2015

Comprehensive Annual Financial Report

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

An Independent Special District of the State of Florida
Fiscal Years Ended June 30, 2014 and 2015

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Prepared by Central Florida Expressway Authority's Financial Office

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*E-PASS is a registered trademark of the Central Florida Expressway Authority.

INTRO 2015

CONNECTING Our Region

The Central Florida Expressway Authority is responsible for the construction, maintenance and operation of a 109-mile limited-access expressway system. It serves more than 2.2 million residents in four counties and includes six major expressways: State Road 408 (Spessard L. Holland East-West Expressway), State Road 528 (Martin B. Andersen Beachline Expressway), State Road 417 (Central Florida GreeneWay), State Road 429 (Daniel Webster Western Beltway), State Road 414 (John Land Apopka Expressway) and State Road 451.

An Express View of CFX's First Year

- CFX named Laura Kelley as the agency's first Executive Director
- Adopted a nearly $1.2 billion, five-year work plan that includes the I-4/SR 408 interchange contributions and Wekiva Parkway construction
- Secured a $194 million U.S. D.O.T. Transportation Infrastructure Finance and Innovation Act (TIFIA) loan at a historically low interest rate of 1.23%, accelerating CFX's Wekiva Parkway construction schedule by as much as 18 months
- Developed a new mission to consider multimodal opportunities
- Launched visioning and 2040 Master Plan initiative
- Reduced amount of pre-paid tolls required to open a new E-PASS account to $15 (from $25)
- Adopted a commuter relief E-PASS program for the Beltway (SR 414, SR 417 and SR 429), which combined with the volume discounts will return nearly $16 million annually to customers

November 30, 2015

Board Members – Central Florida Expressway Authority,

The Comprehensive Annual Financial Report (CAFR) for the Central Florida Expressway Authority (CFX) for the fiscal year ended June 30, 2015, is hereby submitted.

In preparing this report, responsibility for accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with the management of CFX. Internal controls are designed to provide reasonable assurance regarding the safeguard of assets and the reliability of the financial records for preparing financial statements. Management believes it has established and maintained an internal control system that provides reasonable, but not complete, assurance that the enclosed data is accurate in all material respects and is reported in a manner designed to present fairly the financial position and results of operations of CFX, which is reported as an independent special district of the State of Florida, consisting of a single enterprise fund.

CFX established an audit committee whose primary function is to assist the CFX Board in fulfilling its oversight responsibilities by reviewing the financial information, systems of internal controls and the audit process. The committee is comprised of five voting members who are staff members from Orange County, City of Orlando, Lake County, Osceola County and Seminole County, as selected by their respective commissions.

The financial operations of CFX are independently audited on an annual basis. For the fiscal year 2015, Moore Stephens Lovelace, P.A. conducted the audit and issued an unmodified ("clean") opinion on CFX's financial statements. Their report is presented in the financial section of the CAFR.

To gain a more complete understanding of the operations and financial condition of CFX, the management discussion and analysis contained in the Financial Section introduces the basic financial statements and provides a brief analysis of the financial activities of CFX.

CFX Profile

CFX is an agency of the state of Florida, created by the Florida Legislature. On June 20, 2014, the Governor of Florida signed the bill to create CFX, which assumed the governance and control of the former Orlando-Orange County Expressway Authority, including its assets, personnel, contracts, obligations, liabilities, facilities and tangible and intangible property. CFX is responsible for the construction, maintenance and operation of toll roads in Seminole, Lake, Osceola and Orange Counties, and may also acquire, construct and equip rapid transit, trams and fixed guideways within the rights-of-way of the expressway system. The CFX Board is made up of nine members, consisting of: (a) one member each appointed by the respective chairs of the county commissions of Lake, Orange, Osceola and Seminole Counties; (b) three citizens appointed by the Governor; (c) the Mayor of Orange County; and (d) the Mayor of the City of Orlando. The Florida Turnpike Enterprise Executive Director serves as a non-voting advisor.

CFX currently owns and operates 109 centerline miles of roadway in Orange County. The roadways include 22 centerline miles on State Road (SR) 408 (Spessard L. Holland East-West Expressway), 23 centerline miles on SR 528 (Martin B. Andersen Beachline Expressway), 33 centerline miles on SR 417 (Central Florida GreeneWay), 23 centerline miles on SR 429 (Daniel Webster Western Beltway), six centerline miles on SR 414 (John Land Apopka Expressway) and two centerline miles on SR 451.

Economic Conditions

The population in the Orlando metropolitan statistical area (MSA), which includes Lake, Orange, Osceola and Seminole counties grew 23% over the last 10 years and was approximately 2.3 million in 2014. The Metro Orlando Economic Development Commission reports that the Orlando region is projected to be among the nation's fastest-growing regions in this decade. With over one third of its population between the ages of 20 and 44, and a median age of 37, Orlando is a young and vibrant community.

The Florida Research and Economic Information Database Application reports the unemployment rate for the Orlando-Kissimmee-Sanford MSA (Orlando MSA) in August 2015 is 5.1%. Over that past five years the unemployment rate has steadily fallen. The five year annual average unemployment rate for the years 2010-2014 was 8.6% and the August 2014 rate was 6.3%. The Orlando MSA gained a total of 40,000 jobs in January 2015 compared to the previous year. Of that total 13,300 jobs were in the leisure and hospitality industry which is evident by the strengthening tourism industry in the Orlando MSA. According to the Metro Orlando Economic Development Commission, Orlando welcomed 62 million visitors in 2014 to set a fifth consecutive record high.

The decrease in unemployment as well as the continued increase in tourism has had a positive impact of traffic growth on the expressway system. Traffic on CFX's system in fiscal year 2016 through September has increased approximately 11% over the same time period last year.

Orlando is home to the University of Central Florida (UCF), the second largest university in the country, which spends over $145 million in annual research. With the opening of the Nemours Children's Hospital, the University of Florida Academic and

Research Center in 2012 and the Orlando Veterans Affairs Medical Center in 2015, Orlando's medical city has taken shape. Located just off of SR 417 in the Lake Nona community, the medical city is expected to bring 30,000 jobs and a $7.6 billion impact on the economy within the next 10 years, according to Arduin, Laffer & Moore Econometrics. Additional facilities include:

- University of Central Florida College of Medicine
- Burnett School of Biomedical Sciences
- Sanford-Burnham Medical Research Institute at Lake Nona
- M.D. Anderson – Orlando Cancer Research Institute

Long-Term Financial Planning

CFX's capital projects are budgeted and planned for in its five-year work plan. Renewal and replacement projects, intelligent transportation systems projects and projects from the 2030 Master Plan are prioritized according to critical need. The cost of the projects is then compared to revenue projections compiled by CFX's Traffic and Revenue consultant and CFX's debt policy which requires staff to utilize a 1.60x debt service coverage ratio as a target. Once the Finance Department deems the plan fundable, it is brought before the Board for approval.

During fiscal year 2015 CFX was operating under the FY2015 to FY2019 five-year work plan with an amount of $1.16 billion. Projects in the plan include, but are not limited to, existing system widening; several interchange projects; conversion of the final toll plaza to the express lane configuration; and the first phases of the Wekiva Parkway project. CFX's total investment in capital assets, at historical cost less depreciation, is $3.8 billion.

CFX is currently working on its 2040 Master Plan which will serve as the basis for the development of long-term strategies and future five-year work plans.

CFX utilizes the modified approach for infrastructure reporting. In lieu of recording depreciation on infrastructure, CFX reports preservation expense, which is the actual cost of maintaining the roadway in good condition. This expense varies from year to year as can be seen in this year's Statements of Revenues, Expenses and Changes in Net Position. Preservation expense increased from $.5 million in fiscal year 2014 to $4 million in fiscal year 2015, which represents slower than anticipated project start dates.

In addition to the five-year work plan, CFX also has an annual Operations, Maintenance and Administration (OM&A) budget. Budgets are prepared at departmental/cost-center level and compiled by the Finance Department. After financial review at several levels, the entire budget is presented to the Board for approval. While management controls the budget at the cost-center level, budget amendments to the budget at the fund level (Operations, Maintenance and Administration), must be reported to the Board. The Board's policy requires that the net OM&A budget not exceed 25% of the projected toll revenues. The fiscal year 2015 net OM&A budget was $54.3 million.

Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Central Florida Expressway Authority for its CAFR for the fiscal year ended June 30, 2014. 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 U.S. 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 CAFR 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.

The preparation of the CAFR was made possible by the hard work and dedicated service of the Finance Department. Sincere thanks are expressed to the Communications Department and to our external auditors, Moore Stephens Lovelace, P.A., for their special effort in compiling this report. Finally, we extend our appreciation to all the employees and Board Members of the Central Florida Expressway Authority for their cooperation and assistance in matters pertaining to the finances of CFX.

Respectfully submitted,

Laura Kelley
Executive Director

Lisa Lumbard
Chief Financial Officer

Laura Kelley Selected as CFX's First

EXECUTIVE DIRECTOR

After an extensive national search, the Board of the Central Florida Expressway Authority, in May 2015, named Laura Kelley as the agency's first Executive Director. Ms. Kelley had been with the agency's predecessor, the Orlando-Orange County Expressway Authority, since 2006 as Deputy Executive Director of Finance and Administration.

In 2014, she worked closely with the Florida Legislature to create CFX, the first regional multimodal tolling agency in the state. Under Ms. Kelley's leadership, the agency secured unprecedented federal financing for the Wekiva Parkway, which could potentially save more than $260 million in bond interest payments and advance the project's completion date by nearly 18 months.

Ms. Kelley has more than 30 years of experience in Florida transportation. Before her arrival in Orlando, she served as executive director of the Florida Transportation Commission, which provides oversight and accountability for the state's transportation authorities. ■

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

TOLL 528 TOLL 408 TOLL 417 TOLL 429 TOLL 414 TOLL 451

"I am excited about where CFX is and where it is going. We have huge opportunities and huge challenges. Our infrastructure is state-of-the-art, but rapid growth forces us to come up with innovative solutions to keep pace with demand."

~ Laura Kelley, CFX Executive Director

2040 MASTER PLAN + VISIONING

In April 2015, CFX launched its "2040 Master Plan + Visioning" initiative, a dual effort to shape the agency's vision for the future of transportation in Central Florida. CFX gave presentations to cities, counties, community groups, chambers of commerce and other business organizations to gather feedback and input on areas in need of additional transportation options. Executive Director Laura Kelley also participated in a "listening tour," meeting with key community partner organizations. Each individual reached was asked via an online survey to share their thoughts about the agency's vision and offer their ideas for specific transportation projects.

Survey results were provided to the CFX Board and staff to aid in the development of the agency's mission and vision. They will also be included in the 2040 Master Plan, which is expected to be adopted in Spring 2016.

COMMUNITY OUTREACH

The Central Florida Expressway Authority's communications team ramped up its community outreach initiatives in the four-county region during FY 2015. The team gave presentations to nearly 50 groups, sharing the CFX story with more than 1,100 people. More than 150 attendees asked to receive the agency's customer e-newsletter, *Driving CFX*.

This newsletter reaches approximately 23,000 subscribers each month with information about the agency, E-PASS and construction projects. *Driving CFX* has an average open rate of nearly 50%, well above industry standards. The newsletter provides CFX with an outlet to speak directly to customers and seek feedback. It also helps drive traffic to CFX's website and social media channels. CFX's community outreach program has been a great success and continues to expand – one group and one email at a time.

Completing Central Florida's BELTWAY

TOLL 429

The Wekiva Parkway went from the planning stage to actual construction work in 2015 as the Central Florida Expressway Authority kicked the long-awaited completion of the beltway into gear.

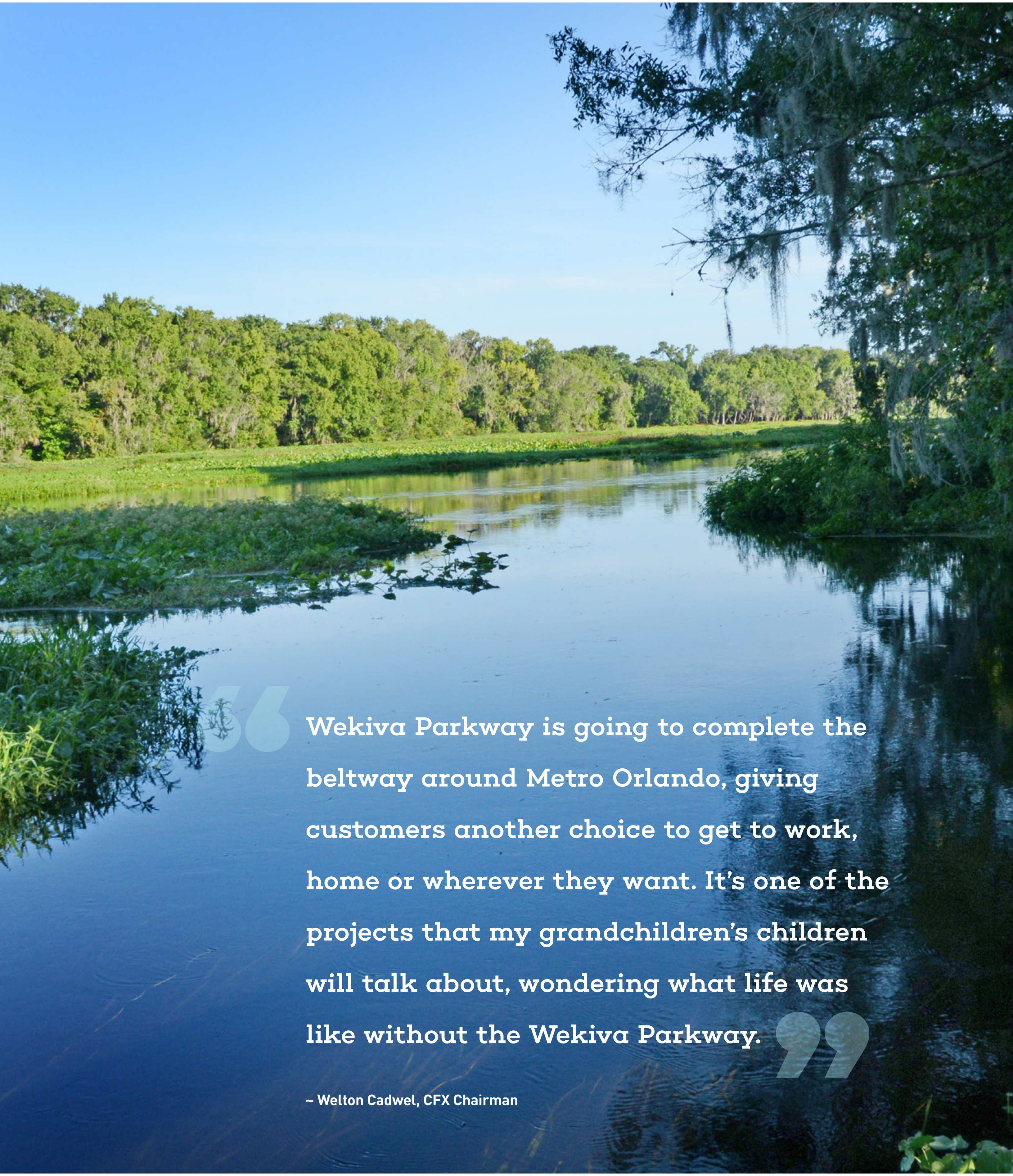
For customers, the day may come sooner rather than later when they are traveling on the $1.6 billion, 25-mile expansion connecting SR 429 to SR 417. They will see a parkway that has been carefully designed to protect the natural resources of the Wekiva River and also **includes aesthetic enhancements to help it blend in with the surroundings.**

Having wrapped up design work on its share of parkway construction, CFX, in spring 2015, announced that its portions had been approved for a low-interest federal loan under the Transportation Infrastructure Finance and Innovation Act (TIFIA). The funding allowed CFX to move up its schedule to finish building its five sections by 2018. The federal loan also could **potentially save more than $260 million** in bond interest payments.

A collaborative effort among CFX, the Florida Department of Transportation District Five and Florida's Turnpike Enterprise, the **Wekiva Parkway is one of the most highly anticipated transportation undertakings in Central Florida.** ■

This past year, CFX shared the final project details for Sections 1A and 1B (429-202 & 429-203, respectively), at a pre-construction Community Open House attended by nearly 130 people. Additionally, project staff conducted more than 30 presentations and participated in events that reached nearly 4,000 officials and community members.

WEKIVA PARKWAY
Completing Central Florida's Beltway



Wekiva Parkway is going to complete the beltway around Metro Orlando, giving customers another choice to get to work, home or wherever they want. It's one of the projects that my grandchildren's children will talk about, wondering what life was like without the Wekiva Parkway.

~ Welton Cadwel, CFX Chairman

Designated Texter CAMPAIGN EXPANDS Throughout Central Florida

Now in its third year, the Central Florida Expressway Authority's Designated Texter (DT) campaign continues to expand throughout Central Florida, educating the community on distracted driving issues. The ongoing safety campaign is a part of CFX's commitment to the safety of its customers. Thousands of people are killed each year in motor vehicle crashes involving distracted drivers and hundreds of thousands are injured. DT is a solution-focused public service campaign that asks drivers to hand their phone to a passenger and designate a texter.

The 150 elementary students from the Nap Ford Community School joined the DT movement in April 2015, pledging to serve as a DT for their parents while in the car. The fifth grade students were split into small groups, with each group writing and recording an original Designated Texter PSA. DT spokesman, Tobias Harris of the Orlando Magic, recognized the winners at a special event that capped a month-long celebration of National Distracted Driving Awareness Month at the school. The winning PSAs can be viewed at WhosYourDT.com. ■

TRAVELING SR 417

Will Get Even Better for Customers

A significant access improvement for CFX customers opened in January 2015 on two new ramps between State Road 417 (Central Florida GreeneWay) and Florida's Turnpike (State Road 91), providing drivers with the first-ever direct connections between these two major expressways. The new ramps connect southbound SR 417 to southbound Florida's Turnpike and northbound Florida's Turnpike to northbound SR 417.

Before the ramps opened, drivers had to use local roads to access Florida's Turnpike from SR 417. The new ramps make it easier and more convenient to drive between the two expressways and improve access to Orlando International Airport and medical city facilities in the Lake Nona area from south Orange County and Osceola County.

CFX also continued work on the interchange at SR 417 and Boggy Creek Road, which will provide greater access to Orlando International Airport and communities to the south. A first in Florida, curved pre-cast concrete U-beams were designed and constructed for the new bridge flyover ramps. This new technology is expected to reap a savings of $8 million. The improved interchange is scheduled to open in early 2016.

For customers traveling north on SR 417, CFX has been adding capacity by widening the expressway from State Road 528 (Martin B. Andersen Beachline Expressway) to the Orange County/Seminole County line. In May 2015, CFX's $10.3 million project between Curry Ford Road and Lake Underhill Road was completed, adding a lane in both directions (from two to three lanes) and making improvements to the southbound SR 417 off-ramp to Curry Ford Road and the Curry Ford Road on-ramp to northbound SR 417.

The Central Florida GreeneWay has been a transportation option for motorists for decades. As the Central Florida region grows, CFX will continue its commitment to provide a choice that is safer, faster and more convenient. ■


Rebate Gantries Will Help

SAVE MONEY

The Central Florida Expressway Authority has taken the unprecedented action to remove one of the oldest and busiest mainline toll plazas on its 109-mile expressway system. Championed by expressway customers and the Central Florida business and tourism industries, the removal of the State Road 528 Airport Plaza comes after years of discussions and planning. Under an "Interagency Toll Collection Agreement" with Florida's Turnpike Enterprise (FTE), CFX will transfer toll collections from the SR 528 Airport Plaza to FTE's SR 528 Beachline West Main Plaza. Ramp plazas and rebate gantries also will be constructed as part of the project, which is scheduled for completion in early 2016. The removal of the Airport Plaza will give Central Florida residents and visitors a safer and better driving experience on SR 528.

Innovation Leads to Additional SAFETY MEASURES

Since 2014, in a unique partnership with the University of Central Florida (UCF) and equipment manufacturers, CFX has been working to develop a system to help prevent wrong-way driving crashes on the expressways.

A pilot program initiated in 2015, placed wrong-way detectors and signs on several ramps on CFX's system. The detection technology activates flashing LED lights on additional wrong-way signs when a vehicle is driving against the flow of traffic. In addition, cameras have been installed that take pictures of the vehicle travelling the wrong way. The system also sends an alert to the Regional Traffic Management Center (RTMC) if a wrong-way driver is detected. Operators at the RTMC can notify the Florida Highway Patrol and activate alerts on CFX's overhead Dynamic Message Signs. The systems were developed and tested by engineers from CFX and UCF, who took their ideas to equipment manufacturers so that the cutting edge technology could be produced and installed on the expressway system.

The CFX Board has authorized the addition of more wrong-way driving prevention systems across the expressway system. They will also be implemented as the standard for all future CFX interchanges.

State Road 429 – New Schofield Road

INTER-CHANGE OPENS

TOLL 429

To mark the opening, CFX held a ribbon cutting ceremony featuring Congressman Daniel Webster (FL-10), after whom SR 429 is named.

West Orange County and South Lake County residents and visitors now have another way to access State Road 429 (Daniel Webster Western Beltway) with the opening of the Schofield Road interchange.

