

McGladrey & Pullen

Certified Public Accountants

Regional Transportation Authority Pension Plan (A Pension Trust Fund of the Regional Transportation Authority)

Financial Report

Years Ended December 31, 2008 and 2007



Regional Transportation Authority Pension Plan

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McGladrey & Pullen

Certified Public Accountants

Independent Auditor's Report

To the Plan Administrator, the Trustees, and Retirement Committee of the Regional Transportation Authority Pension Plan, and the Board of Directors of the Regional Transportation Authority
Chicago, Illinois

We have audited the accompanying financial statements of the Regional Transportation Authority Pension Plan ("Plan"), a pension trust fund of the Regional Transportation Authority ("RTA"), as of and for the years ended December 31, 2008 and 2007, as listed in the table of contents. These financial statements are the responsibility of the Plan'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 financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes 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.

As discussed in Note 1, the financial statements present only the Plan and do not purport to, and do not, present fairly the financial position of the Regional Transportation Authority, as of December 31, 2008 and 2007, or the changes in its financial position for the years then ended in conformity with accounting principles generally accepted in the United States of America.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Plan of the Regional Transportation Authority, as of December 31, 2008 and 2007, and the changes in the financial position for the years then ended in conformity with accounting principles generally accepted in the United States of America.

The management's discussion and analysis on pages 2 through 4 and the pension related information on pages 14 through 16 are not a required part of the basic financial statements but are supplementary information required by accounting principles generally accepted in the United States of America. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the supplementary information. However, we did not audit such information and we do not express an opinion on it.

Our audits were conducted for the purpose of forming an opinion on the financial statements of the Plan. The schedule of return on assets listed in the table of contents as supplementary information is presented for purposes of additional analysis and is not a required part of the financial statements. Such information has not been subjected to the auditing procedures applied in the audits of the basic financial statements and, accordingly, we express no opinion on it.

McGladrey & Pullen, LLP

Schaumburg, Illinois
May 21, 2009

Regional Transportation Authority Pension Plan

Management's Discussion and Analysis

This section provides an overview and analysis of the basic financial statements of the Regional Transportation Authority ("RTA") Pension Plan ("Plan") for the year ended December 31, 2008. We encourage readers to consider information in the financial statements and required supplementary information that follow this document.

Overview and Analysis of the Financial Statements

The RTA Pension Plan annual financial report consists of four parts – the independent auditor's report; management's discussion and analysis (this section); the financial statements, including notes to financial statements; and the required supplementary information. The basic financial statements of the Plan are the Statement of Plan Net Assets and the Statement of Changes in Plan Net Assets. These statements provide information about the nature and amount of investments available to pay the pension benefits of the Plan. The Statement of Changes in Plan Net Assets accounts for all additions to and deductions from the net assets held in trust for pension benefits. This statement measures the success of the Plan in increasing the net assets available for pension benefits during the year.

2008

The Statement of Plan Net Assets and Statement of Changes in Plan Net Assets measure the value of plan net assets and the changes to them. As of December 31, 2008, the plan net assets decreased to \$97.5 million. The decrease in net assets of \$26.1 million resulted primarily from investment loss of \$25.7 million, benefits paid of \$9.2 million and administrative expenses of \$336 thousand, offset by addition of employer contributions of \$9.2 million. Employer contributions were recorded as receivables at December 31, 2008 and are required to be paid in 2009.

2007

The Statement of Plan Net Assets and Statement of Changes in Plan Net Assets measure the value of plan net assets and the changes to them. As of December 31, 2007, the plan net assets increased to \$123.5 million. The increase in net assets of \$7.1 million resulted primarily from investment gain of \$5.4 million and employer contributions of \$9.1 million, which exceeded the benefits paid and administrative expenses of \$7.4 million. Employer contributions were recorded as receivables at December 31, 2007 and are required to be paid in 2008.

