/2011	$10,110,443	100.04%	($4,312)	($560,275)
12/31/2010	$10,043,595	100.09%	($4,279)	($555,963)
12/31/2009	$10,657,141	100.02%	($1,198)	($551,684)

Schedules of funding progress:

Employees Retirement Plan (Combined)

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)
1/1/11	$115,375,242	$178,035,446	($62,660,204)	64.80%	$91,265,129	(68.66)%
1/1/10	$109,314,895	$169,631,826	($60,316,931)	64.44%	$93,259,215	(64.68)%
1/1/09	$ 87,556,278	$160,756,683	($73,200,405)	54.47%	$88,834,546	(82.40)%

<u>Deferred Compensation Plan</u>

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, 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, 2011 and 2010 was as follows:

	Ending Balance 12/31/2010	Additions	Reductions	Ending Balance 12/31/2011	Amount Due within One Year
Bonds:					
2002A revenue bond	8,250,000	-	(4,025,000)	4,225,000	4,225,000
2005A revenue bond	17,585,000	-	(1,100,000)	16,485,000	1,165,000
2005B revenue bond	24,550,000	-	(2,175,000)	22,375,000	2,225,000
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	-
2009A revenue bond	44,550,000	-	-	44,550,000	-
2009BAB revenue bond	261,450,000	-	-	261,450,000	-
2010A revenue bond	200,000,000	-	-	200,000,000	-
2011A revenue bond	-	50,000,000	-	50,000,000	-
2011B revenue bond	-	50,000,000	-	50,000,000	-
	1,827,159,109	100,000,000	(7,300,000)	1,919,859,109	7,615,000
Unamortized premium 2002A bond	44,005	-	(37,565)	6,440	-
Unamortized premium 2005A bond	981,236	-	(148,366)	832,870	-
Unamortized premium 2005B bond	(29,075)	-	(28,934)	(58,009)	-
Unamortized premium 2006C bond	13,960,635	-	(1,102,270)	12,858,365	-
Unamortized premium 2007A bond	9,908,658	-	(532,207)	9,376,451	-
Unamortized premium 2008A bond	10,801,992	-	(979,668)	9,822,324	-
Unamortized premium 2009A bond	2,556,488	-	(186,830)	2,369,658	
Unamortized discount 2008A bond	(4,856,044)	-	225,647	(4,630,397)	-
Unamortized refunding 2005A bond	(426,196)	-	73,811	(352,385)	-
Unamortized refunding 2006C bond	(2,794,334)	-	244,930	(2,549,404)	-
Unamortized refunding 2007A bond	1,478,700	-	(81,204)	1,397,496	-
Unamortized expenses 2005A bond	(145,361)	-	25,154	(120,207)	-
Unamortized expenses 2006C bond	(836,256)	-	73,320	(762,936)	-
Unamortized expenses 2007A bond	(2,129,687)	-	136,112	(1,993,575)	-
Unamortized expenses 2008A bond	(5,637,293)	-	324,663	(5,312,630)	-
Unamortized expenses 2009A bond	(296,209)	-	20,160	(276,049)	-
Unamortized expenses 2009BAB bond	(2,729,759)	-	108,707	(2,621,052)	-
Unamortized expenses 2010A bond	(1,593,573)	-	54,557	(1,539,016)	-
Unamortized expenses 2011A bond	-	(304,898)		(304,898)	-
Unamortized expenses 2011B bond	-	(304,898)	-	(304,898)	-
Total bonds	$ 1,845,417,036	$ 99,390,204	$ (9,109,983)	$ 1,935,697,257	$ 7,615,000

Sales Tax and Transportation Revenue Bonds.

The Authority issues bonds where the Authority pledges revenues, including Sales and Use Tax 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 of 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	Orginal 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	Principal	Interest	TOTAL
2012	4,225,000	84,500	4,309,500

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:

Year ending December 31	Principal	Interest	TOTAL
2012	145,650,000	7,184,906	152,834,906

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
2012	1,165,000	808,700	1,973,700
2013	1,215,000	756,793	1,971,793
2014	1,270,000	702,262	1,972,262
2015	1,330,000	637,262	1,967,262
2016	1,400,000	567,262	1,967,262
2017-2021	8,190,000	1,622,765	9,812,765
2022	1,915,000	50,269	1,965,269
Total	$ 16,485,000	$ 5,145,313	$ 21,630,313

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
2012	2,225,000	874,375	3,099,375
2013	2,300,000	783,875	3,083,875
2014	2,400,000	689,875	3,089,875
2015	2,525,000	591,375	3,116,375
2016	0	540,875	540,875
2017-2021	3,300,000	2,636,313	5,936,313
2022-2025	9,625,000	989,689	10,614,689
Total	$ 22,375,000	$ 7,106,377	$ 29,481,377

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 Dec. 15, 2016 through Dec 15, 2035.

Average Annual Cash Flow Savings	$ 313,801
Gross Debt Service Savings	$ 4,261,395
Net Present Value Savings	$ 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 is as follows:

2012	-	6,571,188	6,571,188
2013	-	6,571,188	6,571,188
2014	-	6,571,188	6,571,188
2015	-	6,571,188	6,571,188
2016	-	-	-
2017	142,625,000	$ -	142,625,000
	$ 142,625,000	$ 26,284,752	$ 168,909,752

Series 2006A	Interest Rates	Original Amount
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.	Daily Variable Ranged between 0.07% - 4.00%	$87,500,000

Revenue bond debt service requirements to maturity, including interest, are as follows using the interest rate as of 12/31/2011, of 0.08%

Year Ending December 31	Principal	Interest	Total
2012		70,000	70,000
2013		70,000	70,000
2014		70,000	70,000
2015		70,000	70,000
2016		70,000	70,000
2017-2021	26,655,000	296,172	26,951,172
2022-2026	25,540,000	192,328	25,732,328
2027-2031	22,300,000	96,368	22,396,368
2032-2036	13,005,000	38,000	13,043,000
	$ 87,500,000	$ 972,868	$ 88,472,868

Series 2006B	Interest Rates	Original Amount
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.	Daily Variable Ranged between 0.08% - 5.50%	$87,500,000

Revenue bond debt service requirements to maturity, including interest, are as follows using the interest rate as of 12/31/2011, of 0.10%

Year Ending December 31	Principle	Interest	Total
2012		87,500	87,500
2013		87,500	87,500
2014		87,500	87,500
2015		87,500	87,500
2016		87,500	87,500
2017-2021	26,655,000	370,215	27,025,215
2022-2026	25,540,000	240,410	25,780,410
2027-2031	22,300,000	120,460	22,420,460
2032-2036	13,005,000	47,500	13,052,500
	$ 87,500,000	$ 1,216,085	$ 88,716,085

Series 2006C	Interest Rates	Original Amount
Purpose - Refunding of 2002A Series Bond	5.0 - 5.25 %	$ 134,650,000

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

Year Ending December 31	Principal	Interest	Total
2012	-	7,037,525	7,037,525
2013	3,935,000	6,939,150	10,874,150
2014	4,135,000	6,737,400	10,872,400
2015	4,340,000	6,520,100	10,860,100
2016	4,570,000	6,291,925	10,861,925
2017-2021	26,845,000	27,511,969	54,356,969
2022-2026	34,900,000	19,452,563	54,352,563
2027-2031	45,345,000	8,978,158	54,323,158
2032	10,580,000	277,725	10,857,725
Total	$ 134,650,000	$ 89,746,515	$ 224,396,515

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	Principal	Interest	Total
2012	-	6,439,750	6,439,750
2013	-	6,439,750	6,439,750
2014	-	6,439,750	6,439,750
2015	-	6,439,750	6,439,750
2016	2,320,000	6,381,750	8,701,750
2017-2021	10,580,000	30,065,000	40,645,000
2022-2026	16,970,000	27,198,500	44,168,500
2027-2031	35,655,000	20,453,125	56,108,125
2032-2036	63,270,000	8,014,250	71,284,250
Total	$ 128,795,000	$ 117,871,625	$ 246,666,625

Capital Appreciation Bonds

Year Ending December 31	Principal	Interest	Total
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017-2021	38,115,534	29,614,466	67,730,000
2022-2026	37,300,853	47,349,146	84,649,999
2027-2031	28,659,273	55,990,727	84,650,000
2032-2036	24,458,315	68,276,685	92,735,000
2037	3,795,134	13,139,867	16,935,000
Total	$ 132,329,109	$ 214,370,891	$ 349,700,000

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	Principal	Interest	Total
2012	-	35,278,075	35,278,075
2013	-	35,278,075	35,278,075
2014	-	35,278,075	35,278,075
2015	-	35,278,075	35,278,075
2016	-	35,278,075	35,278,075
2017-2021	83,150,000	168,212,907	251,362,907
2022-2026	130,935,000	139,165,302	270,100,302
2027-2031	168,110,000	101,993,565	270,103,565
2032-2036	215,220,000	54,885,565	270,105,565
2037-2038	102,585,000	5,456,456	108,041,456
Total	$ 700,000,000	$ 646,104,170	$ 1,346,104,170

Series 2009A
Purpose - Cost of acquisition and construction of certain improvements to the Authority's transit system.