Schofield Road connects U.S. Highway 27 to SR 429, halfway between State Road 50 and U.S. Highway 192, which are the two major east-west roadways and known for long traffic delays. The new SR 429/Schofield Road interchange, which is a little more than 13 miles from the Magic Kingdom at Disney World, features four ramps and two ramp plazas, both accepting E-PASS and exact coins.

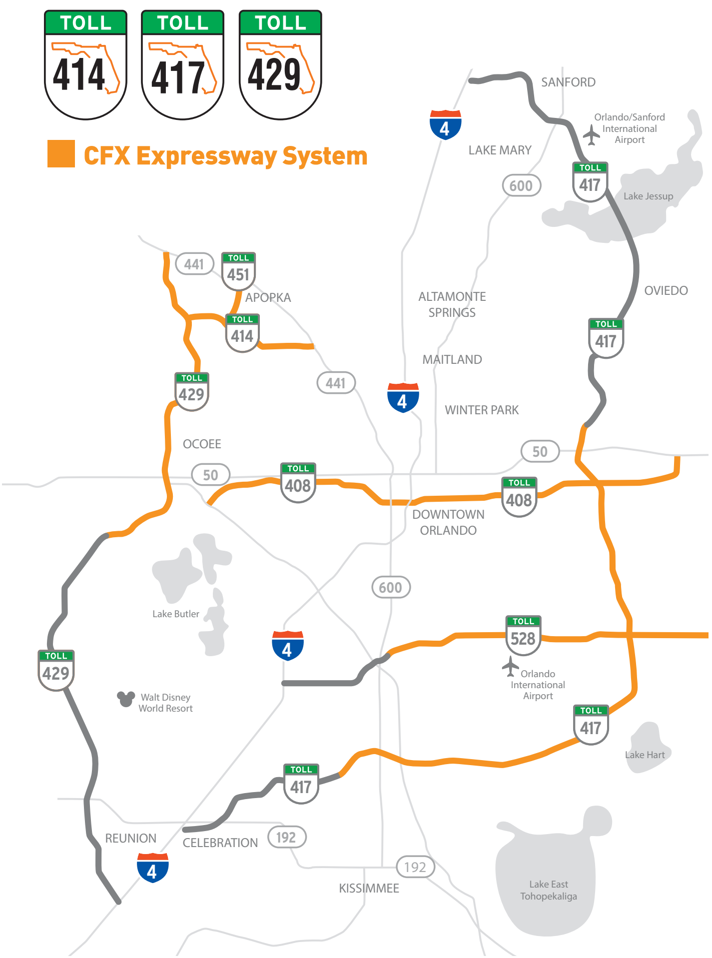
On the Orange County side of Schofield Road, more than 60,000 single family homes are planned, along with retail and business centers. This interchange provides alternative access for motorists to travel across the region and is a **critical connecting piece for two of the fastest growing communities in the county** - Horizon West and Winter Garden.

Commuter Relief Discount

PROGRAM ADOPTED

Life is Better on the Beltway

Frequent E-PASS customers who choose the CFX beltway can earn up to 15% in savings with the new Commuter Relief Discount program.



Central Florida's growth has increasingly put pressure on the transportation system in the region. In 2015, the Florida Department of Transportation embarked on one of the largest infrastructure projects in Central Florida in decades – I-4 Ultimate. The project is a 21-mile reconstruction of the interstate system in the Metro Orlando area, with construction planned until 2021. In an effort to provide Central Florida drivers with a reliable alternative to I-4, **the CFX Board approved a Commuter Relief Program in May 2015.** The program went into effect in July and provides discounts to frequent E-PASS customers.

Drivers can receive 5% off their tolls when driving on the beltway (State Road 414, State Road 417 and State Road 429), provided that they pay at least 20 tolls per month. This offer comes to about one day of free beltway tolls each month and is in addition to system-wide discounts already offered to E-PASS customers.

This program also makes it easier for drivers to obtain an E-PASS, as the minimum amount of pre-paid tolls necessary to open a new account was reduced to $15 from $25, with each additional vehicle requiring a $10 deposit. E-PASSes are free to residents of Brevard, Lake, Orange, Osceola, Polk, Seminole and Volusia Counties.

Central Florida Expressway Authority

GOVERNING BOARD

Welton Cadwell
Chairman,
Lake County Commissioner

Scott Boyd
Vice-Chairman,
Orange County Commissioner

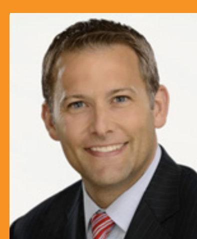
Brenda Carey
Secretary/Treasurer,
Seminole County Commissioner

Buddy Dyer
Board Member,
Orlando Mayor

Fred Hawkins, Jr.
Board Member,
Osceola County Commissioner

Teresa Jacobs
Board Member,
Orange County Mayor

Andria Herr
Board Member



Jay Madara
Board Member

S. Michael Scheeringa
Board Member

Diane Gutierrez-Scaccetti
Non-Voting Advisor

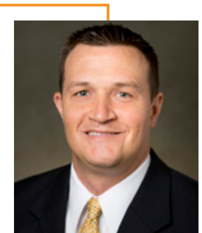
Laura Kelley
Executive Director

Joseph Passiatore
General Counsel

Joseph Berenis, P.E.
Chief of Infrastructure

Lisa Lumbard
Chief Financial Officer

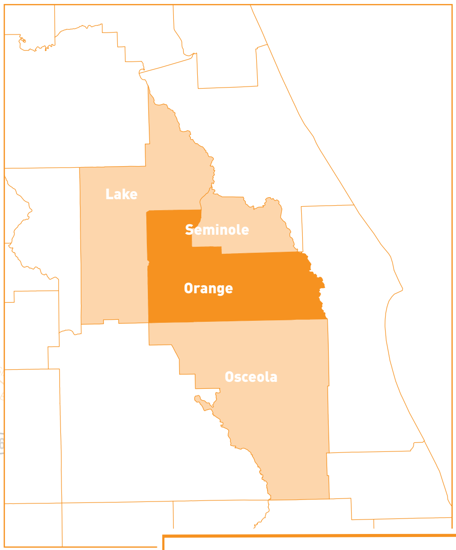
Michelle Maikisch
Chief of Staff/Public Affairs Officer

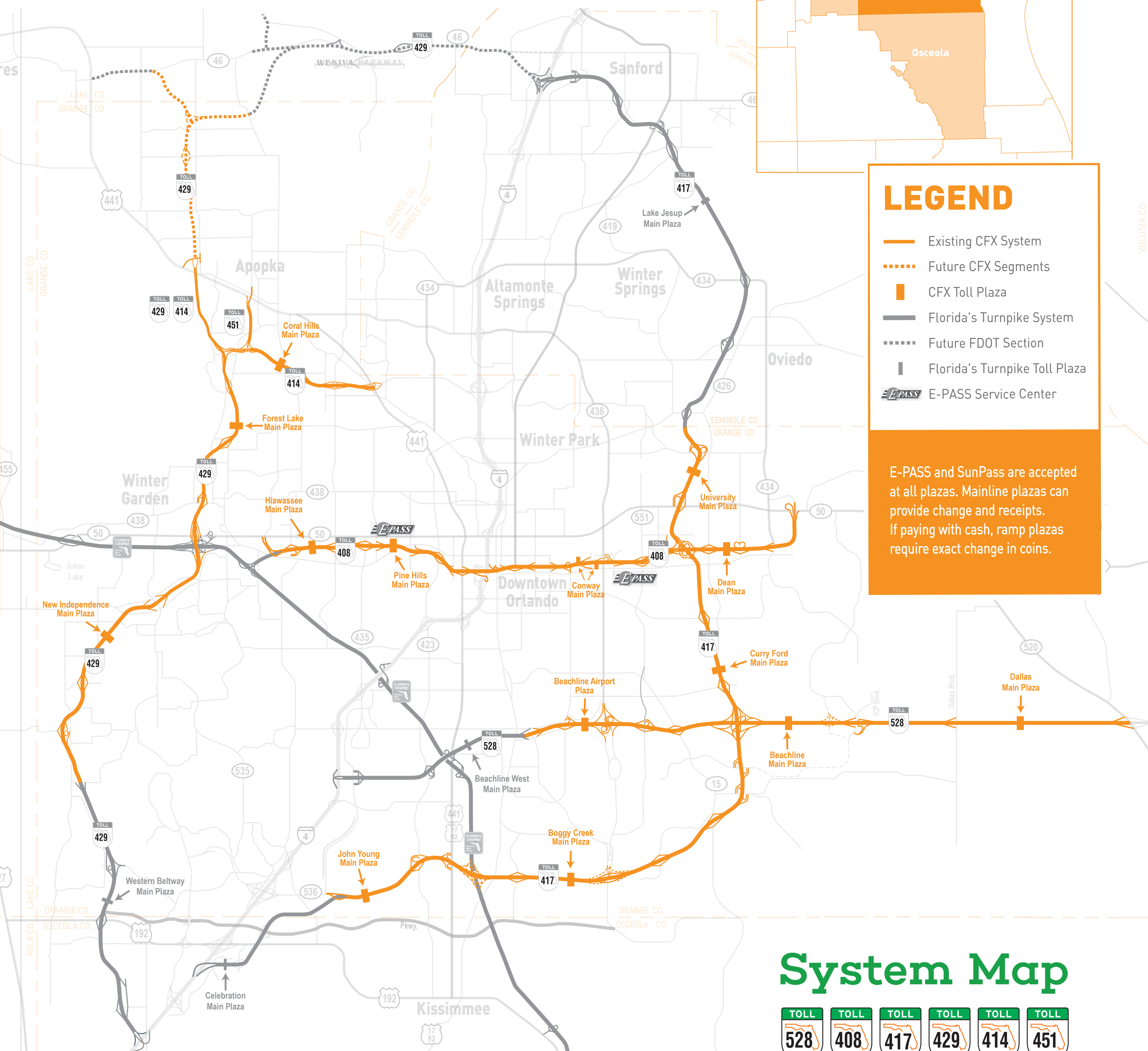


Corey Quinn, P. E.
Chief of Technology/Operations

As of November 30, 2015

Connecting Communities





LEGEND

- Existing CFX System
- Future CFX Segments
- CFX Toll Plaza
- Florida's Turnpike System
- Future FDOT Section
- Florida's Turnpike Toll Plaza
- E-PASS Service Center

E-PASS and SunPass are accepted at all plazas. Mainline plazas can provide change and receipts.
If paying with cash, ramp plazas require exact change in coins.

System Map

TOLL 528 | TOLL 408 | TOLL 417 | TOLL 429 | TOLL 414 | TOLL 451

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Central Florida Expressway Authority

For its Comprehensive Annual Financial Report for the Fiscal Year Ended

June 30, 2014

Executive Director/CEO

FINANCIALS 2015

INTRODUCTORY SECTION (A)
FINANCIAL SECTION (B)
STATISTICAL SECTION (C)
OTHER REPORTS (D)
CONTINUING DISCLOSURE SUPPLEMENT (E)

MOORE STEPHENS LOVELACE CPAs & ADVISORS

To the Members of the Central Florida Expressway Authority
Orlando, Florida

Report on the Financial Statements

We have audited the accompanying financial statements of the Central Florida Expressway Authority (CFX) as of and for the years ended June 30, 2015 and 2014, and the related notes to the financial statements, which collectively comprise CFX's basic financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

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 and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of CFX as of June 30, 2015 and 2014, and the changes in its financial position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Change in Accounting Principle

As discussed in Note 11 to the financial statements, in the year ended June 30, 2015, CFX adopted the provisions of Government Accounting Standards Board Statement (GASBS) No. 68, *Accounting and Financial Reporting for Pensions – an Amendment of GASB Statement No. 27*. As a result of the implementation of GASBS 68, CFX reported a restatement for the change in accounting principle as of July 1, 2014. Our opinions are not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis on pages B-3 through B-8, Trend Data on Infrastructure Condition information on page B-44, and Pension schedules on page B-45, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise CFX's basic financial statements. The introductory section, calculation of composite debt service ratio on page B-46, statistical section, and the continuing disclosure supplement, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the financial statements. The calculation of the composite debt service ratio is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the financial statements as a whole.

The introductory section, statistical section, and continuing disclosure supplement have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 12, 2015, on our consideration of CFX's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering CFX's internal control over financial reporting and compliance.

Moore Stephens Lovelace, P.A

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida
November 12, 2015

Management's Discussion and Analysis

As financial managers of the Central Florida Expressway Authority (CFX), we offer readers of these financial statements this narrative overview and analysis of the financial activities of CFX for the fiscal years ending June 30, 2015 and 2014. This discussion and analysis is designed to assist the reader in focusing on the significant financial issues and activities and to identify any significant changes in financial position. We encourage readers to consider the information presented here in conjunction with the financial statements as a whole.

Financial Highlights

Operating income for CFX was $278,218,000 (an increase of 12%) and $248,929,000 (an increase of 10%) for fiscal years 2015 and 2014, respectively. The increase in operating income in fiscal year 2015 is primarily due to higher toll revenues. The increase in operating income in fiscal year 2014 is also due to higher toll revenues.

Net income produced an increase in net position of $181,013,000 and $152,383,000 for fiscal years 2015 and 2014, respectively. The term "net position" refers to the difference of assets and deferred outflows less liabilities and deferred inflows. At the close of fiscal year 2015, CFX had a net position of $1,557,761,000, an increase of 13% over fiscal year 2014. At the close of fiscal year 2014, CFX had a net position of $1,379,261,000, an increase of 12% over fiscal year 2013. CFX's overall financial position has improved, as shown by the increase in net position.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to CFX's financial statements, which is comprised of the basic financial statements and the notes to the financial statements, and supplementary information presented. Since CFX is comprised of a single enterprise fund, fund level financial statements are not shown.

Basic financial statements - The basic financial statements are designed to provide readers with a broad overview of CFX's finances, in a manner similar to a private-sector business.

The balance sheets present information on all of CFX's assets and deferred outflows and liabilities and deferred inflows, with the difference between them reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial condition of CFX is improving or deteriorating. Net position increases when revenues exceed expenses. Increases to assets without a corresponding increase to liabilities results in increased net position, which indicates an improved financial condition.

The statements of revenues, expenses and changes in net position present information showing how a government's net position changed during the fiscal year. All changes in net position are reported as soon as the underlying event occurs, regardless of timing of related cash flows. Thus revenues and expenses are reported in these statements for some items that will only result in cash flows in future fiscal periods (e.g., earned but unused vacation leave).

Notes to the financial statements - The notes provide additional information that is essential to a full understanding of the data provided in the basic financial statements.

Other information - In addition to the basic financial statements and accompanying notes, this report also presents certain *supplementary information* concerning CFX's composite debt service ratio, as defined by the bond resolutions, as well as trend data on infrastructure condition and pension schedules.

Financial Analysis

Net position may serve, over time, as a useful indicator of a government's financial position. In the case of CFX, assets and deferred outflows exceeded liabilities and deferred inflows by $1,557,761,000 at the close of the most recent fiscal year. This represents an increase of $178,500,000 (13%) over the previous year, almost all of which is attributable to operations. Unrestricted net position increased from $322,349,000 at June 30, 2014 to $330,899,000 at June 30, 2015, an increase of $8,550,000 (3%). This increase was also due to operating results.

By far, the largest portion of CFX's net position reflects its investment in capital assets (e.g., right-of-way, roads, bridges, buildings, toll equipment, etc.), less any related debt used to acquire those assets that is still outstanding. CFX uses these capital assets to provide service and, consequently, these assets are not available for liquidating liabilities or for other spending.

Of the $3,754,751,000 in capital assets, net of accumulated depreciation, $40,422,000 represents the roadway, toll plaza and equipment on the Goldenrod Road Extension. This project, which opened to traffic in March 2003, was jointly funded by CFX, the Greater Orlando Aviation Authority, the City of Orlando, Orange County, Florida, and private developers, with CFX serving as the lead agency on the project. The Goldenrod Road Extension extends from the previous terminus of Goldenrod Road at Narcoossee Road south to Cargo Road. This facility intersects State Road 528 (Martin B. Andersen Beachline Expressway), east of the Orlando International Airport, at a system interchange. Each partner contributing to this project will be repaid through toll revenues generated by this road. After all operational expenses are met and the partners are reimbursed for their contributions, the toll plaza will be demolished and the roadway will be transferred to the City of Orlando. CFX will retain ownership of the interchange to SR 528 and certain portions of the right-of-way. Since this project is a non-system project, it is accounted for on a single line in the statements of revenues, expenses and changes in net position, in the non-operating revenues (expenses) section. The toll revenues on this project are not pledged to CFX's bond indebtedness.

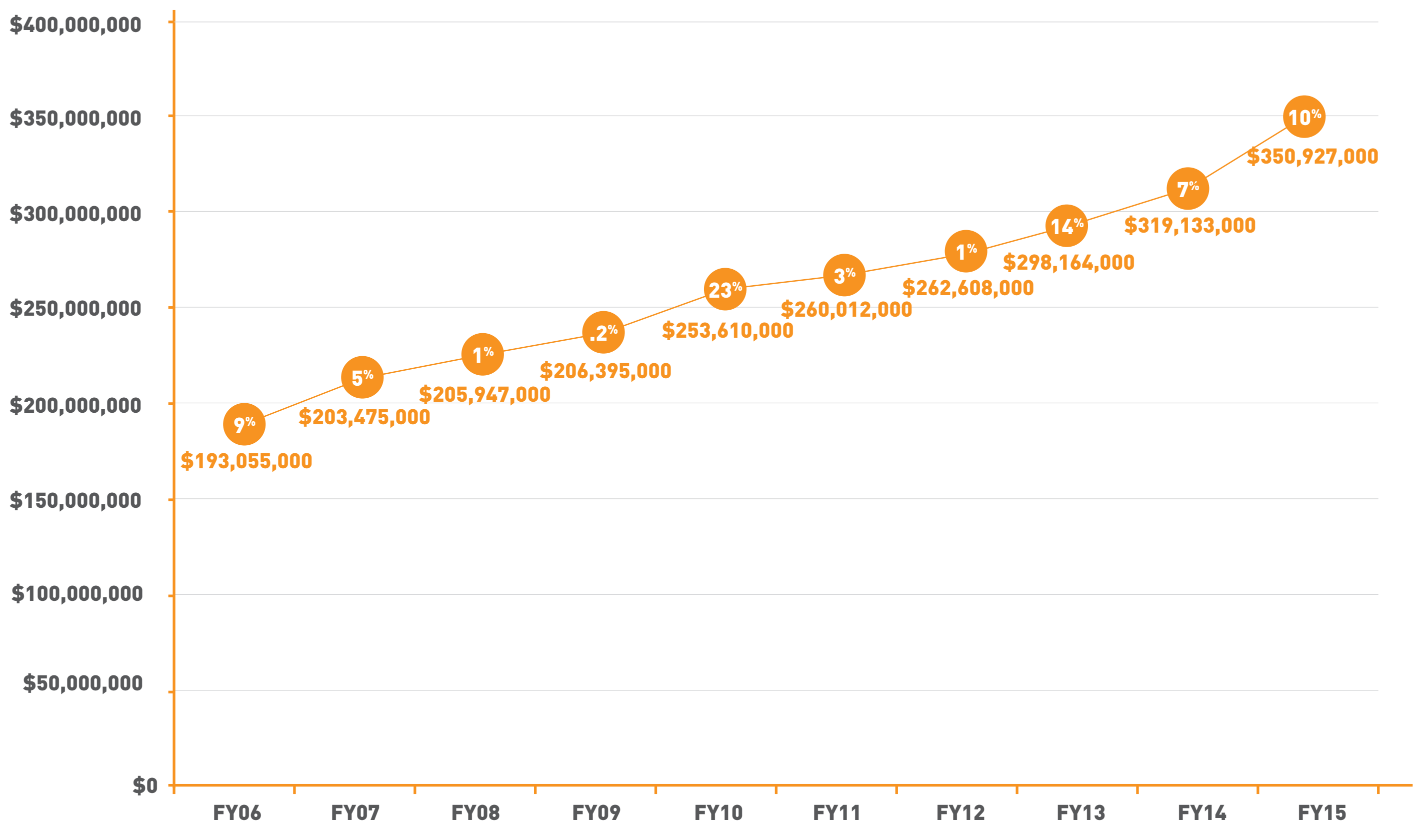
Central Florida Expressway Authority's Net Position

	June 30,		
	2015	**2014**	**2013**
	(in thousands)		
Current and other assets	$ 539,615	$ 552,529	$ 438,366
Non-current restricted assets	102,671	105,010	206,781
Capital assets	3,754,751	3,587,730	3,478,329
Total assets	**4,397,037**	**4,245,269**	**4,123,476**
Deferred outflow of resources	302,386	288,646	303,727
Total assets and deferred outflows	**4,699,423**	**4,533,915**	**4,427,203**
Current liabilities:			
Payable from unrestricted assets	76,779	68,124	55,615
Payable from restricted assets	69,198	71,582	73,589
Revenue bonds outstanding (net of current portion)	2,629,928	2,657,730	2,668,017
Other long-term liabilities	357,847	350,755	396,410
Total liabilities	**3,133,752**	**3,148,191**	**3,193,631**
Deferred inflow of resources	7,910	6,463	6,694
Total liabilities and deferred inflows	**3,141,662**	**3,154,654**	**3,200,325**
Net position:			
Net investment in capital assets	1,189,227	1,023,491	1,009,113
Restricted	37,635	33,421	33,754
Unrestricted	330,899	322,349	184,011
Total net position	**$ 1,557,761**	**$ 1,379,261**	**$ 1,226,878**

CFX's toll revenues increased 10% and 7% during the fiscal years ended June 30, 2015 and 2014, respectively.