Regional Transportation Authority Pension Plan

Management's Discussion and Analysis

Plan Net Assets — The following table summarizes the Plan's Statement of Net Assets:

	<u>2008</u>	<u>2007</u>	<u>2006</u>
Assets			
Cash and investments	\$ 88,350,999	\$ 114,469,433	\$ 107,756,636
Contribution receivables	9,195,000	9,137,000	8,777,000
Other receivables	20,005	21,229	23,648
Total assets	97,566,004	123,627,662	116,557,284
Liabilities			
Accrued expenses	95,318	114,111	122,213
Plan net assets held in trust for pension benefits	<u>\$ 97,470,686</u>	<u>\$ 123,513,551</u>	<u>\$ 116,435,071</u>

2008

In 2008, the plan net assets decreased by 21% (\$26.1 million). The decrease is due to investment losses of \$25.7 million, accrued expenses of \$95 thousand, offset by employer contributions of \$9.2 million.

2007

In 2007, the plan net assets increased by 6% (\$7.1 million). The increase is due to investment gain of \$5.4 million and employer contributions of \$9.1 million, which exceeded the growth in benefits paid and administrative expenses of \$7.4 million.

Regional Transportation Authority Pension Plan

Management's Discussion and Analysis

Changes in Plan Net Assets — The following table summarizes the Plan's Statement of Changes in Plan Net Assets:

Summary of Changes in Plan Net Assets December 31, 2008, 2007 and 2006

	<u>2008</u>	<u>2007</u>	<u>2006</u>
Additions:			
Employer contributions	\$ 9,195,000	\$ 9,137,000	\$ 8,777,000
Net investment gains (losses)	(25,717,293)	5,374,079	12,797,087
Total net additions	<u>(16,522,293)</u>	<u>14,511,079</u>	<u>21,574,087</u>
Deductions:			
Benefit payments	9,184,416	7,134,465	5,731,641
Administrative expenses	336,156	298,134	348,828
Total deductions	<u>9,520,572</u>	<u>7,432,599</u>	<u>6,080,469</u>
Net increase (decrease) in plan net assets held in trust for pension benefits	<u>\$ (26,042,865)</u>	<u>\$ 7,078,480</u>	<u>\$ 15,493,618</u>

Return on investments provides additional funds to pay benefits. In 2008, the Plan incurred a loss of \$25.7 million, compared to a gain of \$5.4 million in 2007. In 2008, the net investment income decreased by \$31.1 million from 2007. The decrease in investment income in 2008 was due primarily to the decrease in the net appreciation in fair value of plan investments from market conditions.

The Plan had a net addition of negative \$16.5 million compared to a positive \$14.5 million in 2007. The change was due to net investment loss of \$25.7 million, offset by contributions accrued in 2008 of \$9.2 million. Benefit payments of \$9.2 million paid in 2008 were \$2 million higher compared to previous year's payments of \$7.1 million due to lump sum payments in 2008. Administrative expenses increased to \$336 thousand in 2008 from \$298 thousand in 2007. Overall, 2008 deductions were \$2.1 million higher than 2007.

CONTACTING THE FINANCIAL MANAGEMENT OF THE RTA PENSION PLAN

This financial report provides a general overview of the finances of the Regional Transportation Authority Pension Plan. Users of this report should address questions concerning the information contained herein, or requests for additional financial information, to the Regional Transportation Authority, 175 West Jackson Blvd., Suite 1550, Chicago, Illinois 60604.

REGIONAL TRANSPORTATION AUTHORITY
PENSION PLAN

Statements of Plan Net Assets
December 31, 2008 and 2007

	2008	2007
Assets		
Cash and cash equivalents	\$ 2,893,655	\$ 9,784,076
Investments, at fair value		
Corporate fixed income mutual fund	36,074,915	36,710,809
Equity mutual funds	33,353,541	47,436,286
Common stocks	16,028,888	20,538,262
Total investments	85,457,344	104,685,357
Receivables		
Accrued interest	9,195	9,324
Accrued dividends	10,810	11,905
Pension contribution - Metra	4,733,557	4,814,200
Pension contribution - Pace	3,466,041	3,322,884
Pension contribution - RTA	995,402	999,916
Total receivables	9,215,005	9,158,229
Total assets	97,566,004	123,627,662
Liabilities		
Due to RTA	19,300	-
Accrued expenses	76,018	114,111
Total liabilities	95,318	114,111
Plan net assets held in trust for pension benefits	\$ 97,470,686	\$ 123,513,551

See Notes to Financial Statements.