Interest Rates	Original Amount
4.00 - 5.00 %	$ 44,550,000

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

Year Ending December 31	Principal	Interest	Total
2012	-	2,194,000	2,194,000
2013	-	2,194,000	2,194,000
2014	-	2,194,000	2,194,000
2015	-	2,194,000	2,194,000
2016	-	2,194,000	2,194,000
2017-2021	4,090,000	10,718,250	14,808,250
2022-2026	19,010,000	7,935,000	26,945,000
2027-2029	21,450,000	1,620,000	23,070,000
Total	$ 44,550,000	$ 31,243,250	$ 75,793,250

Series 2009B Federally Taxable-Issuer Subsidy- "Build America Bonds"
The Authority has elected to treat the 2009B Bonds as "Build America Bonds" for the purposes of the American Recovery and Investment Act of 2009 (the Recovery Act) and to receive a cash subsidy from the United States Treasury in connection therewith. Pursuant to the Recovery Act, the Authority will receive cash subsidy payments from the United States Treasury equal to 35% of the interest payable on the 2009B Bonds.

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

Interest Rates	Original Amount
5.937%	$ 261,450,000

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

Year Ending December 31	Principal	Interest	Total	Scheduled Federal Subsidy Payment
2012	-	15,522,286	15,522,286	5,432,800
2013	-	15,522,286	15,522,286	5,432,800
2014	-	15,522,286	15,522,286	5,432,800
2015	-	15,522,286	15,522,286	5,432,800
2016	-	15,522,287	15,522,287	5,432,800
2017-2021	-	77,611,432	77,611,432	27,164,000
2022-2026	-	77,611,433	77,611,433	27,164,000
2027-2031	21,005,000	76,383,513	97,388,513	26,734,229
2032-2036	114,120,000	56,576,641	170,696,641	19,801,825
2037-2039	126,325,000	13,342,962	139,667,962	4,670,037
Total	$ 261,450,000	$ 379,137,412	$ 640,587,412	$ 132,698,091

Series 2010A Federally Taxable-Issuer Subsidy- "Build America Bonds"

The Authority has elected to treat the 2010A Bonds as "Build America Bonds" for the purposes of the American Recovery and Investment Act of 2009 (the Recovery Act) and to receive a cash subsidy from the United States Treasury in connection therewith. Pursuant to the Recovery Act, the Authority will receive cash subsidy payments from the United States Treasury equal to 35% of the interest payable on the 2010A Bonds.

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

Interest Rates	Original Amount
5.705%	$ 200,000,000

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

Year Ending December 31	Principal	Interest	Total	Scheduled Federal Subsidy Payment
2012	-	11,410,000	11,410,000	3,993,500
2013	-	11,410,000	11,410,000	3,993,500
2014	-	11,410,000	11,410,000	3,993,500
2015	-	11,410,000	11,410,000	3,993,500
2016	-	11,410,000	11,410,000	3,993,500
2017-2021	-	57,050,000	57,050,000	19,967,500
2022-2026	-	57,050,000	57,050,000	19,967,500
2027-2031	-	57,050,000	57,050,000	19,967,500
2032-2036	-	57,050,000	57,050,000	19,967,500
2037-2040	200,000,000	33,394,788	233,394,788	11,688,176
Total	$ 200,000,000	$ 318,644,788	$ 518,644,788	$ 111,525,676

Series 2011A	Interest Rates	Original Amount
Purpose - Cost of acquisition and construction of certain improvements to the Authority's transit system.	Daily Variable	$50,000,000
	Ranged between 0.04% - 4.00%	

Revenue bond debt service requirements to maturity, including interest, are as follows using the interest rate as of 12/31/2011, of 0.07%

Year Ending December 31	Principal	Interest	Total
2012	-	35,000	35,000
2013	-	35,000	35,000
2014	-	35,000	35,000
2015	-	35,000	35,000
2016	-	35,000	35,000
2017-2021	-	175,000	175,000
2022-2026	-	175,000	175,000
2027-2031	-	175,000	175,000
2032-2036	-	175,000	175,000
2037-2041	38,500,000	101,500	38,601,500
2042	11,500,000	4,025	11,504,025
	$ 50,000,000	$ 980,525	$ 50,980,525

Series 2011B	Interest Rates	Original Amount
Purpose - Cost of acquisition and construction of certain improvements to the Authority's transit system.	Daily Variable	$50,000,000
	Ranged between 0.04% - 4.00%	

Revenue bond debt service requirements to maturity, including interest, are as follows using the interest rate as of 12/31/2011, of 0.04%

Year Ending December 31	Principal	Interest	Total
2012	-	20,000	20,000
2013	-	20,000	20,000
2014	-	20,000	20,000
2015	-	20,000	20,000
2016	-	20,000	20,000
2017-2021	-	100,000	100,000
2022-2026	-	100,000	100,000
2027-2031	-	100,000	100,000
2032-2036	-	100,000	100,000
2037-2041	38,500,000	58,000	38,558,000
2042	11,500,000	2,300	11,502,300
	50,000,000	560,300	50,560,300

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 courses 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 also has purchase commitments in 2012 of approximately $22.1 million for revenue vehicles including 31 40-foot diesel buses, 9 hybrid buses, and 10 CNG 40-foot buses. Approximately $130.1 million remains to be paid to major contractors on the 2015 Project.

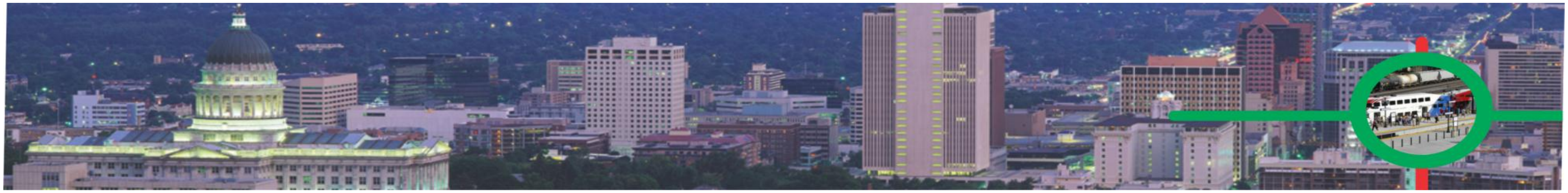
10. Subsequent Events.

The Authority has performed an evaluation of subsequent events through May 9, 2012, which is the date the basic financial statements were available to be issued.

In February 2012, Utah County made early payment in full in the amount of $59M to the Authority. This payment extinguished the long-term (approximately 30-year) note receivable between the two entities. As a result, the Authority has reclassified the amount as a short-term note receivable and included it in other receivables.

This page intentionally left blank

STATISTICAL



Net Assets

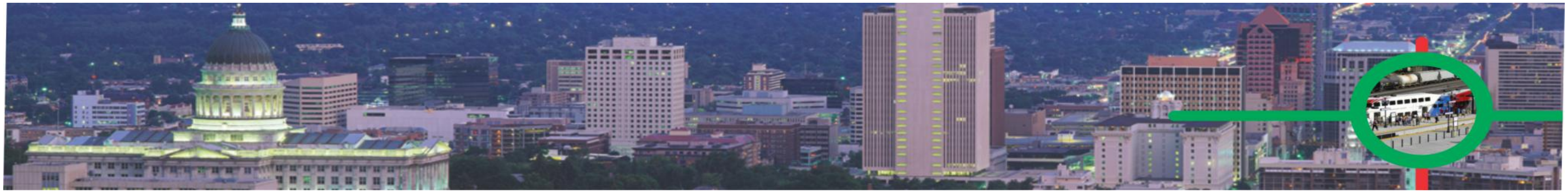
Ten Years

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Net Assets at Year-End										
Invested in capital assets, net of related debt	$ 498,669,716	$ 502,124,917	$ 498,167,795	$ 505,892,844	$ 550,959,844	$ 652,232,055	$ 766,098,289	$ 953,013,398	$ 1,133,832,808	$ 1,379,573,062
Restricted	7,844,533	1,709,748	1,938,230	3,840,055	4,681,691	3,966,065	3,932,060	3,813,103	4,071,242	3,929,644
Unrestricted	82,483,703	105,088,336	111,199,562	114,655,298	119,477,125	455,924,673	439,343,658	527,478,988	505,464,819	276,960,064
Total Net Assets	$ 588,997,952	$ 608,923,001	$ 611,305,587	$ 624,388,197	$ 675,118,660	$ 1,112,122,793	$ 1,209,374,007	$ 1,484,305,489	$ 1,643,368,869	$ 1,660,462,770

Change in Net Assets

Ten Years

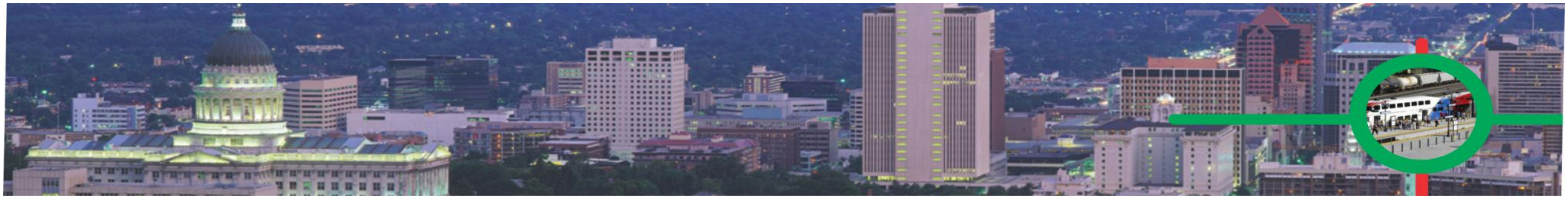
	Operating Revenue	Operating Expense	Operating Loss	Total Nonoperating Revenus (Expenses)	Income (Loss) before Capital Contributions	Capital Contributions	Change in Net Assets
2002	$ 20,957,983	$ 155,329,510	$ (134,371,527)	$ 128,177,447	$ (6,194,080)	$ 65,931,603	$ 59,737,523
2003	20,104,219	170,648,762	(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	437,004,113
2008	34,906,043	223,794,244	(188,888,201)	216,032,690	27,144,489	70,106,725	97,251,214
2009	35,163,780	255,931,379	(220,767,599)	220,089,438	(678,161)	275,609,643	274,931,482
2010	36,893,396	257,267,580	(220,374,184)	219,663,490	(710,694)	159,744,074	159,063,380
2011	41,527,090	288,531,160	(247,004,070)	219,112,701	(27,891,369)	44,985,270	17,093,901