Toll revenue represents approximately 98% of all operating revenues. CFX's toll revenue annual growth rate has averaged 7% over the last 10 years. The higher increases in fiscal years 2010 and 2013 are the result of toll rate increases.

Toll Revenue Growth Trends



Central Florida Expressway Authority's Changes in Net Position

	Years Ended June 30,		
	2015	2014	2013
		(in thousands)	
Revenues:			
Toll revenues	$ 350,927	$ 319,133	$ 298,164
Transponder sales	63	76	274
Other operating revenue	8,196	6,395	5,209
Investment income	2,516	2,632	1,571
Goldenrod Road Extension - net	(2,751)	823	810
Other non-operating revenue	92	239	8,556
Gain on capital assets	-	755	-
Capital Contribution	154	784	-
Total revenues	**359,197**	**330,837**	**314,584**
Expenses:			
Operations	37,430	35,522	34,083
Maintenance	14,419	14,302	13,596
Administrative	5,616	5,081	5,530
Depreciation	15,604	16,800	16,272
Preservation	3,975	468	880
Other	3,924	4,502	7,309
Interest expense	95,368	101,779	108,870
Loss on capital assets	1,848	-	455
Total expenses	**178,184**	**178,454**	**186,995**
Change in net position	**181,013**	**152,383**	**127,589**
Net position, beginning of year	**1,379,261**	**1,226,878**	**1,099,289**
Restatement of net position	**(2,513)**	**-**	**-**
Net position, end of year	**$ 1,557,761**	**$ 1,379,261**	**$ 1,226,878**

CFX's Operations, Maintenance and Administration ("OM&A") expenses for fiscal year 2015 increased 4.7% from fiscal year 2014 and ended the year 3.8% under budget. CFX came in under budget due primarily to the following reasons: 1) Maintenance expenses were less than anticipated; 2) Business Development expenses were lower than budgeted due to postponing some initiatives; and 3) multiple departments had positions that were budgeted for, but not filled.

Transponder sales decreased by 72% between fiscal years 2013 and 2014 because of a different type of transponder being sold. In previous years, a hard case transponder was sold at a higher price than the current sticker transponder being sold.

Investment income increased by 68% between fiscal years 2013 and 2014 due to higher interest rates in our investment portfolio.

There was a net operating loss for the Goldenrod Road Extension in fiscal year 2015 due to a project that was done to maintain and repair that roadway.

Other operating revenue consists of various fees that are collected, such as statement fees, unpaid toll notice fees and fees received for collecting revenue on behalf of other entities. Other operating revenue increased by 23% between fiscal years 2013 and 2014 and by another 28% between fiscal years 2014 and 2015. Each year, additional fees have been assessed and paid through CFX's unpaid toll notice program.

Central Florida Expressway Authority's Net Position *continued...*

Other non-operating revenue consists of grant revenue and miscellaneous revenue. Other non-operating revenue decreased by 97% between fiscal years 2013 and 2014 due to the bond restructuring where a gain on a bond defeasance and a gain on a bond call extension were recorded in fiscal year 2013. There was an additional decrease by 61% between fiscal years 2014 and 2015 due to a one-time miscellaneous payment we received in 2014.

Preservation expenses includes such items as resurfacing and restriping. The budgeted amounts are based on projected requirements to keep the roadway in good condition and, therefore, the expenses related to preservation can vary significantly from year to year. Preservation expense decreased 47% in fiscal year 2014 but then increased by 749% in fiscal year 2015. Preservation expenses were driven even lower than anticipated in fiscal years 2013 and 2014 because projects started later than expected, but then made a notable rebound in fiscal year 2015 due to large resurfacing projects getting underway.

Other expenses are expenses that were not part of our OM&A budget, but also were not capitalized. These expenses are expected to fluctuate from year to year depending upon the amount spent on non-capitalized projects. Other expenses decreased 38% between fiscal years 2013 and 2014 and decreased by another 13% between fiscal year 2014 and 2015.

There were losses in capital assets in fiscal year 2013 and 2015, as anticipated. There have been various bridges and toll plaza lanes removed and/or demolished to make way for road widening, extension and interchange projects over the past few fiscal years. Also contributing to the loss in capital assets in fiscal year 2015 was a loss on the sale of surplus property. There was a gain on capital assets in fiscal year 2014 due to a gain on the sale of surplus property.

There was a restatement of net position due to GASB No. 68 which called for government employers to start recording their proportionate share of the net pension liability related to cost-sharing multiple-employer defined benefit pension plans. CFX participates in the Florida Retirement System pension plan so these pension-related items were recorded in the current fiscal year and as an adjustment to net position as of July 1, 2014.

Capital Asset and Debt Administration

Capital Assets - CFX's investment in capital assets amounted to $3,754,751,000 net of accumulated depreciation as of June 30, 2015, an increase of $167,021,000 (5%) over that of June 30, 2014. CFX's investment in capital assets amounts to $3,587,730,000 net of accumulated depreciation as of June 30, 2014, an increase of $109,401,000 (3%) over that of June 30, 2013. Capital assets include right-of-way, roads, bridges, buildings, equipment and furniture. A schedule of the change in CFX's capital assets is in Note 4 of the financial statements.

Major capital asset events during fiscal year 2015 included the following:

- The construction of the SR 417 and Florida's Turnpike interchange was completed.
- The toll system replacement project has begun.
- The construction of SR 429 Wekiva Parkway from US 441 to Kelly Park road has begun.
- The widening of SR 417 from Curry Ford to Lake Underhill was completed.
- The demolition of the SR 528 Airport Plaza has begun.

Modified Approach for Infrastructure Assets - CFX has elected to use the modified approach for infrastructure reporting. This means that, in lieu of reporting depreciation on infrastructure, CFX reports as preservation expense the costs associated with maintaining the existing roadway in good condition. CFX's policy is to maintain the roadway condition at a Maintenance Rating Program rating of 80 or better. The Florida Department of Transportation (FDOT) annually inspects CFX's roadways and has determined in fiscal year 2015 that all of its roadways exceed this standard. Pursuant to its bond covenants, CFX maintains a renewal and replacement fund for these preservation expenditures. For fiscal year 2015, projected expenses for preservation were $26,085,000 and $3,975,000 was actually spent. The expenses were lower than projected due to slower than anticipated project start dates. These unspent funds will be spent in the upcoming fiscal year.

Long-Term Debt - CFX has outstanding bonds payable of $2,648,903,000 (net of unamortized bond premiums and discounts) as of June 30, 2015.

The annual requirements to amortize all revenue bonds and revenue refunding bonds outstanding as of June 30, 2015, along with more detailed information on long-term debt activity, can

Capital Asset and Debt Administration *continued...*

be found in Note 5, Long-Term Debt, which begins on page B-27 of the financial statements. Of the approximately $2.6 billion in outstanding bonds, $498,575,000 are variable rate bonds, which have corresponding interest rate exchange agreements designed to effectively swap the variable rates to fixed rates. The synthetic interest rate applicable to the variable rate bonds are 4.7753% for the 2008B Bonds.

To determine the fair market value of its interest rate exchange agreements, CFX's financial advisor has performed a calculation based upon expected forward LIBOR swap rates and discounted cash flows. On a current market-to-market basis, in the event of a termination, using a termination date of June 30, 2015, CFX would have to make an estimated termination payment of approximately $168,782,310 on the swaps related to the Series 2008B Bonds.

	June 30, 2015	June 30, 2014
Series 2008B	$ 168,782,310	$ 141,409,137

CFX's debt service ratio before pledged gas taxes changed to 2.20 for fiscal year 2015 from 1.99 for fiscal year 2014 and 1.91 in fiscal year 2013. The debt service ratio, including pledged gas taxes, changed to 2.27 for fiscal year 2015 from 2.05 for fiscal year 2014 and 1.98 in fiscal year 2013. The increase in the debt service ratios in fiscal year 2015 is due to an increase in toll revenues. The increase in the debt service ratios in fiscal year 2014 is due to an increase in toll revenues and the larger advance amount received from FDOT which resulted in a decrease in net expenses. As of July 1, 2003, Orange County's gas tax pledge only applies to the 1990 Series Bonds.

CFX has a Lease-Purchase Agreement (LPA) with the FDOT whereby the FDOT is required to reimburse CFX for the maintenance and operation costs associated with certain portions of the roadways and toll plazas on CFX's System. During fiscal years 2012 and 2013, FDOT did not reimburse CFX for the operations portion of their obligation because the Governor of Florida exercised his line-item veto authority to remove that line from the state's budget. During fiscal year 2013, CFX and FDOT amended the LPA under which the FDOT agreed to uphold its obligation for operations and maintenance costs provided CFX agrees to repay those funds to the FDOT within 60 days. CFX plans to repay those funds in accordance with its Master Bond Resolution, which permits such payments provided CFX is able to fund its OM&A budget, debt service requirements, required reserve deposits, and renewal and replacement fund requirements. The FDOT reimbursement is taken into consideration when calculating CFX's debt service ratio.

CFX's current bond ratings are as follows:

	Ratings
Standard & Poor's	A
Moody's	A2
Fitch	A

Requests for Information

This financial report is designed to provide a general overview of CFX's finances for all those with an interest in its finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Chief Financial Officer, Central Florida Expressway Authority, 4974 ORL Tower Road, Orlando, FL 32807.

Balance Sheets

	June 30,	
	2015	2014
Assets and Deferred Outflows of Resources	(in thousands)	
Current assets:		
Cash and cash equivalents	$ 274,836	$ 287,599
Investments	179,508	179,432
Restricted cash and cash equivalents to meet current restricted liabilities	69,198	71,582
Accrued interest and accounts receivable	3,112	2,230
Due from governmental agencies	5,964	3,720
Inventory	349	81
Total current assets	**532,967**	**544,644**
Noncurrent assets:		
Restricted assets:		
Cash and cash equivalents	35,022	26,625
Investments	66,992	77,685
Accrued interest receivable and prepaid expenses	657	700
Total restricted assets	**102,671**	**105,010**
Due from governmental agencies	767	1,648
Prepaid bond insurance	5,881	6,237
Total noncurrent assets before capital assets	**6,648**	**7,885**
Capital assets not being depreciated:		
Infrastructure	3,268,286	3,193,787
Construction in progress	329,002	230,158
Capital assets - net of accumulated depreciation:		
Property and equipment	157,463	163,785
Total capital assets - net of accumulated depreciation	**3,754,751**	**3,587,730**
Total noncurrent assets	**3,864,070**	**3,700,625**
Total assets	**4,397,037**	**4,245,269**
Deferred outflows of resources	302,386	288,646
Total assets and deferred outflows of resources	**$ 4,699,423**	**$ 4,533,915**

See notes to financial statements.

Balance Sheets *continued...*

	June 30,	
	2015	2014
Liabilities, Deferred Inflows of Resources, and Net Position	(in thousands)	
Current liabilities payable from unrestricted assets:		
Accounts payable and accrued liabilities	$ 19,420	$ 15,736
Unearned toll revenue	12,420	12,021
Unearned other revenue	17,954	6,334
Current portion of due to governmental agencies	26,985	34,023
Total current liabilities payable from unrestricted assets	**76,779**	**68,124**
Current liabilities payable from restricted assets:		
Accounts payable and accrued liabilities	49	2,838
Interest payable	50,174	51,869
Current portion of revenue bonds payable	18,975	16,875
Total current liabilities payable from restricted assets	**69,198**	**71,582**
Total current liabilities	**145,977**	**139,706**
Noncurrent liabilities:		
Derivative financial instrument	168,782	141,409
Revenue bonds payable - less current portion	2,629,928	2,657,730
Due to governmental agencies - less current portion	186,688	209,331
Arbitrage rebate liability	-	15
Net pension liability	2,377	-
Total noncurrent liabilities	**2,987,775**	**3,008,485**
Total liabilities	**3,133,752**	**3,148,191**
Deferred inflows of resources	7,910	6,463
Total liabilities and deferred inflows of resources	**3,141,662**	**3,154,654**
Net position:		
Net investment in capital assets	1,189,227	1,023,491
Restricted for:		
Operation, maintenance and administrative reserve	7,929	6,634
Collateral associated with interest rate exchange agreement	-	8,169
Renewal and replacement reserve	29,706	18,618
Total restricted net position	**37,635**	**33,421**
Unrestricted	330,899	322,349
Total net position	**1,557,761**	**1,379,261**
Total liabilities, deferred inflows of resources, and net position	**$ 4,699,423**	**$ 4,533,915**

See notes to financial statements.

Statements of Revenues, Expenses and Changes in Net Position

	Years Ended June 30,	
	2015	2014
	(in thousands)	
Operating revenues:		
Toll revenues	$ 350,927	$ 319,133
Transponder sales	63	76
Fees and other	8,196	6,395
Total operating revenues	**359,186**	**325,604**
Operating expenses:		
Operations	37,430	35,522
Maintenance	14,419	14,302
Administrative	5,616	5,081
Depreciation	15,604	16,800
Preservation	3,975	468
Other expenses	3,924	4,502
Total operating expenses	**80,968**	**76,675**
Operating income	**278,218**	**248,929**
Nonoperating revenues (expenses):		
Investment income	2,516	2,632
Gain (Loss) on capital assets	(1,848)	755
Other nonoperating	92	239
Goldenrod Road Extension - net	(2,751)	823
Interest expense	(95,368)	(101,779)
Total nonoperating revenues (expenses)	**(97,359)**	**(97,330)**
Income before contributions	**180,859**	**151,599**
Capital contribution	154	784
Change in net position	**181,013**	**152,383**
Net position at beginning of year	**1,379,261**	**1,226,878**
Restatement for GASB 68 implementation	**(2,513)**	**-**
Net position at end of year	**$ 1,557,761**	**$ 1,379,261**

See notes to financial statements.

Statements of Cash Flows

	Years Ended June 30, 2015	Years Ended June 30, 2014
	(in thousands)	
Operating activities:		
Receipts from customers and users	$ 370,513	$ 334,940
Payments to suppliers	(55,928)	(45,530)
Payments to employees	(4,338)	(4,189)
Net cash provided by operating activities	**310,247**	**285,221**
Capital and related financing activities:		
Acquisition and construction of capital assets	(153,059)	(104,033)
Proceeds from capital contributions	154	784
Proceeds from issuance of refunding revenue bonds	-	107,125
Interest paid on revenue bonds	(129,147)	(138,453)
Payment of principal on revenue bonds	(16,875)	(106,550)
Payment of principal and interest on State Infrastructure Bank Loan	(10,188)	(10,313)
Payment of principal on government advances	(20,177)	(20,150)
Net cash used in capital and related financing activities	**(329,292)**	**(271,590)**
Investing activities:		
Purchase of investments	(332,002)	(298,591)
Proceeds from sales and maturities of investments	342,620	308,917
Interest received	1,677	2,571
Net cash provided by investing activities	**12,295**	**12,897**
Net increase (decrease) in cash and cash equivalents	**(6,750)**	**26,528**
Cash and cash equivalents at beginning of year	**385,806**	**359,278**
Cash and cash equivalents at end of year	**$ 379,056**	**$ 385,806**
Cash and cash equivalents - unrestricted	$ 274,836	$ 287,599
Restricted cash and cash equivalents - current	69,198	71,582
Restricted cash and cash equivalents - noncurrent	35,022	26,625
	$ 379,056	**$ 385,806**

See notes to financial statements.

Statements of Cash Flows *continued...*

	Years Ended June 30,			
	2015		2014	
	(in thousands)			
Reconciliation of operating income to net cash provided by operating activities:				
Income from operations	$	278,218	$	248,929
Adjustments to reconcile operating income to net cash provided by operating activities:				
Depreciation		15,604		16,800
Goldenrod Road Extension and other miscellaneous		(682)		3,684
Changes in assets and liabilities:				
Due from governmental agencies		(1,363)		2,413
Inventory		(269)		483
Accounts payable and accrued liabilities		3,684		5,718
Unearned other revenue		11,610		5,727
Due to governmental agencies		684		1,532
Unearned toll revenue		399		(75)
Arbitrage rebate payable		(15)		10
Net pension liability		2,377		0
Net cash provided by operating activities	**$**	**310,247**	**$**	**285,221**
Noncash investing and financing activities:				
Decrease in fair value of investments	$	(511)	$	(1,131)
Increase (decrease) in fair value of derivative financial instrument	$	(27,373)	$	15,595

See notes to financial statements.

Note 1 - Organization and Summary of Significant Accounting Policies

Reporting Entity - The Central Florida Expressway Authority (CFX) is an agency of the state, created by the Florida Legislature. On June 20, 2014, the Governor of Florida signed the bill to create CFX, which assumed the governance and control of the former Orlando-Orange County Expressway Authority, including its assets, personnel, contracts, obligations, liabilities, facilities and tangible and intangible property. CFX is an independent, locally controlled transportation authority responsible for the construction, maintenance and operation of toll roads in Seminole, Lake, Osceola and Orange Counties, and may also acquire, construct and equip rapid transit, trams and fixed guideways within the rights-of-way of the expressway system. The Governing Board of CFX is made up of nine members, consisting of: (a) one member each appointed by the respective chairs of the county commissions of Lake, Orange, Osceola and Seminole Counties; (b) three citizens appointed by the Governor; (c) the Mayor of Orange County; and (d) the Mayor of the City of Orlando. The Florida Turnpike Enterprise Executive Director serves as a non-voting advisor. CFX is authorized to issue revenue bonds to finance portions of the System and to execute the refunding of existing revenue bonds.

For financial reporting purposes, CFX is a stand-alone entity; there are no component units included in the accompanying financial statements, and CFX is not considered a component unit of another entity.

Basis of Accounting - CFX prepares its financial statements on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America for proprietary funds, which are similar to those for private business enterprises. Accordingly, revenues are recorded when earned and expenses are recorded when incurred.

The assets, deferred outflows, liabilities, deferred inflows, and net position of CFX are reported in a self-balancing set of accounts, which include restricted and unrestricted resources, representing funds available for support of CFX's operations.

Operating Revenues and Expenses - CFX's operating revenues and expenses consist of revenues earned and expenses incurred relating to the operation and maintenance of its System. The Goldenrod Road Extension, which is a project outside the normal course of operations, and all other revenues and expenses are reported as nonoperating revenues and expenses.

Lease-Purchase Agreement - Under the requirements of the Lease-Purchase Agreement between CFX and the FDOT, dated December 23, 1985, as amended and supplemented, CFX is reimbursed by the FDOT for the maintenance costs of SR 528, portions of SR 408, improvements to the Airport Interchange at SR 528 and State Road 436 (Semoran Boulevard), and the cost of operations of the Conway, Pine Hills, and Airport Mainline Plazas. However, the reimbursements received are recorded as advances from the FDOT and are included in due to governmental agencies, since they are to be repaid to the FDOT from future toll revenues after the requirements for retirement of bonds and all other obligations have been met.

Note 1 - Organization and Summary of Significant Accounting Policies *continued...*

While CFX's position has been that the FDOT's obligations under the Lease-Purchase Agreement were not subject to appropriation, the Governor vetoed the operations component of the reimbursement for fiscal year 2013. CFX entered into a Memorandum of Agreement with the FDOT on February 14, 2013 where it was agreed that commencing in fiscal year 2014 the operations and maintenance payments made by the FDOT will be refunded to the FDOT within sixty days of payment.

Cash and Cash Equivalents - For purposes of the statements of cash flows, demand deposit accounts with commercial banks, and cash invested in commercial money market funds (including restricted assets) are considered cash equivalents. For investments that are held separately from the pools, those which are highly liquid (including restricted assets), with an original maturity of 90 days or less when purchased or so near their maturity that they present insignificant risk of changes in value because of changes in interest rates, are considered to be cash equivalents.

Investments - Investments consist of unrestricted and restricted investments, and are carried at fair value, as determined in an active market, except for investments in Florida State Board of Administration Fund B. Investments in Fund B are recorded based on the Pool's share of the fair value of its underlying portfolio.

Accounts Receivable - The accrued interest and accounts receivable primarily consists of amounts billed to individuals via one or more unpaid toll notices for tolls not paid at the point of System use. This item also includes interest earned but not paid by the end of the fiscal year, or amounts due from individuals or other entities for prepaid items or for services provided. This amount is recorded at the net realizable value; therefore, a provision for doubtful accounts has been made for the estimated amount of uncollectible unpaid toll notices based on historical information.

Inventory - Inventory, which consists of E-PASS system transponders that will be sold to customers, is carried at the lower-of-cost or market and is valued using the specific-identification method.

Restricted Assets - Restricted assets of CFX represent bond proceeds designated for construction, and other monies required to be restricted for debt service, operations, maintenance, administration, renewal and replacement.

Deferred Outflows/Inflows of Resources - In addition to assets, CFX reports a separate section for deferred outflows of resources on its balance sheets. Deferred outflows of resources represent a consumption of net position that applies to future periods and will not be recognized as an outflow of resources (expense) until then. CFX has three items that qualify for reporting as deferred outflows of resources.