REGIONAL TRANSPORTATION AUTHORITY
PENSION PLAN

Statements of Changes in Plan Net Assets
Years Ended December 31, 2008 and 2007

	2008	2007
Additions:		
Investment gain		
Net (depreciation) appreciation in fair value of investments	\$ (27,805,406)	\$ 3,484,852
Interest and dividends	2,425,641	2,334,840
Total investment return	<u>(25,379,765)</u>	<u>5,819,692</u>
Less investment expenses		
Investment managers	239,336	347,360
Trust fees	44,192	44,253
Investment advisor	54,000	54,000
Total investment expenses	<u>337,528</u>	<u>445,613</u>
Net investment (loss) gain	<u>(25,717,293)</u>	<u>5,374,079</u>
Contributions:		
METRA pension contributions	4,733,557	4,814,200
PACE pension contributions	3,466,041	3,322,884
RTA pension contributions	995,402	999,916
Total contributions	<u>9,195,000</u>	<u>9,137,000</u>
Total net additions	<u>(16,522,293)</u>	<u>14,511,079</u>
Deductions:		
Benefit payments	9,184,416	7,134,465
Administrative expenses	336,156	298,134
Total deductions	<u>9,520,572</u>	<u>7,432,599</u>
Net increase (decrease) in plan net assets held in trust for pension benefits	(26,042,865)	7,078,480
Plan net assets held in trust for pension benefits		
Beginning of year	123,513,551	116,435,071
End of year	<u>\$ 97,470,686</u>	<u>\$ 123,513,551</u>

See Notes to Financial Statements.

Regional Transportation Authority Pension Plan

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

Note 1. Description of the Plan

The following description of the Regional Transportation Authority ("RTA") Pension Plan ("Plan") provides only general information. Participants should refer to the plan agreement for a more complete description of the Plan's provisions.

General—The Plan, which became effective July 1, 1976, is a multiple-employer, defined benefit pension plan. The Plan covers substantially all employees of the RTA and its Commuter Rail and Suburban Bus Divisions (Metra and Pace, respectively), collectively referred to hereinafter as the Employer, who are not otherwise covered by a union pension plan. The responsibilities for administering the Plan are divided among a Board of Trustees, a Retirement Committee, a Plan Administrator, and the RTA Board of Directors ("RTA Board").

The Plan is a pension trust fund of the RTA and has no component units.

The Plan is classified as a "governmental plan" and is, therefore, exempt from the provisions of the Employee Retirement Income Security Act of 1974 ("ERISA").

Participation—Employees are eligible for participation on the first day of the month coinciding with or next following their date of employment. At January 1, 2008, the number of participants was:

Participants:

Retirees, disabled participants and beneficiaries of deceased retirees, currently receiving benefits	355
Terminated employees entitled to but not yet receiving benefits	449
Current employees:	
Vested	734
Nonvested	232
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Total	1,770
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Pension Benefits—Participants are entitled to annual pension benefits upon normal retirement at age 65, generally a percentage of the average annual compensation in the highest three years of service, whether consecutive or not, multiplied by the number of years of credited service.

The Plan provides that, upon retirement, benefits will be reduced by a defined percentage for participants who received credit for prior service with an eligible employer.

The Plan permits early retirement with reduced benefits at age 55 after completing ten years of credited service. As a result of the August 1, 1999 amendment to the Plan, participants may receive their full vested

Regional Transportation Authority Pension Plan

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

Note 1. Description of the Plan (Continued)

benefits if they are at least 55 years of age and their combined age at retirement and credited years of service equals eighty-five or higher (known as "Rule of Eighty Five Early Retirement").

The Plan provides for benefit payments to beneficiaries subject to the election of the participant.

Disability Benefits—An employee is eligible for a disability pension if he or she becomes disabled after the completion of ten years of credited service, and is no longer receiving long-term disability benefits under a separate RTA benefit plan, or after reaching age 65, whichever is later.

Contributions and Vesting—The Plan is funded solely by employer contributions, which are actuarially determined under the projected unit credit method.

For the purpose of determining contributions, the Plan uses an asset smoothing method which smoothes asset gains and losses over a 5-year period. The minimum contribution is the sum of the normal cost and the 30-year amortization of the unfunded liability.

As of December 31, 2008, \$9,195,000 had not been funded and was reported as contribution receivable in the Statement of Plan Net Assets. The 2008 contribution level was within the actuarially determined range.