Revenue History by Source

Ten Years

	Operating	Sales Taxes	Federal Operating Revenue Grants	Federal Preventative Maintenance Grants	Interest	Other	Federal Capital Grants	Other Capital Contributions	Total
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	1,425,891	65,383,547	4,723,178	356,733,629
2009	35,163,780	171,854,169	15,224,723	44,974,000	9,389,045	2,797,757	256,527,803	19,081,840	555,013,117
2010	36,893,396	171,893,732	12,637,764	46,500,000	3,827,161	2,929,254	156,727,641	3,046,433	434,455,381
2011	41,527,090	183,091,524	11,583,980	47,735,443	3,672,397	3,483,140	44,864,016	121,254	336,078,844



Expense History by Function

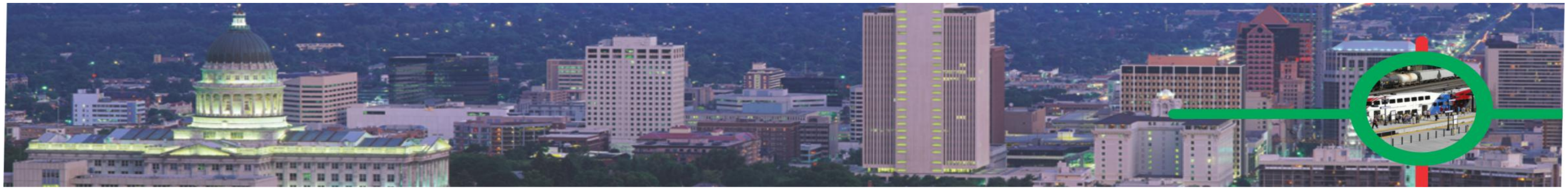
Ten Years

	Bus Service	Rail Service	Transit Disabled	Other Service	Operations Support	Administration	Depreciation	Interest	Deferred Charges	Total
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 **	82,136,736	29,938,257	14,879,263	321,241	23,561,835	22,215,090	50,741,822	35,455,355	232,816*	259,482,415
2009 **	79,054,373	34,681,800	14,595,021	517,571	26,083,512	26,105,521	74,893,581	23,050,963	1,099,293*	280,081,635
2010 **	79,522,988	33,787,601	14,570,401	589,356	23,147,075	22,286,055	83,364,104	17,313,507	810,914*	275,392,001
2011 **	81,208,651	38,135,480	16,054,555	535,897	21,643,830	26,340,573	104,612,174	29,642,869	810,914*	318,984,943

Interest reported is non-capitalized interest

*See footnote 2K to the financial statements

**Administration expenses include major investment studies



Sales Tax Collected by County

	Davis	Salt Lake	Tooele	Utah	Weber	Box Elder	Total
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
2009	17,091,892	112,076,511	1,136,816	25,222,227	15,029,137	1,297,586	171,854,169
2010	16,964,089	112,379,368	1,227,109	25,397,367	14,656,323	1,269,478	171,893,734
2011	17,736,316	120,094,108	1,207,542	27,743,162	15,083,666	1,226,730	183,091,524

Notes

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

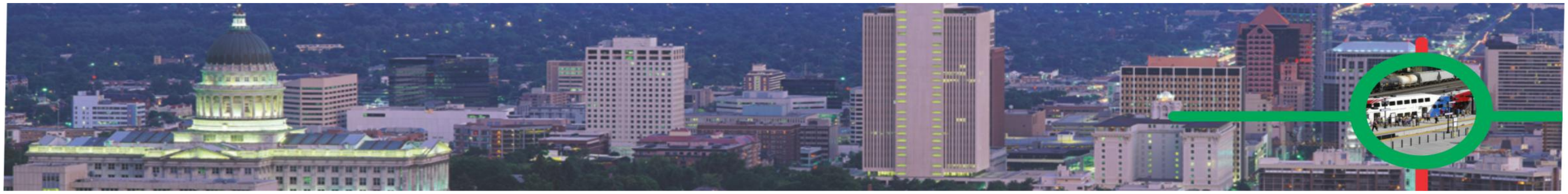
Utah County include the cities of Provo andOrem, American Fork, Lehi, Lindon, Pleasant Grove, Springville, Alpine, Cedar Hills, Highland, Mapleton, Payson, Salem, Eagle Mountain, Santaquin, Saratoga Springs, Spanish Fork, and Provo Canyon

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
Ten Years

	Davis	Salt Lake	Tooele	Utah	Weber	Box Elder
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	0.50%	0.68750%	0.30%	0.5260%	0.50%	0.30%
2008 (Jan-June)	0.50%	0.68750%	0.30%	0.5260%	0.55%	0.55%
2009 (July-Dec)	0.55%	0.68750%	0.30%	0.5260%	0.55%	0.55%
2010	0.55%	0.68750%	0.30%	0.5260%	0.55%	0.55%
2011	0.55%	0.68750%	0.30%	0.5260%	0.55%	0.55%



Revenue Capacity
Principal Sales Tax Payers
(in millions)

	Fiscal Year 2011			Fiscal Year 2010		
	Rank	Percentage of Taxable Sales	Amount	Rank	Percentage of Taxable Sales	Amount
Retail General Merchandise	1	13.45%	$ 4,545	1	13.73%	$ 4,437
Retail Motor Vehicles	2	9.69%	3,275	2	9.15%	2,957
Accomodation & Food Services	3	8.93%	3,017	3	8.95%	2,892
Retail Food Stores	4	7.98%	2,695	4	7.98%	2,579
Wholesale Durable Goods	5	7.10%	2,398	5	6.76%	2,187
Manufacturing	6	5.10%	1,723	7	5.33%	1,723
Information	7	5.07%	1,712	6	4.97%	1,608
Utilities	8	4.78%	1,615	8	4.83%	1,561
Retail Building & Garden	9	4.13%	1,397	9	4.31%	1,392
Retail Misc	10	3.35%	1132	10	3.30%	1,065
Retail Clothing & Accessories	11	3.31%	1,120	11	3.27%	1,056
Service Business	12	2.80%	946	12	2.73%	882
Real Estate, Rental & Leasing	13	2.50%	844	13	2.60%	839
Retail Sport, Hobby, Books, etc.	14	2.11%	713	14	2.15%	696
All Others		19.72%	6,665		19.96%	6,452

Source: Utah State Tax Commission

Fares

Ten Years

	2002	2003	2004	2005	2006	2007 effective 07/01/07	2008 effecitve 01/01/08	2009 effective 04/01/09	2010 effective 11/01/10	2011 effective 05/01/11
Cash Fares										
Base Fare	$ 1.00	$ 1.25	$ 1.35	$ 1.40	$ 1.50	$ 1.60	$ 1.75	$ 2.00	$ 2.00	$ 2.25
Senior Citizens/Disabled	0.50	0.50	0.50	0.70	0.75	0.80	0.85	1.00	1.00	1.10
Ski Bus	2.25	2.25	2.25	2.75	3.00	3.25	4.00	3.50	3.50	4.00
Paratransit (Flextrans)	1.25	2.00	2.00	2.00	2.05	2.05	2.25	2.50	2.50	2.75
Commuter Rail Base Rate	n/a	n/a	n/a	n/a	n/a	n/a	2.50	3.00	2.00	2.25
Commuter Rail Additional Station	n/a	n/a	n/a	n/a	n/a	n/a	0.50	0.50	0.50	0.50
Commuter Rail Maximum Rate	n/a	n/a	n/a	n/a	n/a	n/a	5.50	6.00	5.00	5.25
Express	2.25	2.25	2.25	2.75	3.00	3.25	4.00	4.50	4.50	5.00
Monthly Passes										
Adult	$ 40.00	$ 40.00	$ 40.00	$ 47.00	$ 50.00	$ 53.50	$ 58.50	$ 67.00	$ 67.00	$ 75.00
Minor	28.00	28.00	28.00	35.00	37.00	40.00	43.50	49.75	49.75	56.25
College Student	28.00	28.00	28.00	n/a	n/a	40.00	43.50	49.75	49.75	56.25
Senior Citizen/Disableld	18.00	18.00	18.00	23.50	25.00	26.75	28.25	33.50	33.50	37.50
Express	81.00	81.00	81.00	95.00	100.00	107.00	145.00	162.00	162.00	180.00
Paratransit	40.00	68.00	68.00	68.00	69.00	69.00	76.00	84.00	n/a	n/a
Other Fares										
Day Pass	$ 2.50	$ 2.50	$ 2.70	$ 3.50	$ 4.00	$ 4.25	$ 4.50	$ 5.00	$ 5.00	$ 5.50
Family Pass	n/a	n/a	n/a	n/a	n/a	n/a	12.50	13.75	n/a	n/a
Group Pass	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	12.00	13.50
Summer Youth	30.00	30.00	30.00	40.00	40.00	40.00	87.00	99.50	n/a	n/a
Token - pack of ten	12.50	12.50	12.50	13.00	13.00	14.25	17.50	17.75	17.75	20.25
Paratransit 10 ride ticket book	11.00	18.00	18.00	18.00	18.50	18.50	20.00	22.00	25.00	30.00
Paratransit 30 ride ticket book	n/a	n/a	n/a	n/a	n/a	44.00	48.50	54.00	n/a	n/a
Ski Day Pass	5.00	5.00	5.00	6.00	6.00	6.50	7.00	7.00	7.00	8.00

The above figures reflect the base fare. At times a $0.25 or $0.50 fuel surcharge was added to the base fare depending on the price of fuel. No fuel surcharges were imposed in 2011.