Accumulated Decrease in Fair Value of Hedging Derivatives - As described in Note 5, CFX has entered into interest rate swap agreements that qualify as effective cash flow hedges in connection with variable rate bonds. The fair value of the swaps is presented on the balance sheets as a deferred outflow of resources and a derivative financial instrument liability in the amount of $168,782,000 and $141,409,000 at June 30, 2015 and 2014, respectively, with changes in valuation applied to these balance sheet accounts. Should the swaps be terminated prior to their expected conclusion, or if the hedges cease to significantly reduce risk, accumulated gains or losses will be reported on the operating statement.

Deferred Outflow on Refunding of Revenue Bonds - The difference between the reacquisition price and the net carrying amount of refunded bonds is presented on the balance sheets at June 30, 2015 and 2014 as a deferred outflow of resources in the amount of $131,944,000 and $147,237,000, respectively, and is amortized as an adjustment to interest expense on a straight-line basis over the life of the refunded bonds or the life of the refunding bonds, whichever is shorter.

Deferred Outflows Related to Pensions - These deferred outflows of resources are an aggregate of items related to pensions as calculated in accordance with GASB Statement No. 68, Accounting and Financial Reporting for Pensions. The deferred outflows related to pensions totaled $1,660,000 at June 30, 2015 and will be recognized as either pension expense or a reduction in the net pension liability in future reporting years. Details on the composition of the deferred outflows of resources related to pensions are further discussed in Note 8.

In addition to liabilities, CFX reports a separate section for deferred inflows of resources on its balance sheets. Deferred inflows of resources represent an acquisition of net position that applies to future periods and will not be recognized as an inflow of resources until then. CFX has two items that qualify for reporting as deferred inflows of resources.

Note 1 - Organization and Summary of Significant Accounting Policies *continued...*

Deferred Inflow on Interest Rate Exchange - During the fiscal year ended June 30, 2007, CFX entered into six mandatory, cash-settled interest rate exchange agreements, the purpose of which was to lock in the interest rate associated with the Series 2007A Bonds. The result of these agreements was an $8,078,000 net payment to CFX on June 28, 2007, which is presented on the balance sheets at June 30, 2015 and 2014 as a deferred inflow of resources in the amount of $6,232,000 and $6,463,000, respectively, and is amortized as an adjustment to interest expense over the life of the bonds.

Deferred Inflows Related to Pensions - These deferred inflows of resources are an aggregate of items related to pensions as calculated in accordance with GASB Statement No. 68, Accounting and Financial Reporting for Pensions. The deferred inflows related to pensions totaled $1,678,000 at June 30, 2015 and will be recognized as a reduction to pension expense in future reporting years. Details on the composition of the deferred outflows of resources related to pensions are further discussed in Note 8.

Capital Assets -

Cost Basis - All capital assets are recorded at historical cost. The cost of property and equipment includes costs for infrastructure assets (right-of-way, highways and bridges substructure, and highways and bridges), toll equipment, buildings, toll facilities, other related costs (including software) and furniture and equipment. Highways and bridges substructure includes road sub-base, grading, land clearing, embankments and other related costs. Costs for infrastructure assets include construction costs, design and engineering fees, administrative and general expenses paid from construction monies, and bond interest expense incurred during the period of construction.

Capitalization Policy - Costs to acquire additional capital assets, and to replace existing assets or otherwise prolong their useful lives, are capitalized for toll equipment, buildings, toll facilities, other related costs, and furniture and equipment. Under CFX's policy of accounting for infrastructure assets pursuant to the "modified approach," property costs represent a historical accumulation of costs expended to acquire rights-of-way and to construct, improve and place in operation the various projects and related facilities. It is CFX's policy to capitalize amounts equal to or in excess of $5,000.

Depreciation Policy - Depreciation of toll equipment, buildings, toll facilities, other related costs, signs, software, and furniture and equipment is computed using the straight-line method over the estimated useful lives of the assets as follows:

Toll equipment	8 years
Buildings, toll facilities and other	30 years
Signs	20 years
Software	3 years
Furniture and equipment	7 years

Under the modified approach, infrastructure assets are considered to be "indefinite lived" assets; that is, the assets themselves will last indefinitely and are, therefore, not depreciated. Costs related to maintenance, renewal and replacement for these assets are not capitalized, but instead are considered to be period costs and are included in preservation expense.

Construction in Progress - Construction in progress represents costs incurred by CFX for in-process activities designed to expand, replace or extend useful lives of existing property and equipment.

Note 1 - Organization and Summary of Significant Accounting Policies *continued...*

Capitalized Interest - Interest costs on funds used to finance the construction of capital assets are capitalized based upon the blended cost of debt and depreciated over the life of the related assets in accordance with the above policies.

Retainage Payable - Retainage payable represents amounts billed to CFX by contractors for which payment is not due pursuant to retained percentage provisions in construction contracts until substantial completion of performance by contractor and acceptance by CFX.

Compensated Absences – Accumulated vacation pay, vested sick pay and other compensation payable to employees is recorded and included in accounts payable and accrued liabilities. The balance of compensated absences had a net increase of $111,000 from June 30, 2014 to June 30, 2015.

Bond Premium, Discount, and Prepaid Bond Insurance Costs - Bond premium, discount and prepaid bond insurance costs associated with the issuance of bonds are amortized on a straight-line basis over the life of the bonds, which approximates the effective interest method. Bond premiums and discounts are presented as an addition and a reduction, respectively, of the face amount of revenue bonds payable whereas prepaid bond insurance costs are recorded as assets.

Restricted Net Position - Restricted net position is comprised of amounts reserved for operations, maintenance, administrative expenses and renewals and replacements in accordance with bond covenants.

Pensions - In the balance sheets, net pension liability represents CFX's proportionate share of the net pension liability of the cost-sharing pension plans in which it participates. This proportionate amount represents a share of the present value of projected benefit payments to be provided through the cost-sharing pension plan to current active and inactive employees that is attributed to those employees' past periods of service (total pension liability), less the amount of the cost-sharing pension plan's fiduciary net position.

CFX participates in both the Florida Retirement System (FRS) defined benefit pension plan and the Retiree Health Insurance Subsidy Program (HIS) defined benefit pension plan administered by the Florida Division of Retirement (collectively, FRS/HIS).

For purposes of measuring CFX's net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of FRS/HIS and additions to/deductions from FRS/HIS's fiduciary net position have been determined on the same basis as they are reported by FRS/HIS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Budgets and Budgetary Accounting - CFX follows the following procedures in establishing budgetary data:

On or before February 1 of each year, CFX completes a review of its financial condition for the purpose of estimating whether the gross revenues, together with series payments, system payments and supplemental payments, if any, for the ensuing fiscal year will be sufficient to provide at least 120% of the annual debt service requirements of the bonds and that gross revenues will be sufficient to pay all other amounts required by the Master Bond Resolution, as amended and restated.

In the event that CFX determines that revenues will not be sufficient to satisfy the above payments, CFX will conduct a study to determine the toll revenue rate increase required to restore the revenue deficiency.

All schedules of toll revenues and revisions thereof are filed with the FDOT.

On or before April 1 of each year, a preliminary budget is prepared for maintenance, operations and administrative expenses for the ensuing fiscal year. The preliminary budget is reviewed by the FDOT and modified, if necessary.

On or before July 1 of each year, a final budget of maintenance, operations and administrative expenses is adopted subject to approval by the FDOT.

CFX may adopt an amended or supplemental annual budget for the remainder of a fiscal year subject to approval by the FDOT.

Reclassifications - Certain amounts in the 2014 financial statements have been reclassified to conform to the 2015 classifications.

Note 2 - Deposits and Investments

Cash and Cash Equivalents, and Investment Portfolio

Pursuant to Section 218.415, Florida Statutes, CFX has formally adopted a comprehensive investment policy most recently updated on May 14, 2015, which establishes permitted investments, asset allocation limits and issuer limits, credit rating requirements and maturity limits to protect CFX's cash and investment assets. CFX maintains a common cash and investment pool for the use of all funds. In addition, cash and investments are separately held by CFX's bond proceeds/construction, debt service, capitalized interest, and debt service reserve funds.

The following chart outlines the types of permitted investments, credit quality risk rating requirements by security type, the maximum concentration of credit risk by percentage of the total portfolio that may be invested in a single issuer and in total by security type and maturity limits prescribed to mitigate interest rate risk exposure:

Permitted Investments

Sector	Sector Maximum (%)	Per Issuer Maximum (%)	Minimum Ratings Requirement1	Maximum Maturity	Master Bond Resolution Permitted Investments
U.S. Treasury	100%	100%	N/A	5.50 Years	X
GNMA	100%	40%	N/A	5.50 Years Avg. life[4]	X
Other U.S. Government Guaranteed (e.g. AID, GTC)	100%	10%	N/A	5.50 Years	X
Federal Agency/GSE: FNMA, FHLMC, FHLB, FFCB*	75%	40%[3]	N/A	5.50 Years	X
Federal Agency/GSE other than those above	75%	10%	N/A	5.50 Years	X
Supranationals where U.S. is a shareholder and voting member	25%	10%	Highest ST or Two Highest LT Rating Categories (A-1/P-1, AAA/Aaa, or equivalent)	5.50 Years	
Corporates	50%[2]	5%	Highest ST or Three Highest LT Rating Categories (A-1/P-1, A-/A3 or equivalent)	5.50 Years	
Municipals	25%	5%	Highest ST or Three Highest LT Rating Categories (SP-1/MIG 1, A-/A3, or equivalent)	5.50 Years	X
Agency Mortgage-Backed Securities (MBS)	25%	40%[3]	N/A	5.50 Years Avg. Life[4]	
Asset-Backed Securities (ABS)	25%	5%	Highest ST or LT Rating (A-1+/P-1, AAA/Aaa, or equivalent)	5.50 Years Avg. Life[4]	
Depository Accounts with Qualified Public Depositories	75%	50%	N/A	N/A	X
Non-Negotiable Collateralized Bank Deposits or Savings Accounts	50%	None, if fully collateralized	None, if fully collateralized.	2 Years	X

Permitted Investments *continued...*

Sector	Sector Maximum (%)	Per Issuer Maximum (%)	Minimum Ratings Requirement1	Maximum Maturity	Master Bond Resolution Permitted Investments
Commercial Paper (CP)	50%[2]	5%	Highest ST Rating Category (A-1/P-1, or equivalent)	270 Days	X
Bankers' Acceptances (BAs)	10%[2]	5%	Highest ST Rating Category (A-1/P-1, or equivalent)	180 Days	X
Repurchase Agreements (Repo or RP)	40%	20%	Counterparty (or if the counterparty is not rated by an NRSRO, then the counterparty's parent) must be rated in the Highest ST Rating Category (A-1/P-1, or equivalent) If the counterparty is a Federal Reserve Bank, no rating is required	1 Year	X
Money Market Funds (MMFs)	50%	25%	Highest Fund Rating by all NRSROs who rate the fund (AAAm/Aaa-mf, or equivalent)	N/A	X
Fixed-Income Mutual Funds	25%	10%	N/A	3 Years	
Intergovernmental Pools (LGIPs)	50%	25%	Highest Fund Quality and Volatility Rating Categories by all NRSROs who rate the LGIP, (AAAm/AAAf, S1, or equivalent)	N/A	
Florida Local Government Surplus Funds Trust Funds ("Florida Prime")	25%	N/A	Highest Fund Rating by all NRSROs who rate the fund (AAAm/Aaa-mf, or equivalent)	N/A	X

Notes:

1 Rating by at least one SEC-registered Nationally Recognized Statistical Rating Organization ("NRSRO"), unless otherwise noted. ST=Short-term; LT=Long-term.

2 Maximum allocation to all corporate and bank credit instruments is 50% combined.

3 Maximum exposure to any one Federal agency, including the combined holdings of Agency debt and Agency MBS, is 40%.

4 The maturity limit for MBS and ABS is based on the expected average life at time of settlement, measured using Bloomberg or other industry standard methods.

* Federal National Mortgage Association (FNMA); Federal Home Loan Mortgage Corporation (FHLMC); Federal Home Loan Bank or its District banks (FHLB); Federal Farm Credit Bank (FFCB).

Additionally, investments in any derivative products or the use of reverse repurchase agreements are specifically prohibited, unless permitted in Section XV of CFX's Investment Policy.

Deposits

On June 30, 2015, the carrying amount of CFX's various deposits accounts was $379,056,000. CFX's cash deposits are held by banks that qualify as public depositories under the Florida Security for Public Deposits Act, as required by Chapter 280, Florida Statutes.

Note 2 - Deposits and Investments *continued...*

Investments

Concentration of Credit Risk - The following is the percent of any issuer with whom CFX had invested more than 5% of the total portfolio as of June 30, 2015 and 2014:

Issuer	2015	2014
Federal Home Loan Bank	7.72%	14.18%
Federal National Mortgage Association	N/A	13.94%
Federal Home Loan Mortgage Corporation	7.03%	9.00%
U.S Treasury Notes	44.66%	30.83%

Interest Rate Risk - CFX's Investment Policy states that portfolios shall be managed in such a manner that funds are available to meet reasonably anticipated cash flow requirements in an orderly manner. To the extent possible, an attempt will be made to match investment maturities with known cash needs. Investments of current operating funds shall have maturities of no longer than 24 months. Investments of debt obligation reserves, construction funds and other non-operating funds shall have a term appropriate to the need for funds and in accordance with debt covenants. The purchase of investments for core funds with maturities longer than five and a half (5.5) years requires CFX's approval prior to purchase. However, final maximum maturity for any investment is limited to ten (10) years.

CFX uses the distribution of maturities to manage interest rate risk. As of June 30, 2015, 6% of CFX's investments had a maturity of less than 6 months, 13% had a maturity of 6 to 12 months, 43% had a maturity of 1 to 2 years, 34% had a maturity of 2 to 3 years, and 4% had a maturity of over 4 years. As of June 30, 2014, 26% of CFX's investments had a maturity of less than 6 months, 5% had a maturity of 6 to 12 months, 40% had a maturity of 1 to 2 years, 25% had a maturity of 2 to 3 years, and 4% had a maturity of over 3 years.

Total distributions of maturities are as follows:

As of June 30, 2015 (in thousands)

	Less than 6 months	6 - 12 months	1 - 2 years	2 - 3 years	3+ years	Total
US Treasury Securities	$ -	$ 4,604	$ 45,418	$ 60,075	$ -	$ 110,097
Federal Instruments	-	8,011	26,051	4,986	9,368	48,416
Corporate Note	-	2,912	32,863	17,234	-	53,009
Commercial Paper	11,188	15,842	-	2,001	-	29,031
Municipal Bond Note	3,001	1,003	1,943	-	-	5,947
Total	**$ 14,189**	**$ 32,372**	**$ 106,275**	**$ 84,296**	**$ 9,368**	**$ 246,500**

As of June 30, 2014 (in thousands)

	Less than 6 months	6 - 12 months	1 - 2 years	2 - 3 years	3+ years	Total
US Treasury Securities	$ 20,460	$ 3,313	$ 33,794	$ 21,691	$ -	$ 79,258
Federal Instruments	6,425	9,737	47,569	17,933	11,391	93,055
Corporate Note	-	-	17,712	23,378	-	41,090
Commercial Paper	38,608	-	-	-	-	38,608
Municipal Bond Note	-	-	3,010	1,950	-	4,960
Total	**$ 65,493**	**$ 13,050**	**$ 102,085**	**$ 64,952**	**$ 11,391**	**$ 256,971**

Note 2 - Deposits and Investments *continued...*

Credit Risk - Total CFX deposits and investments are as follows:

	June 30, 2015	June 30, 2014
	(in thousands)	
United States Treasury Securities	$ 110,097	$ 79,258
Commercial Paper	29,031	38,608
Federal Instrumentalities	48,416	93,055
Money Market Mutual Funds	75,916	75,244
Fund B	-	146
Municipal Bond Note	5,947	4,960
Corporate Note	53,009	41,090
Total investments	**322,416**	**332,361**
Total deposits	**303,140**	**310,562**
Total deposits and investments	**625,556**	**642,923**
Restricted	**171,212**	**175,892**
Unrestricted	**$ 454,344**	**$ 467,031**

Federal Instrumentalities, and U.S. Government Supported Corporate Debt Notes/Bonds are rated "AA+" by Standard & Poor's. The investments in Municipal Obligations are rated "AA" by Standard & Poor's. The Corporate Notes Standard & Poor's credit ratings are "AAA", "AA+", "AA", "AA-", "A+", and "A". The Commercial Paper is rated "A-1+" and "A-1" by Standard & Poor's. The Florida PRIME and Money Market Mutual Funds are rated "AAAm" by Standard & Poor's. The Florida State Board of Administration Fund B ("Fund B") is not rated for credit quality.

Note 2 - Deposits and Investments *continued...*

Custodial Credit Risk - All CFX depositories are members of the State of Florida collateral pool. The State of Florida collateral pool is a multiple, financial institution collateral pool with the ability to make additional assessments to satisfy the claims of governmental entities if any member institution fails. This ability provides protection, which is similar to depository insurance.

CFX's Investment Policy requires execution of a third-party custodial safekeeping agreement for all purchased securities and requires that securities be designated as an asset of CFX. One required exception to this policy is the amount of posted collateral required under the interest rate exchange agreement with Morgan Stanley, as described in Note 5. Under this agreement, the counterparty is holding as collateral securities valued at an amount in excess of the termination value above $15,000,000. As of June 30, 2015, no collateral posting was requested by Morgan Stanley. As of June 30, 2014, the amount on deposit with Morgan Stanley was $8,169,000.

As of June 30, 2015 and 2014, other than the investments in the Florida PRIME Pool and Fund B, the certificates of deposit, and the collateral described above, all of CFX's securities are held in a bank's trust/custodial department in CFX's name.

Restricted Cash and Investments - Cash, cash equivalents and investments restricted in accordance with bond provisions and other agreements are as follows:

	June 30,	
	2015	2014
	(in thousands)	
Reserve funds:		
Operations, maintenance and administrative reserve	$ 7,929	$ 6,634
Renewal and replacement reserve	29,706	18,618
Collateral associated with interest rate exchange agreement	-	8,169
Total reserve funds	**37,635**	**33,421**
Bond funds:		
Principal and interest accounts	74,963	74,438
Reserve accounts	58,614	58,200
Total bond funds	**133,577**	**132,638**
Construction funds:		
2010A construction funds	-	5,506
2010C construction funds	-	4,327
Total construction funds	**-**	**9,833**
Total restricted cash, cash equivalents and investments	**171,212**	**175,892**
Portion related to cash and cash equivalents	**104,220**	**98,207**
Portion related to investments	**$ 66,992**	**$ 77,685**

Note 3 - Due From Governmental Agencies

Due from governmental agencies consists of the following:

	June 30,	
	2015	2014
	(in thousands)	
City of Orlando - Crystal Lake Project	$ 1,555	$ 2,333
City of Orlando - Utility Reimbursement	5	-
Florida Department of Transportation - Operations and Maintenance Reimbursement	2,408	1,189
Florida Department of Transportation - SunPass Customers' Use of E-PASS Roads	2,512	1,615
Florida's Turkpike Enterprise - Road Ranger Joint Contract	94	126
Lee County - LeeWay Customers' Use of E-PASS	3	2
Orange County - Fines/Fees	154	103
	6,731	5,368
Less Current Portion	(5,964)	(3,720)
	$ 767	**$ 1,648**

Note 4 - Capital Assets

Capital assets are summarized as follows (in thousands):

	June 30, 2014	Additions	Reductions	Transfers	June 30, 2015
Infrastructure (non-depreciable):					
Right-of-way	$ 658,362	$ 371	$ (3,383)	$ 1,951	$ 657,301
Highways and bridges	2,535,425	258	-	75,302	2,610,985
Total infrastructure (non-depreciable)	**3,193,787**	**629**	**(3,383)**	**77,253**	**3,268,286**
Construction in progress (non-depreciable):					
Right-of-way	92,605	63,519	-	(1,951)	154,173
Highways and bridges	133,575	110,671	-	(73,727)	170,519
Buildings and toll facilities	-	-	-	-	-
Toll equipment	2,085	7,048	-	(5,553)	3,580
Furniture, equipment and other	1,893	4,175	-	(5,338)	730
Total construction in progress (non-depreciable)	**230,158**	**185,413**	**-**	**(86,569)**	**329,002**
Property and equipment (depreciable):					
Toll equipment	93,917	44	(122)	5,553	99,392
Buildings and toll facilities	163,235	-	-	-	163,235
Furniture, equipment and other	57,305	365	(1,440)	3,763	59,993
Total property and equipment (depreciable)	**314,457**	**409**	**(1,562)**	**9,316**	**322,620**
Less accumulated depreciation for:					
Toll equipment	(65,363)	(8,054)	82	-	(73,335)
Buildings and toll facilities	(49,736)	(5,376)	-	-	(55,112)
Furniture, equipment and other	(35,573)	(2,175)	1,038	-	(36,710)
Total accumulated depreciation	**(150,672)**	**(15,605)**	**1,120**	**-**	**(165,157)**
Total property and equipment being depreciated, net	**163,785**	**(15,196)**	**(442)**	**9,316**	**157,463**
Total capital assets	**$ 3,587,730**	**$ 170,846**	**$ (3,825)**	**$ -**	**$ 3,754,751**

Note 4 - Capital Assets *continued...*

	June 30, 2013	Additions	Reductions	Transfers	June 30, 2014
Infrastructure (non-depreciable):					
Right-of-way	$ 655,588	$ 974	$ (1,299)	$ 3,099	$ 658,362
Highways and bridges	2,509,704	917	(75)	24,879	2,535,425
Total infrastructure (non-depreciable)	**3,165,292**	**1,891**	**(1,374)**	**27,978**	**3,193,787**
Construction in progress (non-depreciable):					
Right-of-way	85,142	10,562	-	(3,099)	92,605
Highways and bridges	51,798	106,058	-	(24,281)	133,575
Buildings and toll facilities	-	-	-	-	-
Toll equipment	1,560	4,207	-	(3,682)	2,085
Furniture, equipment and other	552	3,794	-	(2,453)	1,893
Total construction in progress (non-depreciable)	**139,052**	**124,621**	**-**	**(33,515)**	**230,158**
Property and equipment (depreciable):					
Toll equipment	90,704	189	(658)	3,682	93,917
Buildings and toll facilities	163,229	5	1	-	163,235
Furniture, equipment and other	55,455	1,363	(1,368)	1,855	57,305
Total property and equipment (depreciable)	**309,388**	**1,557**	**(2,025)**	**5,537**	**314,457**
Less accumulated depreciation for:					
Toll equipment	(56,951)	(9,070)	658	-	(65,363)
Buildings and toll facilities	(44,357)	(5,379)	-	-	(49,736)
Furniture, equipment and other	(34,095)	(2,313)	835	-	(35,573)
Total accumulated depreciation	**(135,403)**	**(16,762)**	**1,493**	**-**	**(150,672)**
Total property and equipment being depreciated, net	**173,985**	**(15,205)**	**(532)**	**5,537**	**163,785**
Total capital assets	**$ 3,478,329**	**$ 111,307**	**$ (1,906)**	**$ -**	**$ 3,587,730**

Note 4 - Capital Assets *continued...*

Total bond interest cost incurred amounted to approximately $131,548,000 and $133,105,000 during the years ended June 30, 2015 and 2014, respectively, of which $36,180,000 and $31,327,000 were capitalized as construction in progress.