Significant actuarial assumptions used to compute contribution requirements are the same as those used to determine the actuarial accrued liability presented in the notes to the Required Supplementary Information.

If participants terminate continuous service before rendering five years (ten years prior to January 1, 1987) of credited service, they forfeit the right to receive the portion of their accumulated benefits attributable to employer contributions. All forfeitures are applied to reduce the amount of contributions otherwise payable by the employer.

Annual Pension Cost—For 2008, annual pension cost of \$9,195,000 for the Plan was equal to required and actual contributions.

Three-Year Trend Information

Fiscal Year Ending	Annual Pension Cost (APC)	Percentage of APC Contributed	Net Pension Obligation
12/31/08	\$ 9,195,000 (1)	N/A	\$ -
12/31/07	9,137,000	100%	-
12/31/06	8,777,000	100%	-

(1) Contributions for the plan year ended December 31, 2008 will be paid in 2009.

Regional Transportation Authority Pension Plan

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

Note 1. Description of the Plan (Continued)

The required contribution was determined as part of the December 31, 2007 actuarial valuation using the projected unit credit actuarial cost method. The actuarial assumptions at December 31, 2007 included (a) 8.5 percent investment rate of return (net of administrative and direct investment expenses) and, (b) projected salary increases ranging from 3.5% to 7.5% per year depending on age and service, attributable to seniority/merit. The actuarial value of plan assets was determined using techniques that spread the effects of short-term volatility in the market value of investments over a five-year period with a 15% corridor between the actuarial and market value of assets. The plan's unfunded actuarial accrued liability is being amortized as a level percentage of projected payroll on a closed basis. The remaining amortization period at December 31, 2008 was 30 years.

Funded Status and Funding Progress—As of December 31, 2008, the most recent actuarial valuation date, the Plan was 77.88 percent funded. The actuarial accrued liability for benefits was \$146,417,404 and the actuarial value of assets was \$114,031,540, resulting in an underfunded actuarial accrued liability (UAAL) of \$(32,385,864). The covered payroll (annual payroll of active employees covered by the Plan) was \$61,364,198 and the ratio of the UAAL to the covered payroll was 52.8 percent.

The schedule of funding progress, presented as RSI following the notes to the financial statements, presents multi-year trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits.

Related-Party Transactions—There were no securities of the RTA, Metra, Pace or related parties included in the Plan's assets.

Note 2. Summary of Significant Accounting Policies

Basis of Presentation—The accompanying financial statements have been prepared on the accrual basis in conformity with accounting principles generally accepted in the United States of America.

Cash Equivalents—Cash equivalents consist of money market accounts with original maturities of three months or less.

Investments—Investments are stated at fair value. The fair value of equity securities and mutual fund units traded on national securities exchanges is the last reported sales price on the last business day of the fiscal year of the Plan. U.S. Government and U.S. Government agency securities are valued at the latest bid price.

Purchases and sales of securities are accounted for on the trade dates. For purposes of determining realized gains or losses on the disposal of investments, the average cost of investments sold, determined at the time of sale, is used.

Administrative Expenses—The RTA provides the Plan with certain administrative services, such as accounting and office facilities, at no cost to the Plan. Further detail relative to the Plan's administrative expenses is provided in Note 5.

Regional Transportation Authority Pension Plan

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

Note 2. Summary of Significant Accounting Policies (Continued)

Income Tax Status—The Internal Revenue Service has issued a letter of determination dated June 18, 2003, stating that the Plan was designed in compliance with Section 401(a) of the Internal Revenue Code (“Code”). The Plan has been amended since receiving the determination letter; however the Plan administrator believes the Plan is currently designed and operated in compliance with the applicable requirements of the Code and is therefore exempt from federal income taxes under the provisions of Section 501(a) of the Code.

Management’s Use of Estimates— The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amount of Plan assets available for benefits and the actuarial present value of accumulated plan benefits as of the date of the financial statements. Actual results could differ from those estimates. The Plan uses an actuary to determine the actuarial present value of accumulated plan benefits. A change in the actuarial assumptions used could significantly change the amount of the actuarial present value of accumulated plan benefits reported in the accompanying financial statements.