Legal Debt Margin Information

Ten Years

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Total Debt (in 000's)	$ 320,780	$ 252,000	$ 248,485	$ 418,905	$ 528,815	$ 641,179	$ 1,334,784	$ 1,634,119	$ 1,827,159	$ 1,919,859
Percentage of Personal Income (a)	0.65%	0.50%	0.46%	0.71%	0.82%	0.92%	1.85%	2.28%	2.50%	n/a
Per Capita (a)	$ 173	$ 134	$ 130	$ 215	$ 264	$ 311	$ 632	$ 757	$ 830	$ 855
Debt Limit (in 000's)	$ 2,333,062	$ 2,672,266	$ 3,789,110	$ 3,916,687	$ 4,198,045	$ 4,837,443	$ 5,765,001	$ 6,463,950	$ 6,020,350	$ 5,877,735
Legal Debt Margin (in 000's)	$ 2,012,282	$ 2,420,266	$ 3,540,625	$ 3,497,782	$ 3,669,230	$ 4,196,264	$ 4,430,217	$ 4,829,831	$ 4,193,191	$ 3,957,876
Total Debt as percentage of Debt Limit	13.75%	9.43%	6.56%	10.70%	12.60%	13.25%	23.15%	25.28%	30.35%	32.66%

Source: Utah State Tax Commission

Legal Limit Calculation for the Fiscal Year 2011

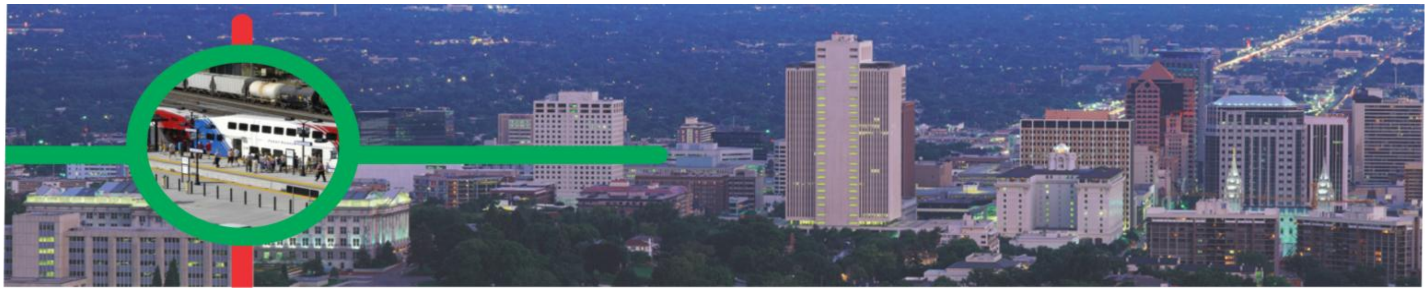
Estimated 2010 "Fair Market Value of Property" (in 000's)	$ 188,305,038
(1) Estimated "Fair market Value of Vehicles" (in 000's)	7,619,450
Estimated 2010 "Fair Market Value Debt Incurring Capacity" (in 000's)	195,924,488
Debt Limit (3% of Fair market Value) (in 000's)	$ 5,877,735

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

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.

Prior year data on this page was updated to conform to Federal statistical reports.

(1) For the Authority debt incurring capacity, the value of motor vehicle and state assessed commercial vehicles will be included as part of the fair market value of the taxable property in the Authority's service area.



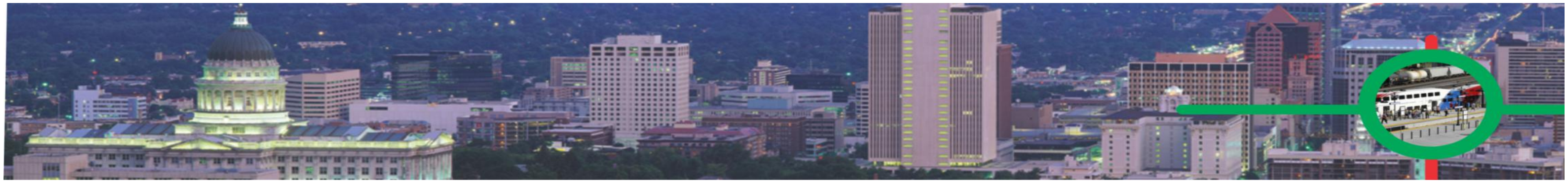
Debt Service Coverage

Ten Years

				Debt Service Requirement			
	Sales Tax	Interest on Specific Accounts	Total Available for Debt Service	Principal	Interest Net of Federal Subsidies	Total	Coverage
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
2009	171,854,169	4,634,651	176,488,820	6,665,000	59,841,145 *	66,506,145	2.65
2010	171,893,732	665,861	172,559,593	6,960,000	63,782,164 *	70,742,164	2.44
2011	183,091,524	286,824	183,378,348	7,300,000	71,932,011 *	79,232,011	2.31

All bonds are covered by pledging total sales tax and interest earned on indentured bond funds.

* 2009 interest is net of Build America federal subsidy of $3,078,587 on 2009B series bonds.
* 2010 interest is net of Build America federal subsidy of $5,432,800 on 2009B series bonds.
* 2011 interest is net of Build America federal subsidy of $5,432,800 on 2009B series bonds and $4,603,618 on 2010A series bonds.



Demographic and Economic Statistics

Ten Years

Year	Population	Personal Income (in millions)	Per Capita Personal Income	Unemployment Rate
2002	1,857,099	$ 49,650.2	$ 26,604	5.8%
2003	1,883,061	50,805.5	26,711	5.6%
2004	1,912,903	53,760.5	27,571	5.0%
2005	1,952,366	58,649.7	29,411	4.1%
2006	2,003,981	64,323.0	31,194	2.9%
2007	2,060,110	69,557.3	32,705	2.6%
2008	2,110,991	72,299.2	33,219	3.7%
2009	2,158,269	71,727.3	32,292	6.0%
2010	2,201,770	73,147.0	33,222	7.5%
2011	2,244,265 e	n/a	n/a	6.0%

e = estimated

Sources:

2002-2010 Population and Personal Income: Regional Economic Information System, Bureau of Economic Analysis, U.S. Department of Commerce. Dollar estimates are in current dollars (not adjusted for inflation).

2010 Population: U.S. Census Bureau, 2010 Census Redistricting Data (Public Law 94-171) Summary File Table P1
Data last updated: April 25, 2012 - new estimates for 2010; revised estimates for 2002-2009

2011 data for Personal Income was not available.

Unemployment: Utah Dept. of Workforce Services

Per Capita Personal Income is calculated by dividing Personal Income by Population
Prior year data on this page was updated to conform to federal statstical reports.

Principal Employers

Employer	Industry	2002 Employees	Rank	% Total Employment	2010 Employees	Rank	% Total Employment
University of Utah	Higher Education	15,000-19,999	4	1.47-1.95%	20,000-24,999	1	2.01-2.51%
State of Utah	State Government	20,000+	2	1.49-2.00%	15,700-23,494	2	1.57-2.36%
Intermountain Health Care	Health Care	20,000+	1	1.44-2.20%	15,350-20,747	3	1.54-2.08%
BYU	Higher Education	15,000-19,999	5	0.98-1.47%	15,000-19,999	4	1.50-2.01%
Hill AFB	U.S. Government	15,000-19,999	3	1.47-1.96%	10,000-14,999	5	1.00-1.50%
Wal Mart	Retail	9,250-14,494	6	0.91-1.42%	9,250-14,494	6	0.93-1.45%
Davis School District	Public Education	n/a	n/a	n/a	7,000-9,999	7	0.70-1.00%
Granite School District	Public Education	7,000-9,999	7	0.68-.098%	7,000-9,999	7	0.70-1.00%
Alpine School District	Public Education	n/a	n/a	n/a	5,000-6,999	9	0.48-0.68%
Jordan School District	Public Education	7,000-9,999	7	0.68-.098%	5,000-6,999	9	0.50-0.70%
Salt Lake County	Local Government	5,000-6,999	8	0.49-0.69%	5,000-6,999	9	0.50-0.70%
U.S. Dept of Treasury	U.S. Government	5,000-6,999	8	0.49-0.69%	5,000-6,999	9	0.50-0.70%

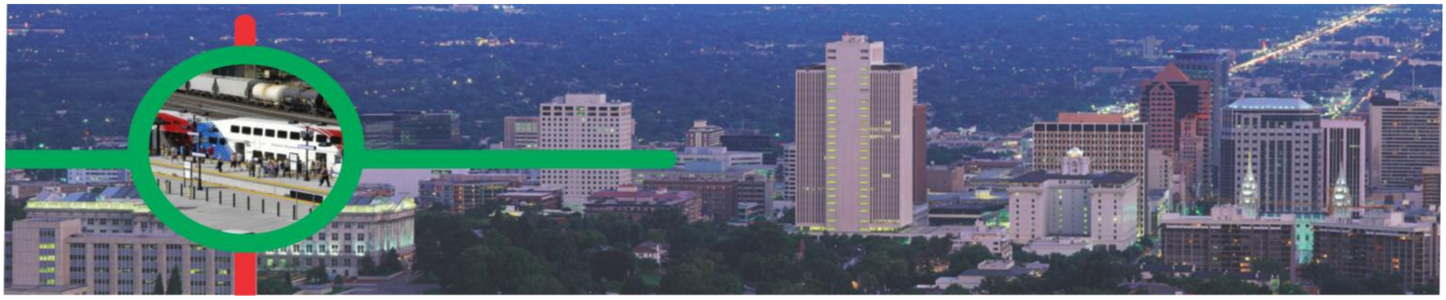
Source:

Utah State Department of Workforce Services

Notes:

The Department of Workforce Service had not yet compiled the information for 2011 at the time this report was issued.