Goldenrod Project - On March 24, 1999, CFX signed the Goldenrod Road Extension Development Agreement (the "Agreement") for the extension of Goldenrod Road to SR 528 (the "Extension"). The Agreement is between CFX and other local agencies and governments, including the City of Orlando (the "City"), Greater Orlando Aviation Authority ("GOAA") and Orange County (the "County"). Under the Agreement, each of the parties agreed to contribute a set amount toward construction of the Extension. The contributions made by each party for construction are as follows:

City of Orlando	$	2,000,000
GOAA	$	4,500,000
Orange County	$	1,000,000
CFX	$	36,941,537

CFX's responsibilities under the Agreement were to acquire, design and construct the right-of-way for the Extension. Construction of the Extension began in January 2001 and opened to traffic in March 2004. Under the terms of the Agreement, toll revenues generated from the Extension will be distributed, first to operating cost, then to repay the contributions to each contributing party.

The construction costs of the roadway, toll plaza and toll equipment are included in CFX's capital assets. These assets will remain the property of CFX until the final payments of all contributions are made. Upon the final repayment of all contributions, ownership of the roadway will revert to the City and the City will be responsible for all future maintenance costs. CFX will retain ownership of the interchange to SR 528 and certain portions of the right-of-way. Since this project is a non-System project, it is reported net in the non-operating section of the statements of revenues, expenses and changes in net position. The toll revenues generated from the Extension are not pledged to CFX's bond indebtedness.

Note 5 - Long-Term Debt

Revenue Bonds Payable - A summary of changes in revenue bonds payable is as follows (in thousands):

	June 30, 2014	Additions	Deletions	June 30, 2015
Series 1990	$ 34,155	$ -	$ (10,500)	$ 23,655
Series 2007A	425,000	-	-	425,000
Series 2008B1	131,025	-	(155)	130,870
Series 2008B2	118,500	-	(165)	118,335
Series 2008B3	149,760	-	(105)	149,655
Series 2008B4	99,820	-	(105)	99,715
Series 2010A	334,565	-	-	334,565
Series 2010B	186,200	-	(5,305)	180,895
Series 2010C	283,610	-	-	283,610
Series 2012	201,925	-	-	201,925
Series 2012A	59,060	-	-	59,060
Series 2013A	242,320	-	-	242,320
Series 2013B	174,315	-	(540)	173,775
Series 2013C	107,125	-	-	107,125
	2,547,380	-	(16,875)	2,530,505
Add unamortized bond premium	127,445	-	(8,937)	118,508
Less unamortized bond discount	(220)	-	110	(110)
Less current portion of revenue bonds payable	(16,875)	(18,975)	16,875	(18,975)
Revenue bonds payable - net of current portion	**$ 2,657,730**	**$ 18,975**	**$ (8,827)**	**$ 2,629,928**

Note 5 - Long-Term Debt *continued...*

	June 30, 2013	Additions	Deletions	June 30, 2014
Series 1990	$ 43,850	$ -	(9,695)	$ 34,155
Series 2003D	91,710	-	(91,710)	-
Series 2007A	425,000	-	-	425,000
Series 2008B1	131,025	-	-	131,025
Series 2008B2	118,500	-	-	118,500
Series 2008B3	149,760	-	-	149,760
Series 2008B4	99,820	-	-	99,820
Series 2010A	334,565	-	-	334,565
Series 2010B	191,345	-	(5,145)	186,200
Series 2010C	283,610	-	-	283,610
Series 2012	201,925	-	-	201,925
Series 2012A	59,060	-	-	59,060
Series 2013A	242,320	-	-	242,320
Series 2013B	174,315	-	-	174,315
Series 2013C	-	107,125	-	107,125
	2,546,805	107,125	(106,550)	2,547,380
Add unamortized bond premium	136,382	-	(8,937)	127,445
Less unamortized bond discount	(330)	-	110	(220)
Less current portion of revenue bonds payable	(14,840)	(16,875)	14,840	(16,875)
Revenue bonds payable - net of current portion	**$ 2,668,017**	**$ 90,250**	**$ (100,537)**	**$ 2,657,730**

Note 5 - Long-Term Debt *continued...*

In the 2002 legislative session, the Florida Legislature amended Chapter 348, Part V (now Part III of the "Expressway Act") to, among other things, revise and expand the powers of CFX to finance or refinance its projects, including the power to refund bonds previously issued on behalf of CFX by the State of Florida Division of Bond Finance of the State Board of Administration (Division of Bond Finance), through the issuance of its own bonds or other obligations. Consistent with the authority granted in the Expressway Act, CFX adopted an Authority Bond Resolution on July 2, 2002, authorizing the issuance of up to $2,000,000,000 of additional bonds or other indebtedness to finance projects of CFX. Although not required, the first issuance of bonds by CFX under the Authority Bond Resolution was validated by the Circuit Court of the Ninth Judicial Circuit of Florida, in Orange County, Florida, on September 20, 2002.

On January 28, 2003, the Division of Bond Finance adopted a resolution formally recognizing CFX as the issuer of bonds under that certain Master Junior Lien Bond Resolution pursuant to which the Division of the Bond Finance had previously issued bonds on behalf of CFX. CFX further adopted, on February 3, 2003, an Amended and Restated Master Bond Resolution pursuant to which CFX amended and restated the CFX Bond Resolution and the Master Junior Lien Resolution into a single, consolidated, single-lien resolution to govern the existing outstanding bonds and future bond indebtedness of CFX. All bonds or other obligations issued under the Amended and Restated Master Bond Resolution are payable from, and secured by, a pledge of net revenues from the operation of the System.

As notated in Note 1, on June 20, 2014, the Governor of Florida signed a bill to create CFX, which assumed the governance and control of the former Orlando-Orange County Expressway Authority, including its assets, personnel, contracts, obligations, liabilities, facilities and tangible and intangible property. The Central Florida Expressway Authority assumed all of the debt of the former Orlando-Orange County Expressway Authority pursuant to Chapter 2014-171, Public Laws of Florida.

Fixed Rate Debt

The Central Florida Expressway Authority Refunding Revenue Bond, Series 2013C, was originally issued on September 12, 2013 and was outstanding in the aggregate principal amount of $107,125,000 on June 30, 2015 and 2014. The bond was issued in the form of a bank loan directly with the bondholder, STI Institutional & Government, Inc. The bond is due in annual installments beginning on July 1, 2015 through July 1, 2032 in amounts ranging from $800,000 to $15,740,000, plus interest. The 2013C Bond is payable from, and secured by, a pledge of net revenues from the operation of the expressway System. Interest on the 2013C Bond is due and paid semiannually. The Series 2013C Bond was issued for the purpose of refunding the Series 2003D and to fund the termination payment related to the associated swap. The refunding resulted in a deferred outflow of $15,599,396, most of which was related to the swap termination payment. The difference between the cash flow of the old debt and the cash flow of the new debt was $3,440,975 lower post–refunding, which represents $2,500,470 on a net present value basis. The purpose of this refunding was to lower the risk profile of CFX's debt at an attractive rate.

The Central Florida Expressway Authority Refunding Revenue Bonds, Series 2013B, were originally issued on January 2, 2013 and were outstanding in the aggregate principal amount of $173,775,000 and $174,315,000 on June 30, 2015 and 2014, respectively, all of which were serial bonds. The outstanding serial bonds are due in annual installments beginning July 1, 2015 through July 1, 2025 in amounts ranging from $675,000 to $20,630,000, plus interest. The 2013B Bonds are payable from, and secured by, a pledge of net revenues from the operation of the expressway System. Interest on the 2013B Bonds is due and paid semiannually. The Series 2013B Bonds were issued for the purpose of refunding the Series 2003C2 and 2003C4 Bonds and to fund the termination payments related to the associated swaps. The refunding resulted in a deferred outflow of $42,223,850, most of which was related to the swap termination payments. The difference between the cash flow of the old debt and the cash flow of the new debt was $4,930,327 higher post–refunding, which represents $3,839,890 on a net present value basis. The purpose of this refunding was to lower the risk profile of CFX's debt at an attractive rate.

Note 5 - Long-Term Debt *continued...*

The Central Florida Expressway Authority Refunding Revenue Bonds, Series 2013A, were originally issued on April 3, 2013 and were outstanding in the aggregate principal amount of $242,320,000 on June 30, 2015 and 2014, including $110,545,000 of serial bonds and $131,775,000 of term bonds. The serial bonds are due in annual installments beginning on July 1, 2026 through July 1, 2032 in amounts ranging from $7,065,000 to $24,875,000, plus interest. The term bond is due on July 1, 2035. The 2013A Bonds are payable from, and secured by, a pledge of net revenues from the operation of the expressway System. Interest on the 2013A Bonds is due and paid semiannually. The purpose of the Series 2013A Bonds was to refund the Series 2003B Bonds for net present value savings of $35,842,015, which represents $60,831,999 of lower debt service payments over the life of the debt. The deferred outflow on the refunding for accounting purposes was $2,750,505.

The Central Florida Expressway Authority Refunding Revenue Bonds, Series 2012, were originally issued on November 29, 2012 and were outstanding in the aggregate principal amount of $201,925,000 on June 30, 2015 and 2014, all of which were serial bonds. The serial bonds are due in annual installments beginning on July 1, 2017 through July 1, 2025 in amounts ranging from $12,500,000 to $28,005,000, plus interest. The 2012 Bonds are payable from, and secured by, a pledge of net revenues from the operation of the Expressway System. Interest on the 2012 Bonds is due and paid semiannually. See below for the purpose, economic and accounting impacts of the refunding.

The Central Florida Expressway Authority General Reserve Fund Obligation Bond, Series 2012A, was originally issued on November 29, 2012 and was outstanding in the aggregate principal amount of $59,060,000 on June 30, 2015 and 2014. The bond was issued in the form of a subordinate bank loan directly with the bondholder, SunTrust Bank. The bond is due in annual installments beginning on July 1, 2017 through July 1, 2025 in amounts ranging from $5,245,000 to $8,485,000, plus interest. The 2012A Bond is payable from, and secured by, a pledge of the general fund, which is junior and subordinate to the net revenues from the operation of the expressway System pledged to senior lien parity bonds. Interest on the 2012A Bond is due and paid semiannually.

Collectively, the purpose of the Series 2012 and 2012A Bonds was to refund the Series 2003C1 and 2003C3 Bonds and to fund the termination payments on the associated swaps. The refunding resulted in a deferred outflow of $60,159,863, most of which was related to the swap termination payments. The difference between the cash flow of the old debt and the cash flow of the new debt was $4,470,931 higher post–refunding, which represents $2,371,402 on a net present value basis. The purpose of this refunding was to lower the risk profile of CFX's debt at an attractive rate.

Note 5 - Long-Term Debt *continued...*

The Central Florida Expressway Authority Revenue Bonds, Series 2010C, were originally issued on November 10, 2010 and were outstanding in the aggregate principal amount of $283,610,000 on June 30, 2015 and 2014, including $27,420,000 of serial bonds and $256,190,000 of term bonds. The serial bonds are due in annual installments beginning on July 1, 2025 through July 1, 2030 in amounts ranging from $2,375,000 to $16,660,000, plus interest. The three term bonds are outstanding in the following principal amounts and maturing on the following dates: $4,750,000, due on July 1, 2035; $89,120,000, due on July 1, 2035 and $162,320,000, due on July 1, 2040. The 2010C Bonds are payable from, and secured by, a pledge of net revenues from the operation of the expressway System. Interest on the 2010C Bonds is due and paid semiannually.

The Central Florida Expressway Authority Refunding Revenue Bonds, Series 2010B, were originally issued on June 30, 2010 in the aggregate principal amount of $201,125,000, of which $180,895,000 and $186,200,000 were outstanding on June 30, 2015 and 2014, respectively. The bonds were issued as serial bonds and the outstanding bonds are due in annual installments on July 1, 2015 through July 1, 2029 in amounts ranging from $5,505,000 to $53,880,000, plus interest. Interest on the 2010B Bonds is due and paid semiannually.

The Central Florida Expressway Authority Revenue Bonds, Series 2010A, were originally issued on March 25, 2010 in the aggregate principal amount of $334,565,000, all of which was outstanding on June 30, 2015 and 2014, including $91,355,000 of serial bonds and $243,210,000 of term bonds. The serial bonds are due in annual installments beginning on July 1, 2025 through July 1, 2030 in amounts ranging from $12,855,000 to $18,415,000, plus interest. The two term bonds are outstanding in the following principal amounts and maturing on the following dates: $106,850,000, due on July 1, 2035 and $136,360,000, due on July 1, 2040. Interest on the 2010A Bonds is due and paid semiannually.

The Central Florida Expressway Authority Revenue Bonds, Series 2007A, were originally issued on June 28, 2007 in the aggregate principal amount of $425,000,000, all of which was outstanding on June 30, 2015 and 2014, including four term bonds in the following principal amounts and maturing on the following dates: $93,465,000, due on July 1, 2032; $83,095,000, due on July 1, 2035; $62,555,000, due on July 1, 2037 and $185,885,000 due on July 1, 2042. Interest on the 2007A Bonds is due and paid semiannually.

The State of Florida, Central Florida Expressway Authority Junior Lien Revenue Bonds, Series 1990, were originally issued as $98,940,000 serial bonds and $286,060,000 term bonds, of which $23,655,000 and $34,155,000 were outstanding on June 30, 2015 and 2014, respectively. A portion of the Series 1990 Bonds was refunded with the previously outstanding bonds issued by CFX in 1993. The bonds are payable solely from, and secured by, a pledge of net revenues from the operation of the expressway System and from monies received from Orange County pursuant to the Interlocal Agreement. The outstanding serial bonds are due on July 1, 2015 in the amount of $11,360,000 and July 1, 2016 in amount of $12,295,000, plus interest. Interest on the 1990 Bonds is due and paid semiannually. Because all of the then senior lien bonds were redeemed in 2003, the Series 1998 Bonds, as well as the Series 1990 Bonds, ascended to the senior level and were then on parity with the remaining outstanding Central Florida Expressway Authority Bonds.

Variable Rate Debt

On May 1, 2008, CFX issued Central Florida Expressway Authority Variable Rate Refunding Revenue Bonds, Series 2008B1, 2008B2, 2008B3 and 2008B4 (collectively, "2008B Bonds"), for the purpose of refunding the Series 2005A, 2005B, 2005C, 2005D, and 2005E Bonds (collectively, "2005 Bonds"), of which $130,870,000, $118,335,000, $149,655,000, $99,715,000 and $131,025,000, $118,500,000, $149,760,000, $99,820,000 was outstanding on June 30, 2015 and 2014, respectively. The 2008B Bonds were issued in four sub-series in the initial aggregate principal amount of $499,105,000, including Series 2008B1 in the initial principal amount of $131,025,000; Series 2008B2 in the initial principal amount of $118,500,000; Series 2008B3 in the initial principal amount of $149,760,000; and 2008B4 in the initial principal amount of $99,820,000. The Series 2008B Bonds are dated the date of their original issuance and delivery and mature on July 1, 2040. The Series 2008B Bonds were initially issued and currently outstanding in a variable rate mode, with the interest rate on the Series 2008B Bonds resetting on a weekly basis and interest payable on a monthly basis. In fiscal year 2012, the Series 2008B3 and 2008B4 Bonds were converted to a bank rate mode and directly placed with the bondholder. In fiscal year 2015, the Series 2008B1 Bonds were converted to a bank rate mode and directly placed with the bondholder. The bank rate also resets on a weekly basis and is tied to the SIFMA index plus a spread. The 2008B Bonds are subject to optional and mandatory redemption and optional and mandatory tender for purchase prior to maturity. Amortization installments for the mandatory redemption of the 2008B Bonds began on July 1, 2014.

Note 5 - Long-Term Debt *continued...*

The annual requirements to amortize all revenue bonds and revenue refunding bonds outstanding as of June 30, 2015, are summarized as follows (all amounts in thousands). The totals below are net of capitalized interest funds available for debt service. For purposes of this note, the interest rate applicable to variable rate bonds is the synthetic fixed rate of 4.7753% for the 2008 Bonds. None of the fees associated with liquidity, letters of credit, or remarketing arrangements are included in the chart below, nor are the incremental rates paid on any floating rate note arrangements.

	Principal	Interest	Total P&I Due
2016	$ 18,975	$ 120,773	$ 139,748
2017	20,360	119,389	139,749
2018	52,315	117,518	169,833
2019	55,065	115,018	170,083
2020	57,790	112,432	170,222
2021-2025	333,220	518,866	852,086
2026-2030	505,745	420,440	926,185
2031-2035	635,385	287,373	922,758
2036-2040	634,290	128,365	762,655
2041-2043	217,360	10,734	228,094
Total	**$ 2,530,505**	**$ 1,950,908**	**$ 4,481,413**

Hedging Derivative Instruments – Cash Flow Hedges

Variable-to-Fixed Rate Interest Rate Swaps - On July 13, 2004, CFX entered into five forward-starting, synthetic fixed rate swap agreements totaling $499,105,000 ("2004 Swaps"), attributable to the $199,645,000 Series 2005A Bonds, the $149,760,000 Series 2005B Bonds, the $99,820,000 Series 2005C Bonds, the $24,940,000 Series 2005D Bonds, and the $24,940,000 Series 2005E Bonds. On May 1, 2008, all Series 2005 Bonds were redeemed and the 2004 Swaps are now associated with the Series 2008B Refunding Bonds described above.

Objective of Swaps and Nature of Hedged Risk: CFX entered into the 2004 Swaps in order to ensure its ability to fund its Five-Year Work Plan, then valued at $1,240,300,000 and in order to manage the interest rate exposure that CFX was subject to as a result of issuing its variable rate bonds.

Strategy to Accomplish Hedge Objective: In order to achieve the stated objectives, CFX issued variable rate bonds with a weekly reset and entered into swap agreements to obtain the synthetic fixed rate. In 2004, CFX entered into five separate forward-starting, interest rate swap agreements with five separate counterparties. The 2004 Swaps remained in place at the time of issuance of the 2005 Bonds.

Note 5 - Long-Term Debt *continued...*

Summary Derivative Hedging Instruments: On July 13, 2004, CFX entered into five separate forward-starting, interest rate swap agreements with an effective date of March 1, 2005, all of which were associated with the Series 2005 Bonds. There was no cash exchanged at the time these forward agreements were entered into.

The interest rate swap transactions were executed in order to accomplish the synthetic fixed rates, as noted below. There are no embedded options in these contracts. A summary of these transactions and the significant terms, as well as the credit ratings on the counterparties as of June 30, 2015 and 2014, are as follows:

	Series 2005A	Series 2005B	Series 2005C	Series 2005D	Series 2005E
Notional Value (as of 6/30/2015)	$199,430,000	$149,598,000	$99,715,000	$24,916,000	$24,916,000
Fixed Rate	4.7753%	4.7753%	4.7753%	4.7753%	4.7753%
Fixed Payer	CFX	CFX	CFX	CFX	CFX
Floating Rate	SIFMA	SIFMA	SIFMA	SIFMA	SIFMA
	Weekly Index	Weekly Index	Weekly Index	Weekly Index	Weekly Index
Maturity Date	1-Jul-40	1-Jul-40	1-Jul-40	1-Jul-40	1-Jul-40
Settlement	Monthly	Monthly	Monthly	Monthly	Monthly
Premium Paid	None	None	None	None	None
Counterparty	UBS AG	Citibank	Morgan Stanley Capital Services Inc.	RBC Dain	JP Morgan*
Ratings 6/30/2014 (S&P/Moody's/Fitch)	A/A2/A	A/A2/A	A-/Baa2/A	AA-/Aa3/AA	A+/Aa3/A+
Ratings 6/30/2015 (S&P/Moody's/Fitch)	A/A2/A	A/A1/A	A-/A3/A	AA-/Aa3/AA	A+/Aa3/AA-

*Originally with Bear Stearns Financial Products, Inc.
By novation agreement dated April 22, 2009, this swap was transferred to JP Morgan Chase Bank, N.A.