New Accounting Pronouncements— The Plan implemented GASB Statement No. 50, *Pension Disclosures— an amendment to GASB Statements No. 25 and No. 27*. The object of this Statement is to amend note disclosure and required supplementary information (RSI) standards of Statements No. 25, *Financial Reporting for Defined Benefit Pension Plans and Note Disclosures for Defined Contribution Plans*, and No. 27, *Accounting for Pensions by State and Local Governmental Employers*, to conform with applicable changes adopted in Statement No. 43, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*. This Statement is intended to improve the transparency and decision usefulness of reported information about pensions by state and local governmental plans and employers.

Note 3. Investments

Risk Posture - The RTA evaluated the assets and liabilities of the Pension Plan in order to determine an asset allocation that provides a high likelihood of achieving the responsibilities noted above. The obligations of current and future beneficiaries were evaluated under various market scenarios to develop an allocation that can be expected to generate a solid rate of return without incurring undue risk. In general, the risk posture of the Pension Plan is such that the portfolio is structured to maintain funding requirements and modestly grow assets through a low to moderate level of risk.

Custodial Credit Risk – Custodial credit risk is the risk that in the event of a bank failure, the RTA’s pension deposits may not be returned to it. The RTA’s Pension Plan policy does not explicitly indicate custodial credit risk. As of December 31, 2008 and 2007, none of the Plan’s cash and investments was at risk.

Interest Rate Risk — Per the RTA’s Pension Plan investment policy, the duration of the fixed income portfolio should be within 20% of the duration of the benchmark index.

Regional Transportation Authority Pension Plan

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

Note 3. Investments (Continued)

As of December 31, 2008, the RTA's pension investments were as follows:

Investment Type	Fair Value	Weighted Average Maturity (Months)
Corporate fixed income mutual fund	\$ 36,074,915	67
Money market fund	2,893,655	1
Total fair value	<u>\$ 38,968,570</u>	
Portfolio weighted average maturity		62

As of December 31, 2007, the RTA's pension investments were as follows:

Investment Type	Fair Value	Weighted Average Maturity (Months)
Corporate fixed income mutual fund	\$ 36,710,809	74
Money market fund	8,932,528	1
Total fair value	<u>\$ 45,643,337</u>	
Portfolio weighted average maturity		60

Credit Risk — The RTA's pension policy for credit risk states at least 85% of the fixed income investments should be limited to securities with rating of at least investment grade as defined by both Moody's and Standard & Poor's. Split rated bonds are to be governed by the lower rating. Unrated securities of the U.S. Treasury and government agencies are a permissible investment. No more than 15% of the portfolio may be invested in investment-grade securities of foreign entities domiciled in countries included in the Salomon Brothers World Government Bond Index.

Regional Transportation Authority Pension Plan

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

Note 3. Investments (Continued)

As of December 31, 2008, the credit ratings for RTA pension investments were as follows:

Investment Type	Total Fair Value	Credit Rating (where available)		
		Moody's	Standard & Poor's	Fitch
Corporate fixed income mutual fund	\$ 36,074,915	Aa	Aa	*
Money market fund	2,985,790	Aa1	*	AA+
Total	<u>\$ 39,060,705</u>			

* Not available

As of December 31, 2007, the credit ratings for RTA pension investments were as follows:

Investment Type	Total Fair Value	Credit Rating (where available)		
		Moody's	Standard & Poor's	Fitch
Corporate fixed income mutual fund	\$ 36,710,809	Aa	AA+	*
Money market fund	8,932,528	Aaa	*	AA+
Total	<u>\$ 45,643,337</u>			

* Not available

Regional Transportation Authority Pension Plan

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

Note 3. Investments (Continued)

Concentration of Credit Risk - Concentration of credit risk is the risk of loss attributed to the magnitude of an investment in a single issuer. The RTA's pension investment policy states that fixed income securities of a single issuer (excluding obligations of the United States Government and its agencies) should be limited to 5% of the fixed income portfolio, measured at market value. The RTA's pension policy states the asset allocation policy has been developed based on the objectives and characteristics of the pension liabilities, capital market expectations and asset-liability projections. This policy is long-term oriented and consistent with the risk posture. The pension fund did not have any investments in a single issuer which were greater than 5% of the total Plan's net assets.