Utah Transit Authority employs between 2,000 - 2,999 and is ranked 29th in the State of Utah for number of employees.



Full Time Equivalent Authority Employees

Nine Years*

Function	2003	2004	2005	2006	2007	2008	2009	2010	2011
Bus Operations	1,009	994	977	937	1,008	1,050	1,023	998	950
Rail Operations	149	158	166	176	233	293	314	335	425
Paratransit Operations	150	143	138	142	143	141	141	140	168
Other Services	7	7	7	8	8	10	11	11	11
Support Services	196	246	226	247	225	256	249	239	284
Administration	157	153	160	164	193	224	242	238	224
Total	1,668	1,701	1,674	1,674	1,810	1,974	1,980	1,961	2,062

*Only nine years of data available.
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 changes in the training department numbers as training needs fluctuate.

Beginning in May 2008, UTA started operating the Commuter Rail North Line.

Beginning in August 2011, UTA started operating the West Valley Trax Line and the Mid-Jordan Trax Line.

2011 increase in Rail and Paratransit position due to opening of the West Valley Trax Line and the Mid-Jordan Trax Line.

2011 Support Services increase due to additional Transit Police Officers hired and Passenger Counters moved from Administration to Support Services.

Source: Utah Transit Authority Human Resource Department

Trend Statistics

Ten Years

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Passengers										
Bus Service	17,547,836	20,665,353	15,265,982	22,364,690	21,598,690	23,279,164	23,395,624	20,657,019	21,716,864	21,560,358
Rail Service	9,755,050	9,814,098	10,019,863	14,323,780	15,203,660	16,272,468	16,182,145	14,707,601	14,790,418	16,944,264
Paratransit Service	531,665	523,753	504,420	482,969	476,039	492,994	478,242	500,242	509,625	683,336
Vanpool Service	495,849	701,434	837,030	1,062,961	1,316,599	1,305,076	1,657,697	1,353,697	1,346,949	1,417,183
Passengers (All Modes)	28,330,400	31,704,638	26,627,295	38,234,400	38,594,988	41,349,702	41,713,708	37,218,559	38,363,856	40,605,141
Revenue Miles										
Bus Revenue Miles	17,216,383	17,353,805	16,717,480	16,804,912	16,732,379	16,690,142	16,759,734	16,777,762	16,412,862	15,869,340
Rail Revenue Miles	2,322,485	2,281,904	2,968,597	2,744,947	2,827,710	2,818,235	4,412,001	5,568,699	5,312,506	6,019,693
Paratransit Revenue Miles	4,855,199	4,525,774	4,239,250	4,178,335	3,727,323	3,699,770	2,939,442	2,928,929	2,799,362	4,094,325
Vanpool Revenue Miles	2,675,028	3,907,983	4,618,103	5,562,007	6,900,915	7,012,873	9,177,917	780,016	7,342,322	8,042,756
Revenue Miles (All Modes)	27,069,095	28,069,466	28,543,430	29,290,201	30,188,327	30,221,020	33,289,064	33,075,406	31,867,052	34,026,114
Total Miles										
Total Bus Miles	19,954,467	19,033,719	19,660,840	19,772,165	19,548,645	19,480,877	19,398,050	19,342,359	18,820,702	17,416,367
Total Rail Miles	2,322,580	2,294,449	2,982,557	2,758,761	2,841,912	2,836,899	4,454,559	5,626,707	5,365,270	6,073,807
Total Paratransit Miles	5,525,480	5,130,957	5,072,626	4,932,165	4,393,853	4,341,576	3,637,255	3,637,806	3,473,129	5,256,369
Total Vanpool Miles	2,732,064	3,977,942	4,689,732	5,635,116	6,900,915	7,012,873	9,177,917	7,800,016	7,342,322	8,042,756
Total Miles (All Modes)	30,534,591	30,437,067	32,405,755	33,098,207	33,685,325	33,672,225	36,667,781	36,406,888	35,001,423	36,789,299
Passengers Per Mile										
Bus Passengers Per Mile	0.88	1.09	0.78	1.13	1.10	1.19	1.21	1.07	1.15	1.24
Rail Passengers Per Mile	4.20	4.28	3.36	5.19	5.35	5.74	3.63	2.61	2.76	2.79
Paratransit Passengers Per Mile	0.10	0.10	0.10	0.10	0.11	0.11	0.13	0.14	0.15	0.13
Vanpool Passengers Per Mile	0.18	0.18	0.18	0.19	0.19	0.19	0.18	0.17	0.18	0.18
Total Passengers Per Mile	0.93	1.04	1.04	1.16	1.15	1.23	1.14	1.02	1.10	1.10
Revenue Hours										
Bus Revenue Hours	941,842	938,231	893,338	898,268	887,049	888,544	895,943	904,282	897,294	866,268
Rail Revenue Hours	196,546	162,179	197,437	232,517	252,935	243,349	326,610	374,300	295,227	388,826
Paratransit Revenue Hours	296,842	293,750	280,528	262,247	265,712	247,572	208,896	211,369	201,994	300,760
Revenue Hours*	1,435,230	1,394,160	1,371,303	1,393,032	1,405,696	1,379,465	1,431,449	1,489,951	1,394,515	1,555,854
Passengers Per Revenue Hour										
Bus Passengers Per Revenue Hour	18.63	22.03	17.09	24.90	24.35	26.20	26.11	22.84	24.20	24.89
Rail Passengers Per Revenue Hour	49.63	60.51	50.75	61.60	60.11	66.87	49.55	39.29	50.10	43.58
Paratransit Passengers Per Revenue Hour	1.79	1.78	1.80	1.84	1.79	1.99	2.29	2.37	2.52	2.27
Total Passengers Per Revenue Hour*	19.39	22.24	18.81	26.68	26.52	29.03	27.98	24.07	26.54	25.19
Total system (All Modes)										
Cost Per Mile	$4.07	$4.13	$4.06	$4.36	$4.62	$4.45	$4.72	$4.97	$4.97	$5.00
Cost Per Passengers	$4.38	$3.97	$4.95	$3.78	$4.03	$3.63	$4.15	$4.86	$4.53	$4.53
Fare Revenue Per Passenger	$0.64	$0.59	$0.75	$0.56	$0.61	$0.59	$0.80	$0.90	$0.92	$0.98

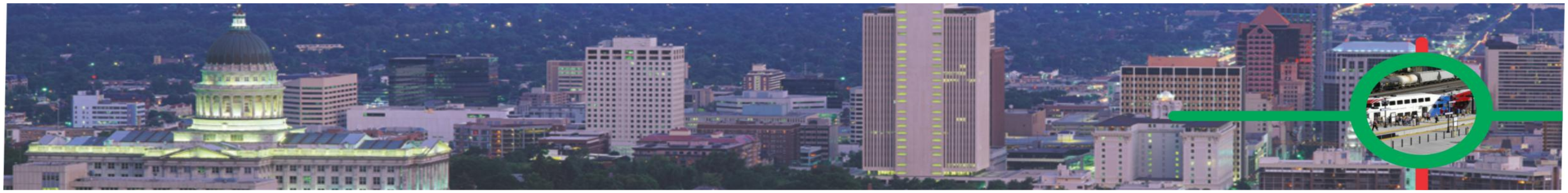
Notes:

Costs exclude depreciation and interest.
See ten year fare history for changes in rates.

*Vanpool revenue hours are not reported.
2002 passenger numbers do not include 1,305,316 passengers carried during the 2002 Winter Olympics.
Data Source: National Transit Database

Prior year data on this page was updated to conform to federal statistical reports.

Data on this page relies on a statistical methodology required by the National Transit Database which differs from UTA's own method. Both samplings are valid, but produce slightly different results with less than a 2% margin of error.