Note 5 - Long-Term Debt *continued...*

Type of Hedge: Discrete Cash Flow

Fair Value: All of CFX's derivative instruments are considered effective cash flow hedges because they meet the consistent critical terms method criteria. Therefore, the fair value is reported as a deferred outflow on the balance sheets.

CFX has obtained independent market value evaluations of its swap transactions. These fair value estimates are based on expected forward LIBOR swap rates and discounted expected cash flows. The appropriate LIBOR percentages that relate to the tax-exempt SIFMA swap rates are applied to the LIBOR swap curve to derive the expected forward SIFMA swap rates. On a current mark-to-market basis, the net present value of the swaps would require CFX to make an estimated combined termination payment, in the event that all of the outstanding swaps were terminated on June 30, 2015 or June 30, 2014, of approximately $168,782,310 and $141,409,137, respectively. The change in fair value at FYE 2015 was $27,373,173 higher than at FYE 2014. The change in fair value at FYE 2014 was $15,594,521 lower than at the prior year end due, in part, to the termination of the swap in connection with the 2003D Bonds.

The table below provides the fair value of the Swaps:

Estimated Termination Payments Based on Net Present Value

	June 30, 2015	June 30, 2014
Series 2008B	**$ 168,782,310**	**$ 141,409,137**

Risks: CFX monitors the various risks associated with the Swap Agreements. Based upon the assessment, CFX reviewed the following risks:

Credit Risk: CFX has adopted an Interest Rate Risk Management Policy whereby, prior to entering into an interest rate exchange agreement, CFX will require the counterparty to (i) have an initial rating of at least AA-/Aa3/AA- by at least one of the three nationally recognized credit rating agencies and not be rated lower than A/A2/A by any of the three nationally recognized credit rating agencies or (ii) alternatively, post suitable and adequate collateral, given the undertaking involved with the particular transaction. For all executed agreements, the counterparties met the criteria in (i) above at the time of execution.

Similar to the experience of many financial product providers in recent years, four of the five counterparties have dropped below the initial required rating levels. A summary of the credit ratings of the counterparties as of June 30, 2014 and 2015, is shown previously under Summary of Derivative Hedging Instruments. CFX's Interest Rate Risk Management Policy does not contain a specific requirement for collateral posting in the event of a counterparty downgrade below the minimum requirements; however, the agreements require that the counterparties post suitable and adequate collateral if the termination values were such that a payment would be due to CFX. As of June 30, 2015 and 2014, that is not the case; therefore, there is no reportable risk of loss to CFX due to credit risk. The following terms of the Swaps and all Series 2008B Bond obligations are identical:

1. The total notional amount of the Swaps equals the total issued principal amount of CFX's revenue bonds that are subject to the Swaps.
2. The re-pricing dates of the Swaps match those of the related bonds, specifically, all Series 2008B Bonds.
3. The amortization of the Swaps matches the amortization of the bonds.

CFX does not have a specific policy regarding entering into master netting arrangements, nor has it entered into any such master arrangements.

Interest Rate Risk: CFX implemented a strategy on the Swaps associated with the Series 2008B Bonds, which was designed to provide a synthetic fixed rate.

Basis Risk: Basis risk for CFX's derivatives would be the risk that the weekly rates on its variable rate bonds would not match the index referenced in the interest rate exchange agreements. The Series 2005 variable rate bonds were issued to bear interest at the seven-day market rate, whereas the underlying swap agreements pay CFX interest at the weekly TBMA (now known as SIFMA) index rate. Since the variable rate paid by the counterparties on the interest rate swaps is the SIFMA index, CFX reasonably assumed that the hedging relationship would be highly effective in providing counterparty payments to CFX in amounts necessary to pay the synthetic fixed rate on the Series 2005 Bonds. However, during fiscal year 2008, CFX experienced some basis spread on the Series 2005 Bonds subsequent to Fitch's downgrade of Ambac, the bonds' insurer. In order to mitigate this spread, CFX took action to redeem the bonds and

Note 5 - Long-Term Debt *continued...*

issued the Series 2008B Refunding Bonds, backed by letters of credit. In fiscal year 2012, the Series 2008B3 and 2008B4 Bonds were converted to a bank rate mode and directly placed with the bondholder. In fiscal year 2015, the Series 2008B1 Bonds were converted to a bank rate mode and directly placed with the bondholder. The bank rates for the Series 2008B1, Series 2008B3, and Series 2008B4 Bonds reset on a weekly basis and are tied to the SIFMA index plus a spread. Therefore, basis risk for these bonds has been eliminated during the bank rate period.

Termination Risk: CFX is subject to termination risk, but determined at the time to mitigate that risk by acquiring swap insurance policies for the swaps associated with the Series 2008B Bonds. Each of CFX's outstanding interest rate exchange agreements contains an Additional Termination Event provision, which is triggered by certain downgrades in the credit ratings of the respective parties, but each such provision is subject to the Insurer Provisions contained therein.

Under certain conditions set forth in the swap agreements, neither CFX nor the counterparty may designate an early termination date without the consent of the Insurer, unless an "Insurer Event" has occurred whereby the Swap Insurer (i) fails to meet its payment obligations under the swap, (ii) fails to maintain a minimum claims-paying ability rating or financial-strength rating from either S&P or Moody's described in the respective swap agreements or (iii) has its rating from either S&P or Moody's withdrawn or suspended and such rating is not reinstated within 30 days of such withdrawal or suspension.

Additionally, for the 2004 Swaps, a Credit Support Annex was negotiated with the counterparties. During fiscal year 2009, the insurer on the swaps now associated with the Series 2008B Bonds (the "2004 Swaps"), was downgraded below the A-/A3 (S&P/Moody's) level. As such, an Insurer Event did take place. Three of the five agreements required that CFX demonstrate that it had maintained its own rating above the A-/A3 levels to prevent a termination. CFX has maintained its ratings at A/A2; therefore, it has complied with the requirements and no termination event has occurred.

One agreement did not consider an Insurer Event grounds for early termination, unless some additional event of default had taken place, such as failure to meet the payment obligations, none of which have taken place. One agreement required that CFX either replace the insurer with another credit support facility or post collateral in the amount of the termination value

in excess of $15,000,000, based on CFX's credit rating. CFX received the notice of an Insurer Event from this counterparty on June 25, 2009, and posted collateral in July 2009. All investment income on the security posted as collateral, and the security itself, is income to, and an asset of, CFX. Per the agreement, the counterparty could request a maximum amount of $19,372,787 as of June 30, 2015. However, the agreement only requires CFX to post collateral at the request of the counterparty. In compliance with the agreement and the most recent request, there was not a collateral posting as of June 30, 2015, and the total collateral posting as of June 30, 2014 was valued at $8,168,927 and is further disclosed in Note 2.

As a result of CFX's compliance with the terms of the swap agreements and each applicable Credit Support Annex, as explained above, as of June 30, 2015 and 2014, no termination events have occurred.

Notwithstanding the Insurer Provisions under the swap agreements, CFX has the option to terminate all but one of the swaps at any time upon at least two business days prior written notice to the counterparty. One agreement requires 30 days' prior written notice, a requirement which can be waived. Absent the Insurer Provisions, the counterparties may terminate the swap in the event of a default, such as: nonpayment, credit downgrade or failure to provide collateral.

Note 5 - Long-Term Debt *continued...*

Credit and Liquidity Access and Repricing Risk: For the one variable rate demand bond as of June 30, 2015 being publicly traded (not directly placed in the bank rate mode), CFX secured a letter-of-credit agreement in an amount equal to the principal amount of the bond, plus at least 35 days of interest at 12%.

Additionally, CFX has further reduced its basis and credit provider risks by placing the 2008B1, 2008B3 and 2008B4 Bonds in the bank rate mode directly with the bondholder at SIFMA plus a spread.

As of June 30, 2015, the expirations of the respective contracts were as follows:

Bond Series	Type/Provider	Expiration Date
Series 2008B1	LOC/Barclays Bank PLC	May-20
Series 2008B2	LOC/TD Bank	May-16
Series 2008B3	FRN/Wells Fargo	Mar-16
Series 2008B4	FRN/Wells Fargo	Mar-16

Associated Debt: The net cash flow of the underlying swap agreements compared to the variable rate bonds resulted in the following net cash inflows (outflows):

	2003 Series	2005 Series	2008 Series	Total
FY 2003	$ 18,664	$ -	$ -	$ 18,664
FY 2004	74,400	-	-	74,400
FY 2005	67,609	1,827	-	69,436
FY 2006	69,018	97,163	-	166,181
FY 2007	101,643	82,950	-	184,593
FY 2008	161,325	(2,434,950)	61,270	(2,212,355)
FY 2009	(8,421,180)	-	(487,400)	(8,908,580)
FY 2010	(506,773)	-	(165,018)	(671,791)
FY 2011	(1,115,769)	-	(263,904)	(1,379,673)
FY 2012	(1,742,406)	-	(242,174)	(1,984,580)
FY 2013	(6,639)	-	(35,814)	(42,453)
FY 2014	-	176	26,148	26,324
FY 2015	-	-	11,919	11,919
Total	**$ (11,300,108)**	**$ (2,252,834)**	**$ (1,094,973)**	**$ (14,647,915)**

Debt Service Reserve Requirements – CFX has purchased surety policies from bond insurers for all outstanding bonds, except for the 2008B, 2010A, 2010C, and 2012A Bonds. Bond covenants do not require minimum ratings for providers of surety policies.

For the Series 2010A and 2010C Bonds, the debt service reserve is cash funded with proceeds from the bond issuance.

Note 5 - Long-Term Debt *continued...*

Defeased Bonds – During 1998, CFX defeased the Series 1988 Bonds by placing the proceeds of the unused portion of the 1998 Bonds and a portion of the 1998 Bonds in an irrevocable escrow account to provide for all future debt service payments. Additionally, on October 31, 2012, CFX cash defeased all of the outstanding Series 2003A Bonds by placing cash from operations in an irrevocable escrow account to provide for the payment and redemption of the bonds as of the call date of July 1, 2013. CFX also issued the Series 2013A Bonds for the purpose of redeeming all of the outstanding 2003B Bonds on the call date of July 1, 2013. Proceeds from the bond issuance were placed in an irrevocable escrow account. As of July 1, 2013, the 2003A and 2003B Bonds were redeemed and are no longer outstanding.

The purpose of these defeasances was to provide additional financing flexibility, while maintaining CFX's targeted debt service ratio. As a result, the trust account assets and the liability for the defeased bonds are not included in CFX's balance sheets. The balance of defeased bonds outstanding was $52,100,000 and $55,435,000 on June 30, 2015 and 2014, respectively, representing the outstanding balance on the 1988 Bonds.

CFX maintained that it had retained the call rights on the 1988 Series Bonds. In 2004, CFX filed a declaratory action in the Ninth Judicial Circuit Court to determine CFX's rights with respect to the call rights on the 1988 Series Bonds. The business court entered an order granting summary judgment in favor of Emmet & Co., Inc., finding that CFX had not reserved its optional redemption rights with respect to the 1988 Series Bonds. This decision was upheld by the appellate Court in October 2007.

On October 31, 2012, CFX defeased all of the remaining 2003A Bonds by placing cash from operations in an escrow to provide for the total amount of principal and interest as of the call date of July 1, 2013.

Also on April 3, 2013, CFX utilized proceeds from the issuance of the Series 2013A Refunding Bonds to fund an escrow to provide for the total amount of principal and interest on the 2003B Bonds as of the call date of July 1, 2013.

Principal maturities on those defeased bonds, based on July 1 payments each year, are as follows (in thousands):

Year Ending June 30,	1988 Bonds
2016	3,595
2017	3,865
2018	21,500
2019	23,140
	$ 52,100

Due to Governmental Agencies – Due to governmental agencies consists of the following (in thousands):

	June 30, 2014	Additions	Deletions	June 30, 2015
Advances from FDOT for construction, operations and maintenance of certain plazas and roadways	$ 212,992	$ 2,407	$ (22,125)	$ 193,274
Loans and advances for specific projects	28,782	87	(10,363)	18,506
Toll revenue due to other state agencies	1,579	73,021	(72,707)	1,893
	243,353	75,515	(105,195)	213,673
Less current portion	(34,022)	(26,985)	34,022	(26,985)
Due to other governments, net of current portion	**$ 209,331**	**$ 48,530**	**$ (71,173)**	**$ 186,688**

Note 5 - Long-Term Debt *continued...*

The following is a schedule by years of the minimum future payments on the amounts due to governmental agencies (all amounts in thousands):

Year Ending June 30,	Amount
2016	$ 26,985
2017	21,031
2018	21,075
2019	20,000
2020	20,000
Thereafter	104,582
	$ 213,673

Amounts included in "thereafter" are payable based on future events, as described below. Advances from the FDOT for the cost of maintenance of the Beachline Expressway, the Spessard L. Holland East-West Expressway, the Airport Interchange and the Beachline improvements, and for the cost of operations of the Conway Main, Pine Hills and Airport Plazas are paid by CFX and reimbursed by the FDOT. Under the Lease Purchase Agreement between the FDOT and CFX, most recently amended in 1986, these amounts due, are noninterest-bearing and are to be repaid out of toll revenues after the requirements for liquidation of revenue bonds and all other obligations have been met.

In February 2012, CFX entered into a Memorandum of Understanding with the FDOT to build the Wekiva Parkway, a project that will complete the bypass on the western side of the Orlando Metro Area. As part of this agreement, CFX agreed to begin repayments of the advances on July 1, 2012. The repayment schedule called for a $10 million payment in fiscal year 2013 and $20 million payments each July 1 beginning in fiscal year 2014 until all advances have been repaid.

Included in the Loans and Advances for specific projects is $6,081,000 for advances from the Greater Orlando Aviation Authority, the City of Orlando and Orange County for the extension of Goldenrod Road. The extension is a non-System project, and revenues from this project are utilized solely to pay expenses for the extension and to reimburse the funding partners, including CFX, for their original contribution to the project.

Note 6 - Leases

Operating Leases - CFX leases excess capacity of the Fiber Optic Network (FON) to Embarq Florida, Inc. The original historic cost of this FON of $19,172,000 is not depreciated because its expected life exceeds 100 years. This is a ten-year lease with three five-year renewal options. The annual rate of $464,640, adjusted annually by the local Consumer Price Index, is presented as miscellaneous nonoperating revenues. If CFX terminates this agreement because of licensee's (Embarq's) default, the licensee shall pay CFX, as liquidated damages, an amount equal to the minimum total fees and charges for the remaining agreement term. There is no termination clause for the licensee except by default of CFX. The first five-year renewal was executed at the end of fiscal year 2011. The minimum future rentals for the remaining 11 months is $425,920.

CFX leases a building located at 525 South Magnolia Ave., Orlando, FL to Women's Care Florida LLC. The assessed value of the building is $3,100,000. This is a ten-year, seven-month lease that terminates at midnight on June 15, 2021. The lease requires a 360-day notice by the tenant for termination and cannot be submitted until October 1, 2015. The minimum CFX would receive on this lease would be $273,673 for fiscal year 2016 and $100,894 for fiscal year 2017 for a total of $374,567. If CFX decides to terminate the lease in fiscal year 2016, it will be obligated to pay the tenant $261,624 for improvements and fixtures that were installed by the tenant at the commencement of the lease.

Note 7 - Commitments and Contingencies

Commitments - Outstanding construction and other significant commitments for improvements, maintenance and operation of the System totaled approximately $375,322,000 at June 30, 2015.

Pending Litigation - Various lawsuits and claims arising in the ordinary course of CFX's operations are pending against CFX. Currently, CFX is party to four pending litigation claims and assessments. The first is for parcel 236 on SR 429. CFX paid a good faith estimate of $1,791,600 on June 18, 2014. The owner estimated the property to be valued much higher and, after mediation, CFX and the owner remain at an impasse. The second is for parcel 120 on SR 429. CFX paid a good faith estimate in the amount of $2,163,125 on August 6, 2014. Additionally, the owner is seeking business damages. The third litigation is for parcels 275 and 279 on SR 429. CFX paid a good faith estimate in the amount of $1,463,600 on January 23, 2015. At this time, the owner has not submitted their appraisal estimate, and, in addition, has filed a business damage claim in the amount of $553,795.

The final claim is a class action lawsuit filed on behalf of trailer owners. This lawsuit is claiming companies who rent out trailers should not be liable for violations not paid by third-party drivers of the vehicles pulling those trailers. CFX believes that state law does not support any of these claims and will vigorously defend this position. CFX has not accrued any liability in connection with any claims and the ultimate effect of such litigation cannot be ascertained at this time.

Note 8 - Retirement Plans

Plan Descriptions

Florida Retirement System (FRS) Pension Plan - Most employees of CFX participate in the State of Florida Retirement System (the "FRS"), a multiple-employer, cost-sharing, defined-benefit retirement plan, or defined-contribution retirement plan, administered by the Florida Department of Administration, Division of Retirement. As a general rule, membership in the FRS is compulsory for all employees working in a regular, established position for a state agency, county government, district school board, state university, community college or a participating city or special district within the state of Florida. The FRS provides retirement and disability benefits, annual cost-of-living adjustments and death benefits to plan members and beneficiaries. Employees are classified in either the regular service class or the senior management service class ("SMSC"). The SMSC is for members who fill senior-level management positions. Employees classified as SMSC may opt out of participation in the FRS. Benefits are established by Chapter 121, Florida Statutes, and Chapter 60S, Florida Administrative Code. Amendments to the law can be made only by an act of the Florida Legislature.

Retiree Health Insurance Subsidy (HIS) Program – Employees of CFX also participate in the Retiree Health Insurance Subsidy (HIS) Program, which is a cost-sharing, multiple-employer defined-benefit pension plan established and administered in accordance with Section 112.363, Florida Statutes. The benefit is a monthly payment to assist retirees of the state-administered retirement systems in paying their health insurance costs. Eligible retirees and beneficiaries receive a monthly HIS payment equal to the number of years of service credited at retirement multiplied by $5. The minimum payment is $30 and the maximum payment is $150 per month, pursuant to Section 112.363, Florida Statutes. To be eligible to receive a HIS benefit, a retiree under one of the state-administered retirement systems must provide proof of eligible health insurance coverage, which can include Medicare.

Public Employee Optional Retirement Program - Employees may participate in the Public Employee Optional Retirement Program (the "Investment Plan"), a defined-contribution retirement program, in lieu of participation in the defined-benefit retirement plan ("Pension Plan"). If the Investment Plan is elected, active membership in the defined-benefit retirement plan is terminated. Eligible members of the Investment Plan are vested at one year of service and receive a contribution for self-direction in an investment product with a third-party administrator selected by the State Board of Administration. The contribution rates for both fiscal 2015 and 2014 were 6.3% for regular class and 7.67% for senior management class.

Benefits Provided – For employees in FRS, benefits are computed on the basis of age, average final compensation and service credit. Regular class and senior management class employees who were enrolled in the FRS prior to July 1, 2011 and retire at or after age 62 with at least six years of credited service, or 30 years of service, regardless of age, are entitled to a retirement benefit payable monthly for life, based on their final average compensation of their five highest fiscal years of pay for each year of credited service. Employees enrolled on or after July 1, 2011 and who retire at or after age 65 with at least eight years of credited service, or 33 years of service, regardless of age, are entitled to a retirement benefit payable monthly for life, as explained above based on their eight highest fiscal years of pay. Using their date of enrollment as a basis, vested employees with less than the minimum years of service may retire before the minimum age and receive reduced retirement benefits. A post-retirement health insurance subsidy is also provided to eligible retired employees through the FRS defined benefit, in accordance with Florida Statutes.

In addition to the above benefits, the FRS administers a Deferred Retirement Option Program ("DROP"). This program allows eligible employees to defer receipt of monthly retirement benefit payments, while continuing employment with an FRS employer for a period not to exceed 60 months after electing to participate. Deferred monthly benefits are held in the FRS Trust Fund and accrue interest.

Contributions - Starting on July 1, 2011, Chapter 2011-68 of the Laws of Florida required members of the FRS not enrolled in DROP to contribute 3% of their salary to their retirement. Governmental employers are required to make contributions to the FRS based on statewide contribution rates. The fiscal year 2015 contribution rate applied to regular employee salaries was 7.37%, including 1.26% for a post-retirement health insurance subsidy ("HIS"). The fiscal year 2014 contribution rate was 6.95%, which included 1.20% for HIS. The fiscal year 2015 contribution rate applied to senior management salaries was 21.14%, including 1.26% HIS. The fiscal year 2014 contribution rate was 18.31%, which included 1.20% for HIS. The fiscal year 2015 contribution rate applied to the salaries of the employees in DROP was 12.28%, including 1.26% for HIS. The fiscal year 2014 contribution rate was 12.84%, which included 1.20% for HIS.

CFX's actual contributions to the FRS for the fiscal years ended June 30, 2015 and 2014 were $546,000 and $473,000, respectively. Employee contributions were $142,000 and $134,000 for the fiscal years ended June 30, 2015 and 2014, respectively.