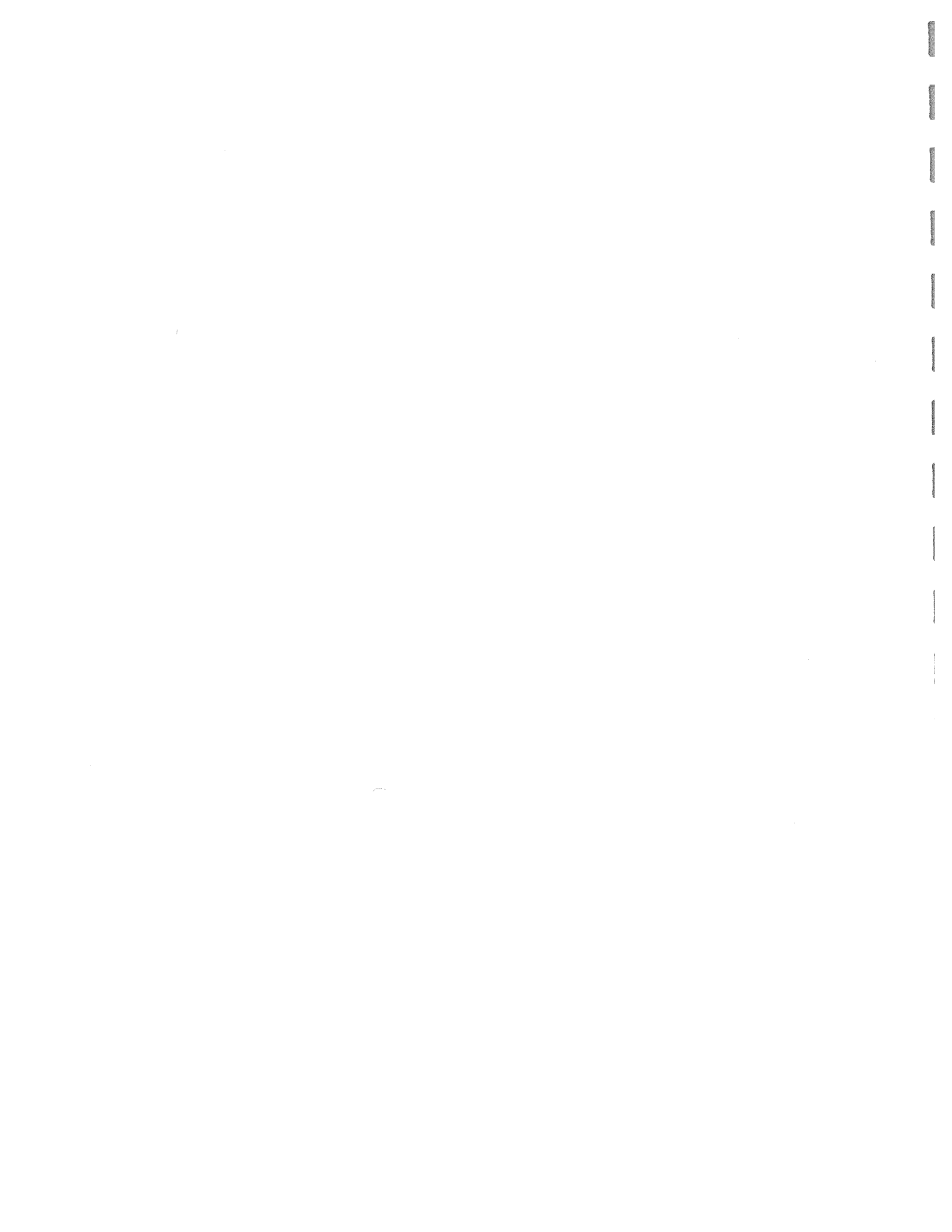
Note 4. Plan Termination

While it is the intent to maintain the Plan permanently, in the event the Plan terminates, the rights of all participants affected by such termination and their beneficiaries become vested to the extent of the assets then remaining.