Capital Assets Statistics

Ten Years

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Number of Bus Routes	136	135	129	128	124	117	120	128	127	119
Number of Rail Routes										
Trax	3	3	3	3	3	3	3	3	3	3
Commuter Rail	-	-	-	-	-	-	1	1	1	1
Weekday Bus Service Miles	72,501	60,810	61,987	61,851	60,676	60,436	68,051	68,537	67,012	64,493
Weekday Rail Train Service Miles										
Trax	3,288	3,333	3,390	3,147	3,478	3,166	3,365	3,684	3,910	5,107
Commuter Rail	-	-	-	-	-	-	2,725	2,725	2,469	2,327
Weekday Rail Car Service Miles										
Trax	7,546	7,422	9,479	8,943	9,110	9,213	9,354	10,561	10,509	13,279
Commuter Rail	-	-	-	-	-	-	8,175	8,175	7,407	6,980
Average Weekday Riders	109,253	113,284	119,361	126,629	133,124	122,621	139,911	141,047	134,736	142,186
Buses	493	483	489	518	519	585	481	501	496	495
Paratransit Buses/Vans										
Directly Operated	103	103	102	101	99	102	105	101	96	112
Private Contractors	62	61	77	74	74	75	80	82	75	70
Rail Vehicles										
Trax	33	40	46	51	54	69	55	55	55	122
Commuter Rail	-	-	-	-	-	-	34	37	37	55
Van Pools	157	197	235	288	389	456	452	403	414	485
Joint Use Park and Ride Lots	72	74	106	106	126	128	129	124	121	128
Rail Stations										
Trax	20	23	23	24	25	25	28	28	28	41
Commuter Rail	-	-	-	-	-	-	8	8	8	7
Bus Stops	8,193	8,000	8,028	7,902	7,301	6,975	6,380	6,410	6,645	6,600

2010 Performance Measures - Light Rail

City	ID	Agency	Service Efficiency: Operating Expense per Vehicle Revenue Mile	Service Efficiency: Operating Expense per Vehicle Revenue Hour	Cost Effectiveness: Operating Expense per Passenger Mile	Cost Effectiveness: Operating Expense per Unlinked Passenger Trip	Service Effectiveness: Unlinked Passenger Trips per Vehicle Revenue Mile	Service Effectiveness: Unlinked Passenger Trips per Vehicle Revenue Hour
Salt Lake City, UT	8001	UTA	$ 8.62	$ 124.01	$ 0.49	$ 2.09	4.12	59.34
Buffalo, NY	2004	NFT Metro	24.89	280.97	1.45	3.79	6.56	74.09
Cleveland, OH	5015	GCRTA	18.72	292.31	0.93	5.46	3.43	53.54
Dallas, TX	6056	DART	22.66	451.33	0.89	6.29	3.60	71.73
Denver, CO	8006	RDT	8.96	170.18	0.51	3.56	2.52	47.86
Portland, OR	0008	Tri-Met	13.06	187.85	0.51	2.51	5.21	74.97
Sacrament, CA	9019	RTD	11.75	232.00	0.58	3.12	3.76	74.27
San Jose, CA	9013	VTA	18.77	308.97	1.13	5.81	3.23	53.14
San Diego, CA	9026	MTS	7.87	137.67	0.33	2.00	3.93	68.86
St Louis, MO	7006	BSDA	9.27	230.89	0.39	3.41	2.72	67.75
Houston, TX	6008	Metro	16.45	199.33	0.61	1.40	11.79	142.81
Phoenix, AZ	9209	VMR	12.43	180.35	0.38	2.72	4.57	66.27
Baltimore, MD	3034	MTA	12.39	246.73	0.72	4.88	2.54	50.54
Minneapolis, MN	5027	Metro Transit	12.78	183.82	0.47	2.46	5.19	74.68
Pittsburgh, PA	3022	Port Authority	26.87	358.36	1.49	7.16	3.76	50.08
Charlotte, NC	4008	CATS	19.78	362.30	0.94	4.94	4.01	73.40
Newark, NJ	2080	NJ Transit	29.42	435.75	1.13	5.31	5.54	82.01
Average			$ 16.16	$ 257.81	$ 0.76	$ 3.94	4.50	69.73
Maximum			29.42	451.33	1.49	7.16	11.79	142.81
Minimum			7.87	124.01	0.33	1.40	2.52	47.86
Standard Deviation			6.75	98.68	0.37	1.69	2.18	21.64

Data Source: 2010 National Transit Database

2010 Performance Measures - Bus Service

City	ID	Agency	Service Efficiency: Operating Expense per Vehicle Revenue Mile	Service Efficiency: Operating Expense per Vehicle Revenue Hour	Cost Effectiveness: Operating Expense per Passenger Mile	Cost Effectiveness: Operating Expense per Unlinked Passenger Trip	Service Effectiveness: Unlinked Passenger Trips per Vehicle Revenue Mile	Service Effectiveness: Unlinked Passnger Trips per Vehicle Revenue Hour
Salt Lake City, UT	8001	UTA	$ 6.46	$ 118.24	$ 0.83	$ 4.89	1.32	24.20
Charlotte, NC	4008	CATS	7.03	97.25	0.76	3.72	1.89	26.15
Dallas, TX	6056	GCRTA	9.00	122.38	1.50	6.52	1.38	18.76
Denver, CO	8006	RDT	7.43	102.76	0.73	3.71	2.00	27.72
Ft Worth, TX	6007	The T	7.87	94.29	0.85	5.06	1.55	18.62
Houston, TX	6008	Metro	7.80	113.59	0.72	4.83	1.61	23.53
Jacksonville, FL	4040	JTA	6.02	90.43	0.89	5.16	1.17	17.52
Memphis, TN	4003	MATA	7.12	104.22	0.78	4.23	1.69	24.66
Minneapolis, MN	5027	Metro Transit	10.53	123.64	0.80	3.59	2.93	34.42
Oceanside, CA	9030	NCTD	7.86	106.01	1.08	5.37	1.47	19.76
Pittsburgh, PA	3022	Port Authority	11.76	161.47	1.18	5.00	2.35	32.31
Portland, OR	0008	Tri-Met	11.28	134.39	1.03	3.95	2.86	34.01
Sacremento, CA	9019	Sacramento RT	10.68	119.51	1.22	4.27	2.50	27.98
San Jose, CA	9013	VTA	13.22	162.86	1.41	6.29	2.10	25.90
St Louis, MO	7006	BSDA	7.54	103.82	1.12	5.01	1.51	20.71
Tampa, FL	4041	HART	7.61	97.02	0.98	4.63	1.64	20.95
Average			$ 8.70	115.74	0.99	4.76	1.87	24.83
Maximum			13.22	162.86	1.50	6.52	2.93	34.42
Minimum			6.02	90.43	0.72	3.59	1.17	17.52
Standard Deviation			2.12	21.79	0.24	0.85	0.54	5.43

Data Source: 2010 National Transit Database

2010 Performance Measures - Demand Response

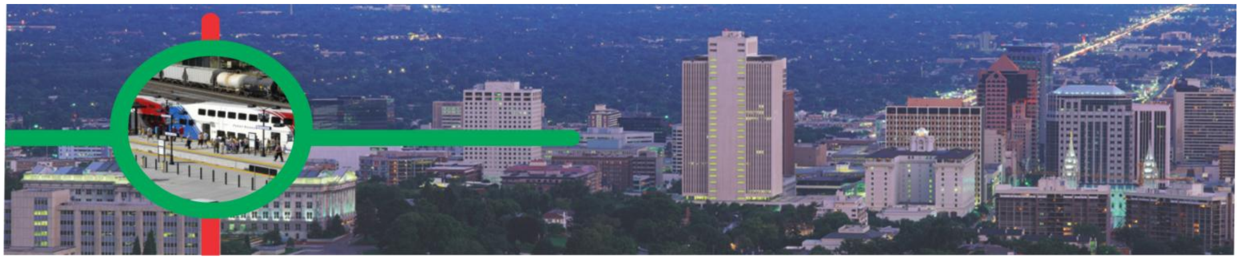
City	ID	Agency	Service Efficiency		Cost Effectiveness		Service Effectiveness	
			Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Salt Lake City, UT	8001	UTA	$ 6.71	$ 94.16	$ 3.52	$ 36.71	0.18	2.57
Arlington Heights, IL	5113	Pace	3.51	54.29	2.59	15.43	0.23	3.52
Houston, TX	6008	METRO	2.47	42.28	2.07	24.61	0.10	1.72
Phoenix, AZ	9032	Valley Metro	5.32	68.09	5.32	43.25	0.12	1.57
Buffalo, NY	2004	NFT Metro	4.59	74.70	4.44	43.88	0.10	1.70
Cincinnati, OH	5012	SORTA/Metro	4.89	83.18	3.60	37.44	0.13	2.22
Cleveland, OH	5015	GCRTA	5.73	92.74	6.24	44.62	0.13	2.08
Columbus, OH	5016	COTA	2.70	54.35	3.25	32.61	0.08	1.67
Dallas, TX	6056	DART	4.79	78.88	2.91	35.63	0.13	2.21
Denver, CO	8006	RTD	3.90	59.19	3.64	32.86	0.12	1.80
Detroit, MI	5031	SMART	5.52	90.26	4.20	28.43	0.19	3.18
Fort Worth, TX	6007	The T	4.06	64.32	3.27	31.32	0.13	2.05
Honolulu, HI	9002	DTS	6.09	88.64	3.18	38.21	0.16	2.32
Kansas City, MO	7005	KCATA	2.82	49.75	2.98	23.83	0.12	2.09
Las Vegas, NV	9045	RTC	4.25	68.20	3.09	35.39	0.12	1.93
Orange, CA	9036	OCTA	4.43	70.42	3.09	32.56	0.14	2.16
Louisville, KY	4018	TARC	2.58	45.34	2.89	26.78	0.10	1.69
Omaha, NE	7002	MAT	3.23	46.60	4.24	22.57	0.14	2.06
Orlando, FL	4035	LYNX	3.04	48.36	2.56	30.10	0.10	1.61
Portland, OR	0008	Tri-Met	4.45	61.63	3.23	30.88	1.88	2.00
Sacramento, CA	9019	Sacramento RT	4.69	75.78	5.08	43.92	0.11	1.73
San Antonio, TX	6011	VIA Metro	3.26	61.52	2.44	27.72	0.12	2.22
San Diego, CA	9026	MTS	3.74	64.07	3.46	26.66	0.14	2.40
San Carlos, CA	9009	SamTrans	4.79	65.76	4.45	40.50	0.09	2.64
San Jose, CA	9013	VTA	4.21	77.17	3.19	30.85	0.14	2.50
Seattle, WA	0001	KC Metro	5.73	83.32	4.59	47.58	0.12	1.75
St. Louis, MO	7006	BSDA	4.05	64.34	3.70	34.27	0.12	1.88
Average			$ 4.28	$ 67.68	$ 3.60	$ 0.19	0.19	2.12
Maximum			6.71	94.16	6.24	47.58	1.88	3.52
Minimum			2.47	42.28	2.07	15.43	0.08	1.57
Standard Deviation			1.12	15.10	0.96	7.70	0.34	0.47