Note 8 - Retirement Plans *continued...*

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At June 30, 2015, CFX reported a liability of $2,377,000 for its proportionate share of the net pension liability of FRS and HIS. The net pension liability was measured as of June 30, 2014, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. CFX's proportion of the net pension liability was based on CFX's historical employer contributions to the pension plans for fiscal year 2013 and 2014 relative to the historical contributions of all participating employers. At June 30, 2014, CFX's proportion was 0.0157% and 0.0151% for FRS and HIS, respectively, which was an increase of 0.0066% and a decrease of 0.0002% from its respective proportion measured as of June 30, 2013.

For the year ended June 30, 2015, CFX recognized pension expense of $428,713.

At June 30, 2015, CFX reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ -	$ 59
Changes of assumptions	217	-
Differences between projected and actual earnings on pension plan investments	1	1,599
Changes in proportion	958	20
CFX contributions subsequent to the measurement date	484	-
Total	**$ 1,660**	**$ 1,678**

Note 8 - Retirement Plans *continued...*

$484,000 reported as deferred outflows of resources related to pensions resulting from CFX contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending June 30, 2016. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows (in thousands):

Year Ending June 30,		Amount
2016	$	(147)
2017		(147)
2018		(147)
2019		(147)
2020		(145)
Thereafter		232

Actuarial Assumptions – The total pension liability in the July 1, 2014 actuarial valuation for FRS and HIS was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Valuation date	July 1, 2014
Measurement date	June 30, 2014
Inflation	2.60%
Salary increases, including inflation	3.25%
Mortality	Generational RP-2000 with Projection Scale BB
Actuarial Cost Method	Entry Age Normal

The actuarial assumptions used in the July 1, 2014 valuation were based on the results of an actuarial experience study for the period July 1, 2008 – June 30, 2013.

The long-term expected rate of return, net of investment expense on pension plan investments was 7.65% as of June 30, 2014. This rate was determined using a forward-looking capital market economic model. The table below shows the assumptions for each of the asset classes in which the plan was invested at that time based on the long-term target asset allocation. The allocation policy's description of each asset class was used to map the target allocation to the asset classes shown below. Each asset class assumption is based on a consistent set of underlying assumptions, and includes an adjustment for the inflation assumption. The expected real rate of return is presented in arithmetic means.

Asset Class	Target Allocation	Annual Arithmetic Return
Cash	1.00%	3.11%
Intermediate-Term Bonds	18.00%	4.18%
High Yield Bonds	3.00%	6.79%
Broad US Equities	26.50%	8.51%
Developed Foreign Equities	21.20%	8.66%
Emerging Market Equities	5.30%	11.58%
Private Equity	6.00%	11.80%
Hedge Funds/Absolute Return	7.00%	5.81%
Real Estate (Property)	12.00%	7.11%
Total	100%	

Note 8 - Retirement Plans *continued...*

Discount Rate – The discount rate used to measure the total pension liability was 7.65% for FRS and 4.29% for HIS as of June 30, 2014. For FRS, the plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total pension liability is equal to the long-term expected rate of return. Because the HIS benefit is essentially funded on a pay-as-you-go basis, the depletion date is considered to be immediate, and the single equivalent discount rate is equal to the municipal bond rate selected by the plan sponsor.

Sensitivity of CFX's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate – The following presents CFX's proportionate share of the net pension liability calculated using the discount rate of 7.65% for FRS and 4.29% for HIS, as well as what CFX's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current rate:

	1% Decrease 6.65%	FRS Current Discount Rate 7.65%	1% Increase 8.65%
CFX's proportionate share of the net pension liability (asset)	$ 4,100,515	$ 958,706	$ (1,654,679)

	1% Decrease 3.29%	HIS Current Discount Rate 4.29%	1% Increase 5.29%
CFX's proportionate share of the net pension liability (asset)	$ 1,613,416	$ 1,418,488	$ 1,255,780

Change in Net Pension Liability - The following is a summary of changes in net pension liability (in thousands):

	July 1, 2014	Additions	Deletions	June 30, 2015	Due Within One year
Net pension liability	$ 2,909	$ 1,523	$ 2,055	$ 2,377	$ -

Pension Plan Fiduciary Net Position – Detailed information about FRS and HIS fiduciary net position is available in the separately issued FRS financial report.

The latest available report may be obtained by writing to the Department of Management Services, Office of the Secretary, 4050 Esplanade Way, Tallahassee, FL 32399-0950
or from the website:
http://www.dms.myflorida.com/workforce_operations/retirement/publications/annual_reports.

Note 9 - Risk Management

CFX is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters for which CFX purchases commercial insurance.

No settlements have exceeded coverage levels in place during 2013, 2014 and 2015.

CFX is covered by the State of Florida's State Group Insurance program, a risk management pool to which risk is transferred in exchange for annual premium payments.

Note 10 - Subsequent Events

On July 21, 2015, CFX issued Central Florida Expressway Authority Senior Lien Revenue Bond Anticipation Notes, Series 2015 (the "Series 2015 Notes"), in the principal amount of $193,695,000. The Series 2015 Notes were issued to: (i) provide short-term financing for a portion of the Wekiva Parkway Project and (ii) pay the costs of issuance in relation to the Series 2015 Notes. Interest on the Series 2015 Notes shall be paid semiannually on the first business day of each January and July, commencing on January 1, 2016. The Series 2015 Notes shall mature on January 1, 2019 in the principal amount. CFX closed on a Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan on March 25, 2015 for an amount not to exceed $193,695,000, which pays for 33% of CFX's expenses to construct the Wekiva Parkway. CFX expects that the Series 2015 Notes will be paid for by the TIFIA Loan after CFX's portion of the Wekiva Parkway is constructed.

On July 30, 2015, the Series 2008B2 Bond was converted to a bank rate mode, with a 3-year term, and directly placed with the bondholder. The bank rate for the Series 2008B2 Bond is reset on a weekly basis and is tied to the SIFMA index plus a spread.

On September 17, 2015, CFX entered into an Amended and Restated Continuing Covenants Agreement for the Series 2008B3 and Series 2008B4 Bonds with a 4-year term, which restated the bank rate. The bank rate for the Series 2008B3 and 2008B4 Bonds is reset on a weekly basis and is tied to the SIFMA index plus a spread.

Note 11 - Change in Accounting Principles

CFX participates in the FRS defined benefit pension plan and the HIS defined benefit pension plan administered by the Florida Division of Retirement. As a participating employer, CFX implemented Governmental Accounting Standards Board (GASB) Statement No. 68, Accounting and Financial Reporting for Pensions, which required employers participating in cost-sharing, multiple-employer, defined-benefit pension plans to report the employers' proportionate share of the net pension liabilities of the defined-benefit pension plans. The requirements of GASB No. 68 are being implemented prospectively, with CFX reporting its proportionate share of the actuarially determined liabilities of $2,909,000 at July 1, 2014. In addition, CFX reported beginning deferred outflows for contributions subsequent to the measurement date of $396,000 as of July 1, 2014. The net effect of these items was a restatement of beginning net position in the amount of $2,513,000.

Financial information for the year ended June 30, 2014 was not restated because a measurement of net pension liability and deferred outflows of resources related to pensions as of July 1, 2013 was not available.

Trend Data on Infrastructure Condition

CFX elected to use the modified approach to account for maintenance of its infrastructure assets starting in fiscal year 1997. The FDOT annually inspects CFX's roadways. The FDOT utilizes the Maintenance Rating Program ("MRP") to assess the condition of the System. Copies of the MRP manual may be obtained from the State Maintenance Office, 605 Suwannee Street, Mail Station 52, Tallahassee, FL 32399-0450. The MRP manual provides a uniform evaluation system for maintenance features of the State Highway System. The roadways are rated on a 100-point scale, with 100 meaning that every aspect of the roadway is in new and perfect condition. CFX's System, as a whole, is given an overall rating, indicating the average condition of all roadways operated by CFX. The assessment of condition is made by visual and mechanical tests designed to reveal any condition that would reduce highway-user benefits below the maximum level of service. CFX's policy is to maintain the roadway condition at a MRP rating of 80 or better. The results of the last three completed inspections are as follows:

The results of the last three completed inspections are as follows:

Evaluation Period Fiscal Year	Rating
2015	90%
2014	92%
2013	91%

The budget-to-actual expenditures for preservation for the past five years are as follows:

Fiscal Year	Budget (in thousands)	Actual
2015	$ 26,085	$ 3,975
2014	$ 2,998	$ 468
2013	$ 7,094	$ 880
2012	$ 13,833	$ 13,679
2011	$ 11,498	$ 1,694

Schedule of CFX's Proportionate Share of the Net Pension Liability

Florida Retirement System (FRS) Defined Benefit Pension Plan (in Thousands)

CFX Fiscal Year Ending June 30,	Plan Sponsor Measurement Date June 30,	CFX's Proportion of the FRS Net Pension Liability	CFX's Proportionate Share of the FRS Net Pension Liability	CFX's Covered Employee Payroll	CFX's Proportionate Share of the FRS Net Pension Liability as a Percentage of Covered Payroll	FRS Plan Fiduciary Net Position as a Percentage of Total Pension Liability
2015	2014	0.0157%	$ 959	$ 3,212	29.86%	96.09%
2014	2013	0.0091%	$ 1,566	$ 2,987	52.43%	88.54%

Retiree Health Insurance Subsidy (HIS) Program Defined Benefit Pension Plan (in Thousands)

CFX Fiscal Year Ending June 30,	Plan Sponsor Measurement Date June 30,	CFX's Proportion of the HIS Net Pension Liability	CFX's Proportionate Share of the HIS Net Pension Liability	CFX's Covered Employee Payroll	CFX's Proportionate Share of the HIS Net Pension Liability as a Percentage of Covered Payroll	HIS Plan Fiduciary Net Position as a Percentage of Total Pension Liability
2015	2014	0.0152%	$ 1,418	$ 4,769	29.73%	0.99%
2014	2013	0.0154%	$ 1,343	$ 4,507	29.80%	1.78%

Schedule of CFX Contributions

Florida Retirement System (FRS) Defined Benefit Pension Plan (in Thousands)

Fiscal Year Ending June 30,	FRS Contractually Required Contribution	FRS Contributions in Relation to the Contractually Required Contribution	FRS Contribution Deficiency (Excess)	CFX's Covered Employee Payroll	FRS Contributions as a Percentage of Covered Payroll
2015	$ 424	$ 424	$ -	$ 3,212	13.20%
2014	344	344	-	2,987	11.52%

Florida Retirement System (HIS) Defined Benefit Pension Plan (in Thousands)

Fiscal Year Ending June 30,	HIS Contractually Required Contribution	HIS Contributions in Relation to the Contractually Required Contribution	HIS Contribution Deficiency (Excess)	CFX's Covered Employee Payroll	HIS Contributions as a Percentage of Covered Payroll
2015	$ 60	$ 60	$ -	$ 4,769	1.26%
2014	52	52	-	4,507	1.15%

Notes: 1) CFX implemented GASB Statement No. 68 for the fiscal year ended June 30, 2015, including a restatement as of June 30, 2014. Information for prior years is not available.

Calculation of the Composite Debt Service Ratio, as Defined by the Bond Resolutions and Related Documents

	Years Ended June 30, 2015	2014
	(in thousands)	
Schedule 1		
Revenues:		
Tolls	$ 339,954	$ 310,727
Tolls collected via UTNs	10,973	8,406
Fees collected via UTNs and UTCs	5,840	4,351
Transponder sales	63	76
Other operating	1,438	1,164
Interest	1,970	1,594
Miscellaneous	918	880
Total revenues	**361,156**	**327,198**
Expenses:		
Operations	37,430	35,522
Maintenance	14,419	14,302
Administration	5,616	5,081
Other operating	2,827	2,737
Total expenses	**60,292**	**57,642**
Add deposits into OMA reserve	1,295	303
Less advances allowable for operations and maintenance expenses received from the FDOT	(8,663)	(8,507)
Net expenses	**52,924**	**49,438**
Net revenues, as defined, inclusive of advances received from the FDOT	**$ 308,232**	**$ 277,760**
Senior lien debt service payments	**$ 140,047**	**$ 139,498**
Senior lien debt service ratio of net revenues to debt service payments	**2.20**	**1.99**
Supplemental payments - Orange County gas tax pledge	$ 9,088	$ 8,565
Senior lien debt service ratio of net revenues and supplemental payments to debt service payments*	**2.27**	**2.05**
Subordinate Payments		
SIB Loan Payment	$ 10,188	$ 10,313
FDOT Lease Purchase Agreement Payment	20,000	20,000
SunTrust Bank Loan Payment	1,400	1,400
Total Subordinate Payments	**$ $31,588**	**$ $31,713**
Subordinate Debt Service Ratio**	**1.80**	**1.62**

*These calculations apply to the 1990 Series Bonds, which are covered by Orange County's gas tax pledge.

**These calculations are done according to the Master Subordinate Lien Resolution.

Note: Revenues and expenses are presented on this schedule on the accrual basis in accordance with accounting principles generally accepted in the United States of America. Certain amounts included on the Statement of Revenues, Expenses, and Changes in Net Position are not part of net revenues, as defined, and are, therefore, excluded from this schedule.

STATISTICAL 2015

CONTENTS

Statistical Section

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

This section of the Central Florida Expressway Authority's Comprehensive Annual Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about CFX's overall financial health. The tables presented in this section are unaudited.

These schedules contain trend information to help the reader understand how CFX's financial performance and well-being have changed over time.

These schedules contain information to help the reader assess CFX's most significant local revenue source, toll revenue.

These schedules present information to help the reader assess the affordability of CFX's current levels of outstanding debt and CFX's ability to issue additional debt in the future.

These schedules offer demographic and economic indicators to help the reader understand the environment within which CFX's financial activities take place.

These schedules contain service and infrastructure data to help the reader understand how the information in CFX's financial report relates to the services CFX provides and the activities it performs.

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

Financial Trends

Revenues, Expenses and Changes in Net Position | July 1, 2005 through June 30, 2015
Shown in Thousands ($000's)

	Prepared on Basis of GAAP									
	2006	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
Operating Revenues										
Toll Revenues	$193,055	$203,475	$205,947	$206,395	$253,610	$260,012	$262,608	$298,164	$319,133	$350,927
Transponder Sales	1,237	1,166	946	673	474	299	270	274	76	63
Other (A)	701	995	912	1,068	1,272	2,687	4,012	5,209	6,395	8,196
Total Operating Revenues	194,993	205,636	207,805	208,136	255,356	262,998	266,890	303,647	325,604	359,186
Operating Expenses										
Operations, Maintenance and Administration	51,507	52,206	55,636	51,180	51,281	52,524	50,920	53,209	54,905	57,465
Depreciation	8,209	10,105	12,331	14,812	17,242	16,842	15,717	16,272	16,800	15,604
Preservation	13,407	24,734	10,532	1,307	522	1,694	13,679	880	468	3,975
Other	3,418	4,916	9,157	3,081	4,950	5,866	9,217	7,309	4,502	3,924
Total Operating Expenses	76,541	91,961	87,656	70,380	73,995	76,926	89,533	77,670	76,675	80,968
Nonoperating Revenues (Expenses)										
Investment Income	26,479	26,143	30,214	12,953	6,526	6,500	3,405	1,571	2,632	2,516
Gain/(Loss) on Capital Assets and Other	407	1,044	(790)	(7,995)	680	(312)	(25,271)	(455)	755	(1,848)
Intergoventmental Grant Revenue	793	978	8,343							
Other Nonoperating (B)						441	66	8,556	239	92
Goldenrod Road	613	694	897	757	866	794	798	810	823	(2,751)
Interest Expense (C)	(71,583)	(69,705)	(76,928)	(76,138)	(105,163)	(112,790)	(116,250)	(108,870)	(101,779)	(95,368)
Total Nonoperating Revenues (Expenses)	(43,291)	(40,846)	(38,264)	(70,423)	(97,091)	(105,367)	(137,252)	(98,388)	(97,330)	(97,359)
Capital Contribution	872			6,709	4,996	1,987			784	154
Changes in Net Position	$ 76,033	$ 72,829	$ 81,885	$ 74,042	$ 89,266	$ 82,692	$ 40,105	$ 127,589	$ 152,383	$ 181,013

(A): In fiscal year 2011, CFX re-classified the Fiber Optic Network lease revenues from the line Gain/(Loss) on Capital Assets to the line Other in Operating Revenues.

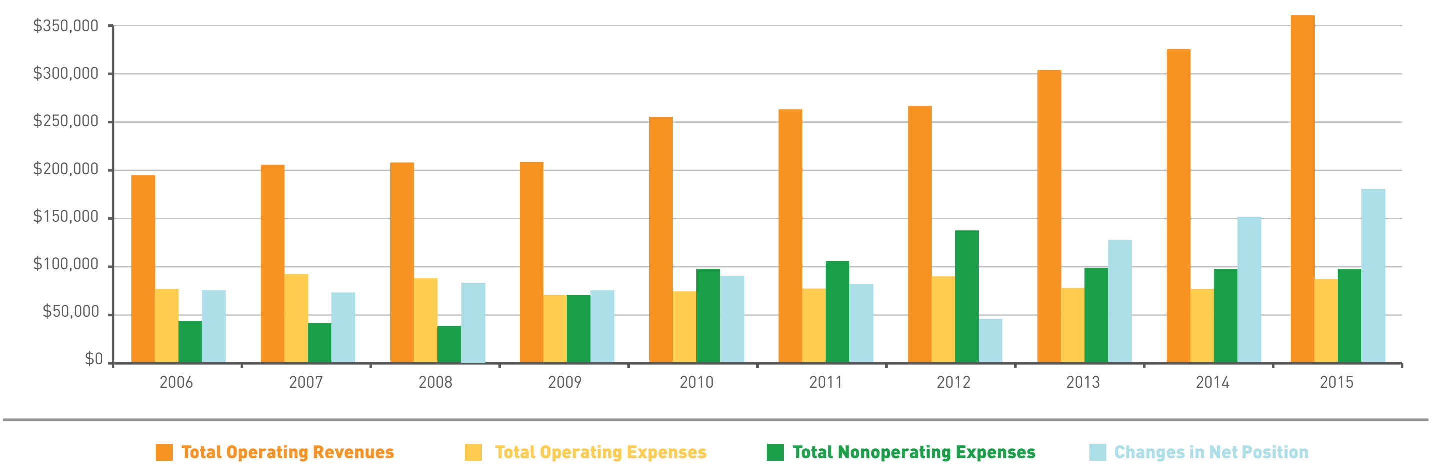
(B): In fiscal year 2011, CFX created a new line called Other nonoperating which was re-classified from the line Gain/Loss on Capital Assets.

(C): In fiscal year 2013, CFX implemented GASB No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position and GASB No. 65, Items Previously Reported as Assets and Liabilities.* As a result, Interest Expense was re-classified in fiscal year 2012.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Revenues, Expenses and Changes in Net Position

(In Thousands of Dollars)



Financial Trends

Net Position by Component | July 1, 2005 through June 30, 2015
Shown in Thousands ($000's)

	Prepared on Basis of GAAP									
	2006	2007	2008	2009	2010	2011	2012 (A)	2013	2014	2015 (B)
Primary government										
Net investment in capital assets	$ 510,577	$ 612,138	$ 684,251	$ 844,459	$ 893,157	$ 901,239	$ 900,743	$ 1,009,113	$ 1,023,491	$ 1,189,227
Restricted	17,640	11,907	8,041	19,590	38,888	46,299	34,610	33,754	33,421	37,635
Unrestricted	146,826	123,827	137,465	39,750	61,020	128,219	163,936	184,011	322,349	330,899
Total primary government net position	$ 675,043	$ 747,872	$ 829,757	$ 903,799	$ 993,065	$ 1,075,757	$ 1,099,289	$1,226,878	$ 1,379,261	$ 1,557,761

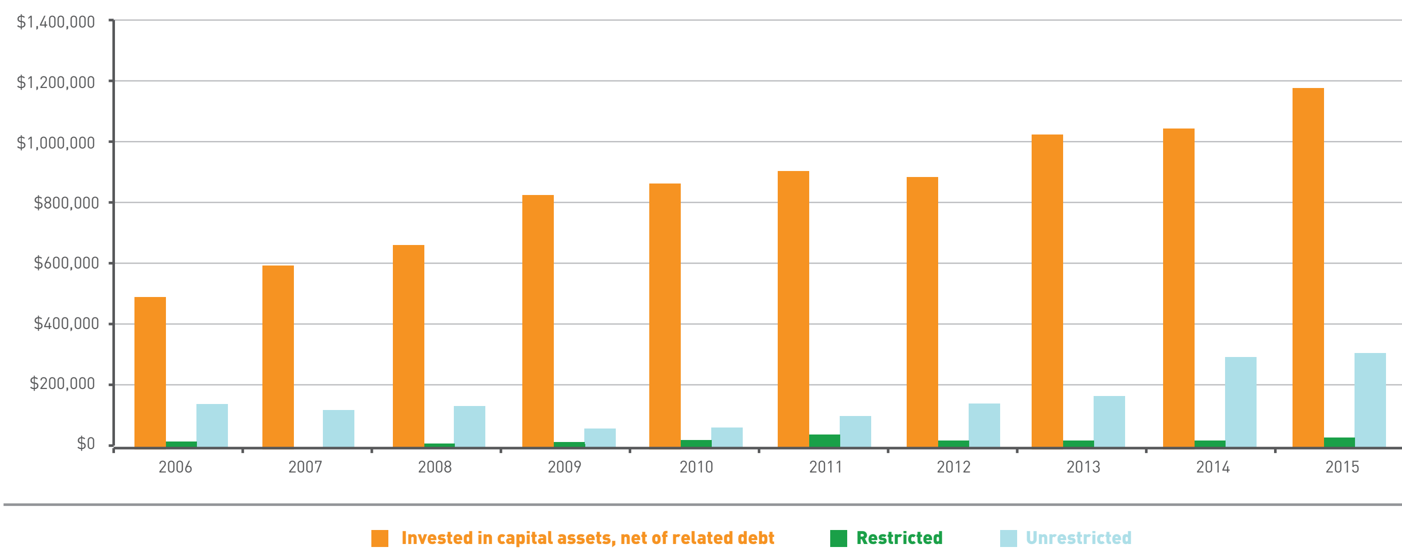
(A): In fiscal year 2013, CFX implemented GASB No. 63, Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position and GASB No. 65, Items Previously Reported as Assets and Liabilities. As a result, Net Position was re-classified in fiscal year 2012.