Note 5. Administrative Expenses

The Plan's administrative expenses for the years ended December 31, 2008 and 2007 consist of the following:

	<u>2008</u>	<u>2007</u>
Actuarial	\$ 133,855	\$ 135,287
Legal	27,050	13,757
Audit	19,300	15,700
Other	155,951	133,390
	<u> </u>	<u> </u>
Total administrative expenses	<u>\$ 336,156</u>	<u>\$ 298,134</u>



REQUIRED SUPPLEMENTARY INFORMATION

Regional Transportation Authority
Pension Plan

Schedule of Funding Progress
Six Years Ended December 31, 2008

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) - Projected Unit Credit (b)	Assets in Excess of AAL/ (AAL in Excess of Assets) (a-b)	Funded Ratio (a/b)	Covered Payroll (c)	Unfunded AAL as a Percentage of Covered Payroll ((b-a)/c)
January 1, 2003	\$ 80,974,751	\$ 87,815,116	\$ (6,840,365)	92.21	% \$ 53,969,194	12.7 %
January 1, 2004	87,998,878	97,275,818	(9,276,940)	90.46	54,983,472	16.9
January 1, 2005	90,334,371	105,976,209	(15,641,838)	85.24	56,417,461	27.7
January 1, 2006	94,697,937	124,521,129	(29,823,192)	76.05	58,883,678	50.6
January 1, 2007	102,523,735	133,905,851	(31,382,116)	76.56	61,357,214	51.1
January 1, 2008	114,031,540	146,417,404	(32,385,864)	77.88	61,364,198	52.8

REGIONAL TRANSPORTATION AUTHORITY
PENSION PLAN

Schedule of Employer Contributions
Six Years Ended December 31, 2008

Year Ended:	Annual Required Contribution	Percentage Contributed
2003	\$ 3,511,000	100%
2004	6,022,000	100
2005	6,800,000	100
2006	8,777,000	100
2007	9,137,000	100
2008	9,195,000 (1)	100

(1) Contributions for the plan year ended December 31, 2008 will be paid in 2009.

REGIONAL TRANSPORTATION AUTHORITY
PENSION PLAN

Note to Required Supplementary Information
Years Ended December 31, 2008, 2007 and 2006

The actuarial assumptions presented in the required supplementary schedules were determined as part of the actuarial valuations at the dates indicated. Additional information relating to the actuarial valuations follows:

	<u>January 1, 2008</u>	<u>January 1, 2007</u>	<u>January 1, 2006</u>
Actuarial cost method	Projected unit credit	Projected unit credit	Projected unit credit
Amortization method	Straight-line, open	Straight-line, open	Straight-line, open
Remaining amortization period	30 years	30 years	30 years
Asset valuation method	Smoothed market value	Smoothed market value	Smoothed market value
Actuarial assumptions:			
Investment rate of return	8.5%	8.5%	8.5%
Projected salary increases:			
Inflation	*	4.0%	4.0%
Merit	*	0.5%	0.5%
Age graded scale	Range of 3.5% to 7.5% based on attained age.		
Mortality	RP2000 White Collar Mortality Table applied separately for males and females projected to 2011.	RP2000 White Collar Mortality Table applied separately for males and females projected to 2011.	RP2000 White Collar Mortality Table applied separately for males and females projected to 2011.
Withdrawals from service	Termination rates range from 5.47% at age 20 to 0.49% at age 60 for females, and from 5.47% at age 20 to 0.39% at age 60 for males.	Termination rates range from 9.94% at age 20 to 0.15% at age 60 for females, and from 7.94% at age 20 to 0.09% at age 60 for males.	Termination rates range from 9.94% at age 20 to 0.15% at age 60 for females, and from 7.94% at age 20 to 0.09% at age 60 for males.

* The actuarial assumption changed from a flat rate to rates based on an age scale.

SUPPLEMENTARY INFORMATION

REGIONAL TRANSPORTATION AUTHORITY
PENSION PLAN

Schedule of Return on Assets (Unaudited)
Ten Years Ended December 31, 2008

Year Ended:	Average Total Assets	Annual Rate of Return
2008	\$ 101,410,216	(25.68) %
2007	111,113,035	6.37
2006	100,988,509	14.61
2005	90,213,844	6.17
2004	83,639,854	11.03
2003	74,263,751	19.96
2002	71,975,307	(8.12)
2001	79,231,284	(1.42)
2000	84,344,978	(1.14)
1999	84,234,990	10.56