Data Source: 2010 National Transit Database

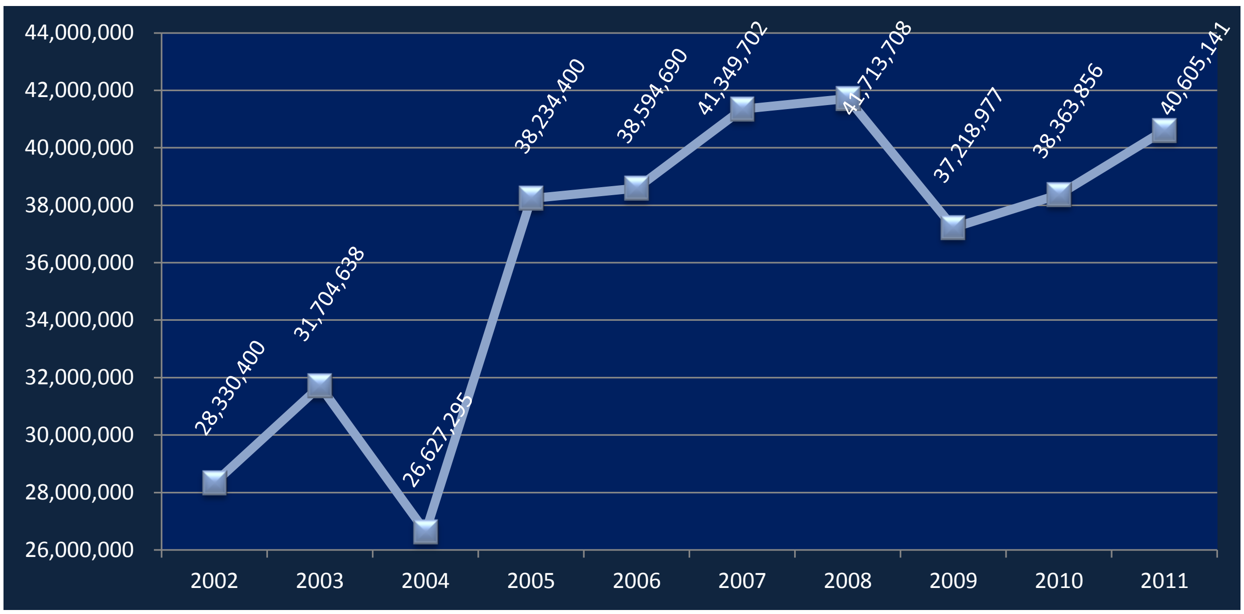
2010 Performance Measures - Commuter Rail

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	$ 9.61	$ 285.94	$ 0.55	$ 14.27	0.67	20.03
San Carlos, CA	9134	CalTrain	12.82	447.56	0.29	8.04	1.59	55.65
Oceanside, CA	9030	NCTD	12.50	502.12	0.43	12.10	1.03	41.49
Baltimore, MD	8006	MTA	21.49	863.53	0.42	13.30	1.62	64.95
Pompano Beach, FL	4077	TRI-Rail	17.37	522.15	0.48	13.94	1.25	37.47
Dallas, TX	6056	DART	20.49	78.88	2.91	35.63	0.13	2.21
Seattle, WA	0040	Sound Transit	21.54	842.72	0.54	13.09	1.65	64.39
Albuquerque, NM	6111	RMRTD	14.21	548.92	0.38	18.00	0.79	30.50
Portland, OR	0008	Tri-Met	38.38	833.36	2.44	20.40	1.88	40.86
Chesterton, IN	5104	NICTD	11.61	415.08	0.38	10.59	1.10	39.20
Minneapolis, MN	5027	Metro Transit	26.27	954.12	0.88	21.95	1.20	43.48
Average			$ 18.75	$ 572.22	$ 0.88	$ 16.48	1.17	40.02
Maximum			38.38	954.12	2.91	35.63	1.88	64.95
Minimum			9.61	78.88	0.29	8.04	0.13	2.21
Standard Deviation			8.32	273.06	0.91	7.57	0.51	18.44

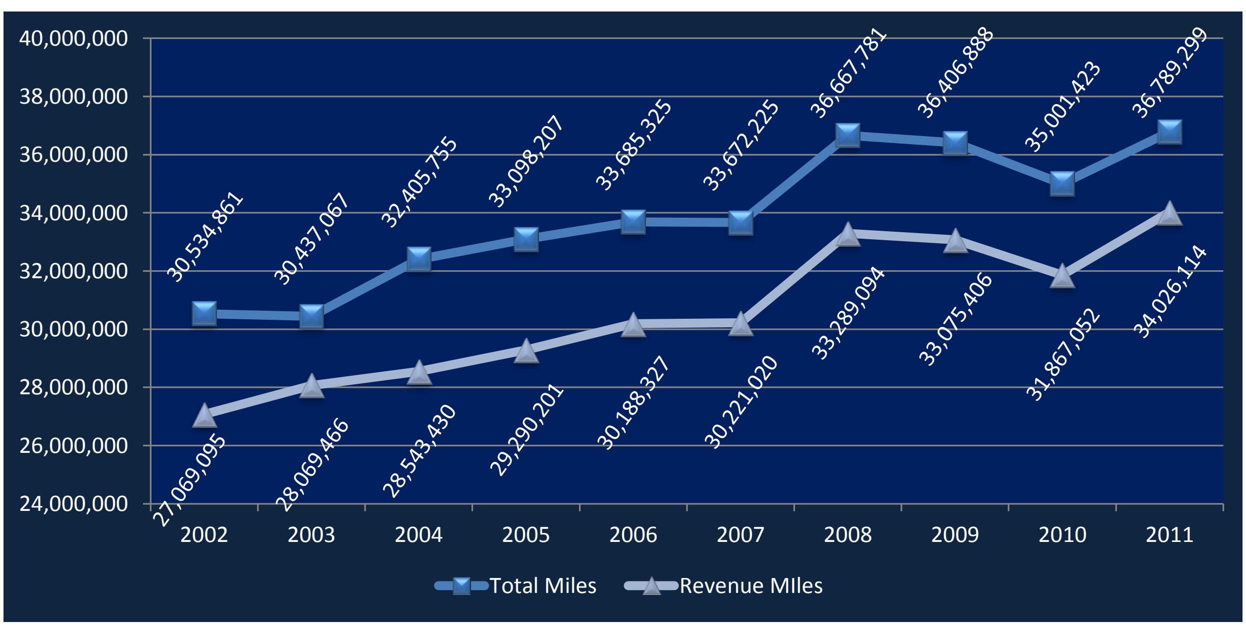
Data Source: 2010 National Transit Database



Ridership 2002-2011

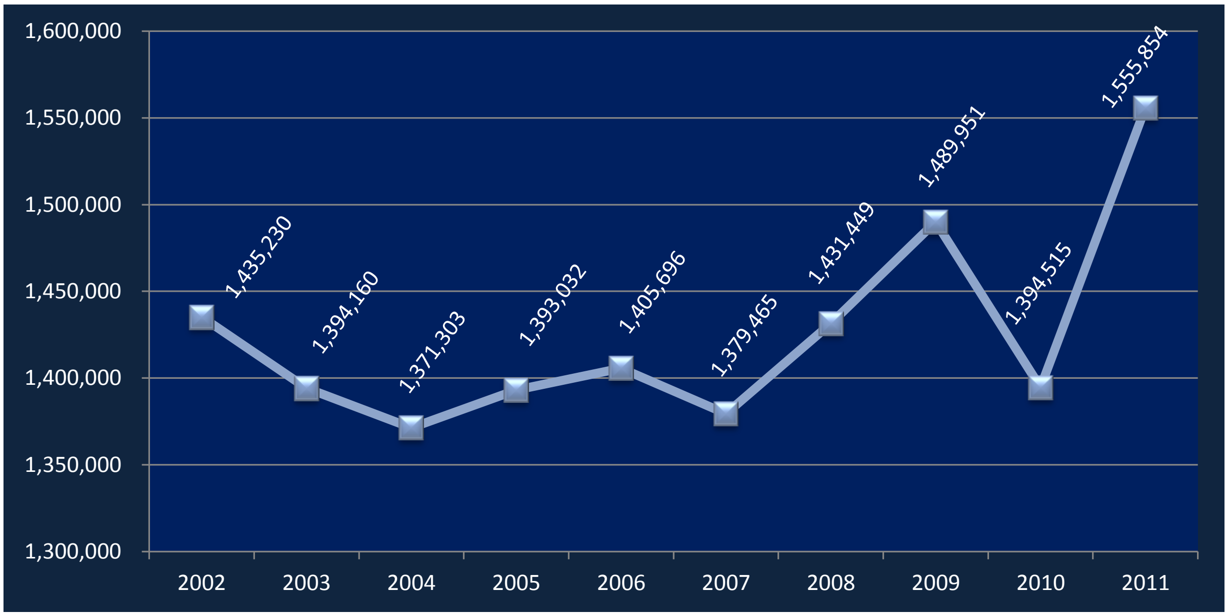


Revenue and Total Miles 2002-2011

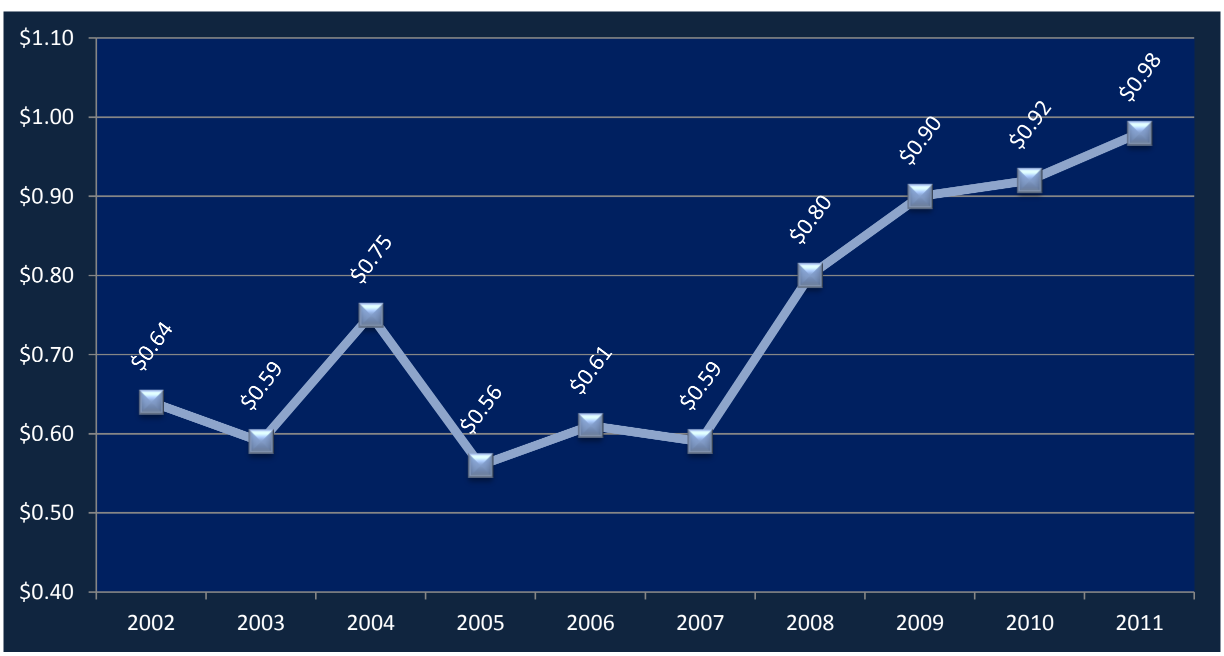


Prior year data on this page was updated to conform to federal statistical reports

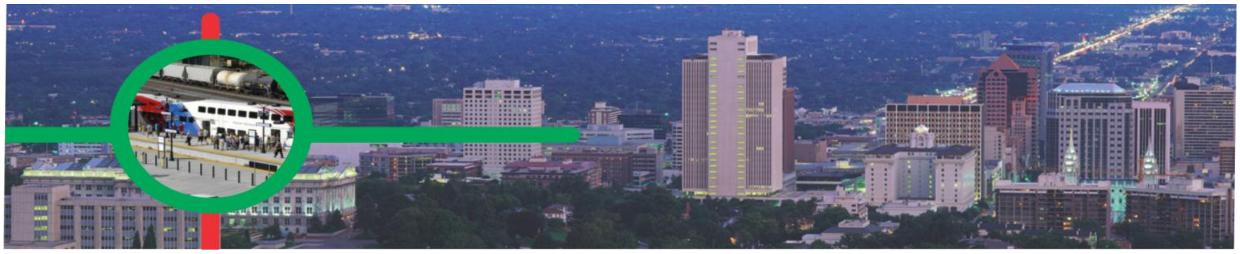
Revenue Hours 2002-2011



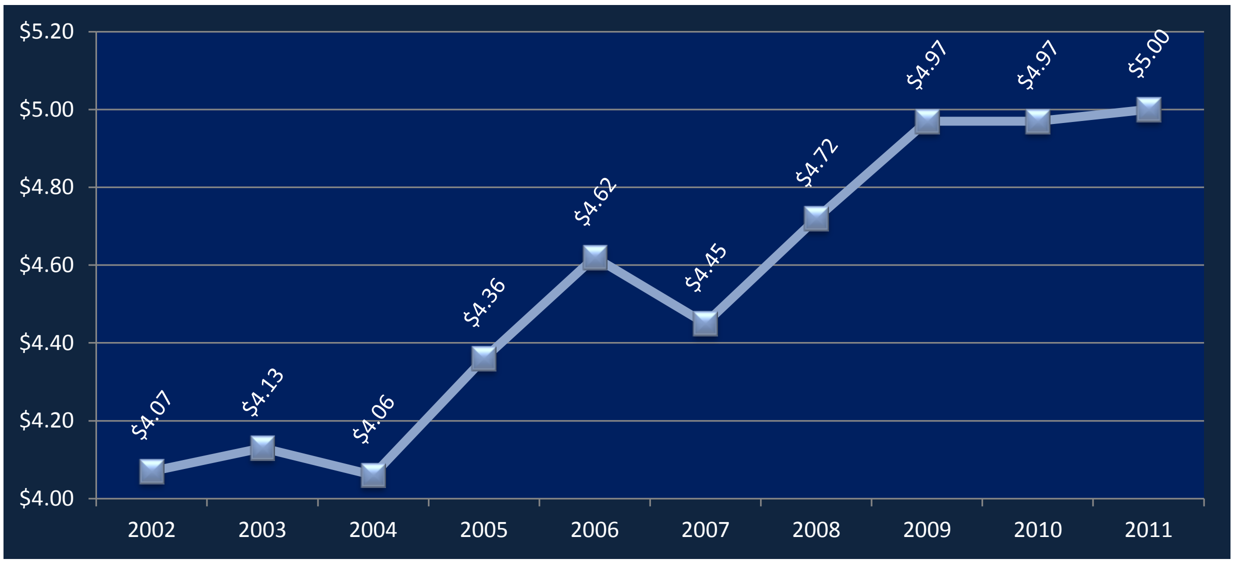
Average Fare Per Passenger 2002-2011



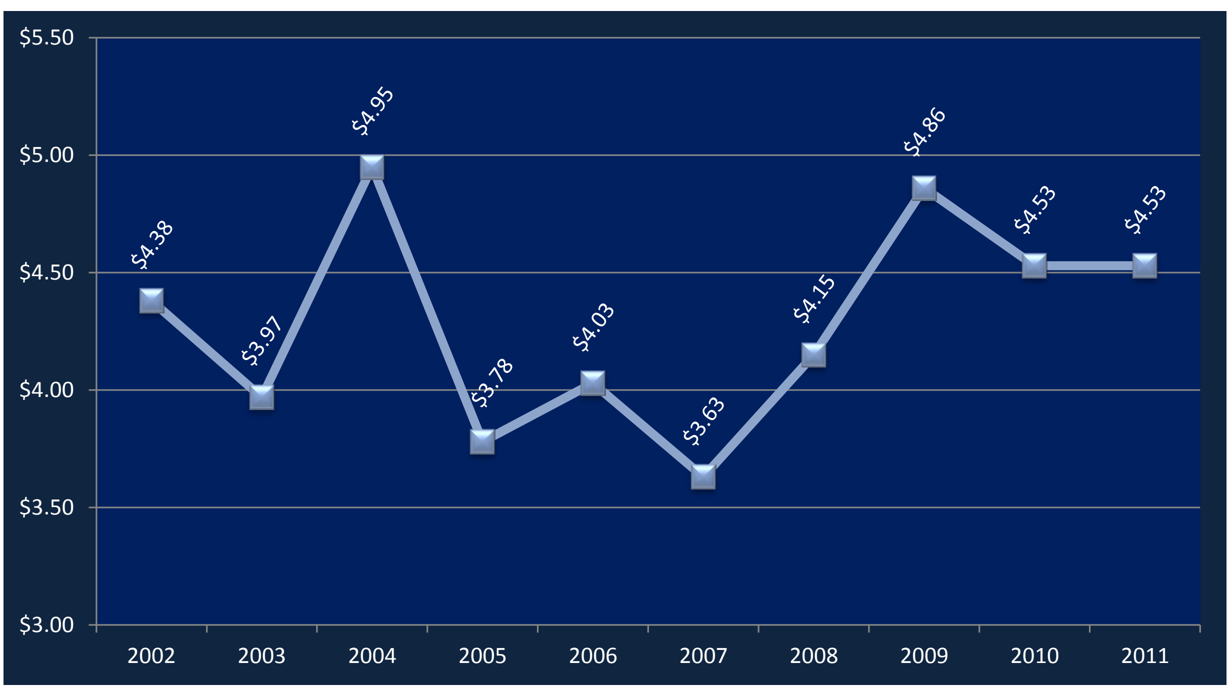
Prior year data on this page was updated to conform to federal statistical reports



Average Cost Per Mile 2002-2011



System Cost Per Passenger 2002-2011



Prior year data on this page was updated to conform to federal statistical reports

The paper used in this report has some recycled content and is FSC certified. The Forest Stewardship Council is a respected non-governmental organization that sets standards and carries out certifications to assure that forests and forest products are managed responsibly. The FSC ensures that the sources in their paper are not contributing to any of the five most destructive practices in forestry. These destructive practices are as follows:

Illegal logging
Natural forest conversion to other land uses
The liquidation of high conservation value forests
Civil rights violations
Genetic modification of forest species