(B): In fiscal year 2015, CFX implemented GASB No. 68, Accounting and Financial Reporting for Pensions. As a result, beginning Net Position was re-classified in fiscal year 2015.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Net Position By Component

(In Thousands of Dollars)



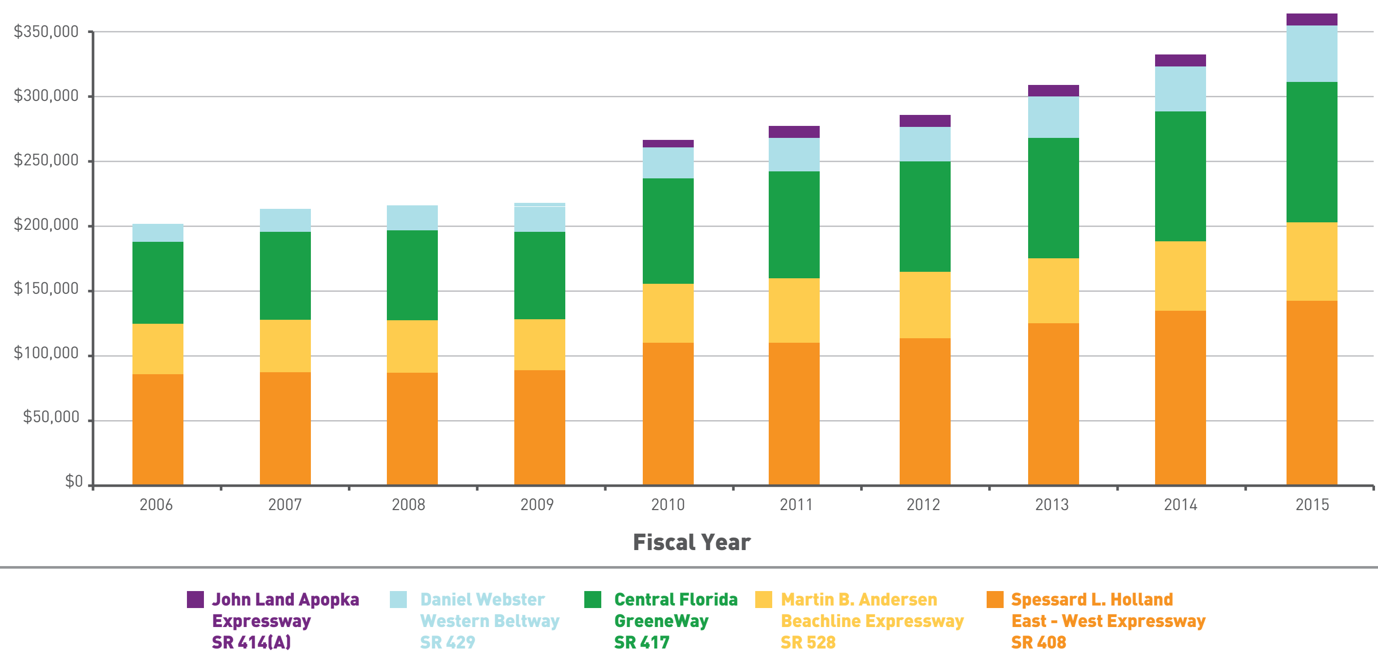
Toll Revenue by Roadway | July 1, 2005 through June 30, 2015
Shown in Thousands ($000's)

	By Roadway						
Fiscal Year	Spessard L. Holland East - West Expressway SR 408	Martin B. Andersen Beachline Expressway SR 528	Central Florida GreeneWay SR 417	Daniel Webster Western Beltway SR 429	John Land Apopka Expressway SR 414(A)	E-PASS Discount(C)	Total Revenue
2006	$ 85,113	$ 38,458	$ 62,598	$ 13,549	N/A	$ (6,663)	$ 193,055
2007	86,503	40,086	66,836	17,400	N/A	(7,350)	203,475
2008	86,093	40,167	68,491	19,049	N/A	(7,853)	205,947
2009	88,304	38,521	66,859	18,972	$ 554	(6,815)	206,395
2010 (B)	108,705	46,974	79,558	23,593	4,225	(9,445)	253,610
2011	110,020	48,824	80,892	24,562	5,180	(9,466)	260,012
2012	110,209	49,376	81,738	25,154	5,737	(9,606)	262,608
2013 (D)	122,806	55,494	92,993	29,830	7,860	(10,819)	298,164
2014	129,425	57,480	100,585	34,022	9,343	(11,722)	319,133
2015	138,261	61,977	113,411	39,733	10,715	(13,170)	350,927

(A) SR 414 opened in February 2009 to electronic traffic and in May 2009 to cash traffic.
(B) A toll rate increase went into effect in April of 2009. Fiscal year 2010 was the first full year of the toll rate increase.
(C) The E-PASS Discount is given to any electronic toll collection customer that uses their transponder on any CFX roadway more than 40 times in a calendar month.
(D) A toll rate increase went into effect July 1, 2012.

Source: Central Florida Expressway Authority Statistical Report, Central Florida Expressway Authority general ledger

CENTRAL FLORIDA EXPRESSWAY AUTHORITY
Toll Revenue By Roadway
(In Thousands of Dollars)



Revenue Capacity

Toll Transactions by Roadway | July 1, 2005 through June 30, 2015
Shown in Thousands (000's)

	By Roadway					
Fiscal Year	Spessard L. Holland East - West Expressway SR 408	Martin B. Andersen Beachline Expressway SR 528 (B)	Central Florida GreeneWay SR 417	Daniel Webster Western Beltway SR 429	John Land Apopka Expressway SR 414 (A)	Total Transactions
2006	135,479	42,426	96,261	20,256	N/A	294,422
2007	138,327	44,450	102,504	24,411	N/A	309,692
2008	138,932	44,793	104,468	26,609	N/A	314,802
2009	131,280	40,733	94,789	25,090	632	292,524
2010	126,829	41,124	89,853	25,148	5,292	288,246
2011	128,035	42,943	91,859	26,153	6,608	295,598
2012	128,001	48,205	92,056	26,747	7,432	302,441
2013	125,648	58,622	91,838	27,723	8,402	312,233
2014	132,427	60,944	99,207	31,368	9,674	333,620
2015	141,595	65,828	112,034	36,072	10,895	366,424

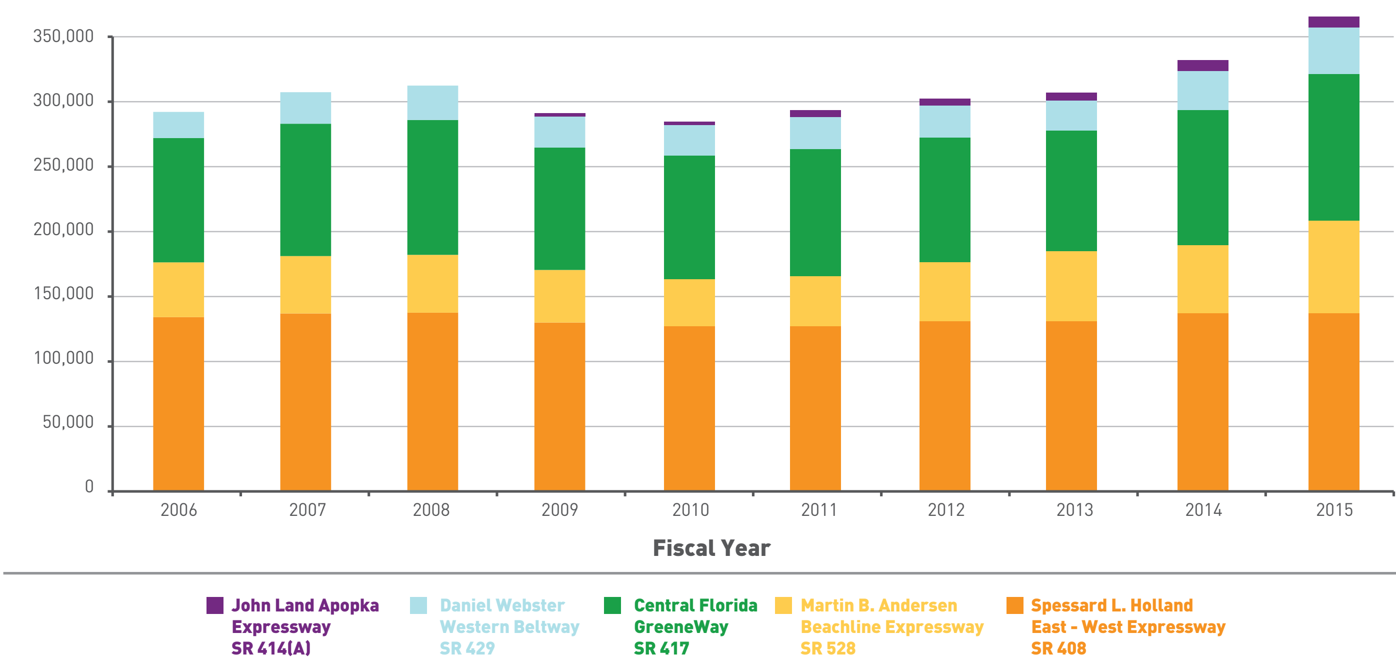
(A) SR 414 opened in February 2009 to electronic traffic and in May 2009 to cash traffic.
(B) Dallas Plaza opened on SR 528 in March 2012. Fiscal year 2013 was the first full year of toll transactions at this plaza.

Source: Central Florida Expressway Authority Statistical Report, Central Florida Expressway Authority UTN Allowance Report

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Toll Transactions By Roadway

(In Thousands)



Revenue Capacity

Breakdown of Toll Revenue | July 1, 2005 through June 30, 2015

Shown in Thousands ($000's)

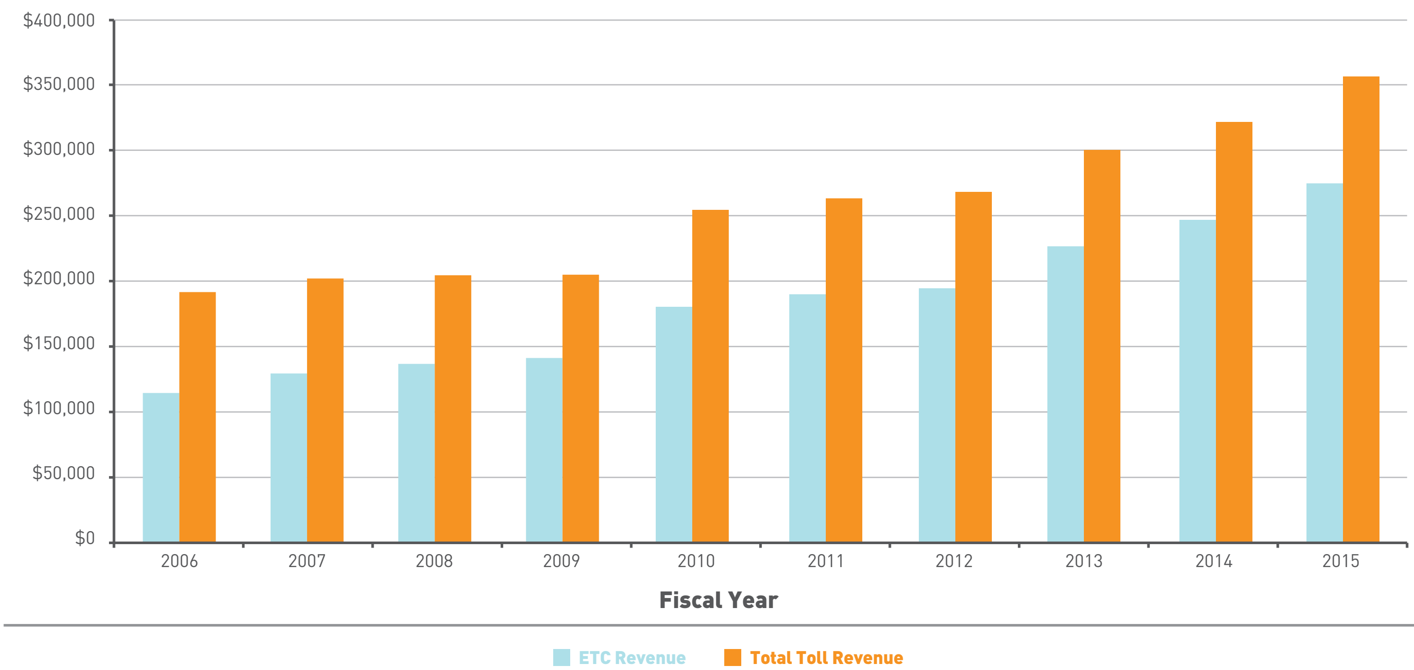
Fiscal Year	ETC Revenue	Total Toll Revenue	% ETC Revenue
2006	$ 115,624	$ 193,055	59.89%
2007	130,605	203,475	64.19%
2008	137,961	205,947	66.99%
2009	142,482	206,395	69.03%
2010	182,135	253,610	71.82%
2011	190,129	260,012	73.12%
2012	196,228	262,608	74.72%
2013	225,296	298,164	75.56%
2014	245,392	319,133	76.89%
2015	274,097	350,927	78.11%

Source for ETC Revenue: Central Florida Expressway Authority Statistical Report and UTN Allowance Report

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Toll Revenue

(In Thousands of Dollars)



Revenue Capacity

Breakdown of Toll Transactions | July 1, 2005 through June 30, 2015

Shown in Thousands (000's)

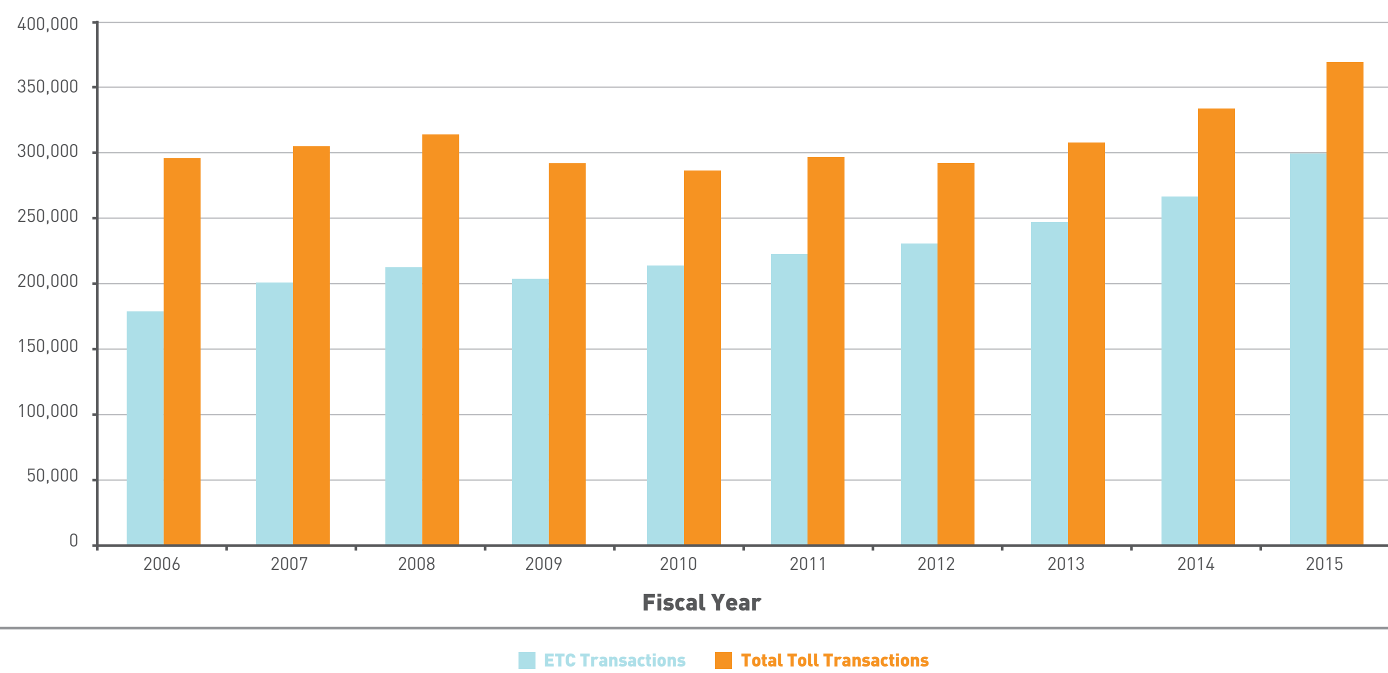
Fiscal Year	ETC Transactions	Total Toll Transactions	% ETC Transactions
2006	181,630	294,422	61.69%
2007	203,957	309,692	65.86%
2008	215,876	314,802	68.58%
2009	206,827	292,524	70.70%
2010	211,215	288,246	73.28%
2011	220,437	295,598	74.57%
2012	229,896	302,441	76.01%
2013	247,191	312,233	79.17%
2014	267,912	333,620	80.30%
2015	298,253	366,424	81.40%

Source for ETC Revenue: Central Florida Expressway Authority Statistical Report and UTN Allowance Report

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Toll Transactions

(In Thousands)



Schedule of Toll Rates (D) as of June 30, 2015

	E-PASS Toll Schedule					Cash Toll Schedule				
Roadway	**2 Axles (A)**	**3 Axles**	**4 Axles**	**5 Axles**	**6 Axles**	**2 Axles (A)**	**3 Axles**	**4 Axles**	**5 Axles**	**6 Axles**
SR 528										
Airport Plaza	$ 1.09	$ 1.64	$ 1.91	$ 2.46	$ 2.46	$ 1.25	$ 1.75	$ 2.00	$ 2.50	$ 2.50
Beachline Main Plaza	0.87	1.71	2.00	2.55	2.55	1.00	1.75	2.00	2.75	2.75
International Corporate Park	0.59	0.59	0.59	0.59	0.59	0.75	0.75	0.75	0.75	0.75
Dallas Boulevard	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Dallas Main Plaza (B)	0.50	0.75	1.00	1.00	1.00	0.50	0.75	1.00	1.00	1.00
SR 408										
Good Homes Road	$ 0.28	$ 0.28	$ 0.28	$ 0.28	$ 0.28	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50
Hiawassee Main Plaza	0.82	1.64	1.91	2.46	2.46	1.00	1.75	2.00	2.50	2.50
Hiawassee Road	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Pine Hills Main Plaza	1.09	1.64	1.91	2.46	2.46	1.25	1.75	2.00	2.50	2.50
Old Winter Garden Road	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
John Young Parkway (SR 423)	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Orange Blossom Trail	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Mills Avenue	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Bumby Avenue	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Conway Road	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Andes/Semoran Blvd	1.09	1.09	1.09	1.09	1.09	1.25	1.25	1.25	1.25	1.25
Conway Main Plaza	1.09	1.64	1.91	2.46	2.46	1.25	1.75	2.00	2.50	2.50
Semoran Boulevard (SR 436)	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Dean Road	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Dean Main Plaza	0.82	1.64	1.91	2.46	2.46	1.00	1.75	2.00	2.50	2.50
Rouse Road	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
SR 417										
John Young Main Plaza	$ 1.37	$ 1.91	$ 2.46	$ 3.00	$ 3.00	$ 1.50	$ 2.00	$ 2.50	$ 3.00	$ 3.00
John Young Parkway (SR 423)	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Orange Blossom Trail	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Landstar Boulevard	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Boggy Creek Main Plaza	1.37	1.91	2.46	3.00	3.00	1.50	2.00	2.50	3.00	3.00
Boggy Creek Road	1.09	1.09	1.09	1.09	1.09	1.25	1.25	1.25	1.25	1.25
Lake Nona Boulevard	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Narcoossee Road	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Moss Park Road	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Innovation Way	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Lee Vista Boulevard	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Curry Ford Main Plaza	0.82	1.64	1.91	2.46	2.46	1.00	1.75	2.00	2.50	2.50
Curry Ford Road (SR 552)	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Colonial Drive (SR 50)	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
University Main Plaza	0.82	1.64	1.91	2.46	2.46	1.00	1.75	2.00	2.50	2.50
University Boulevard	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
SR 429										
Schofield Road (C)	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
New Independence Parkway	$ 0.82	$ 0.82	$ 0.82	$ 0.82	$ 0.82	$ 1.00	$ 1.00	$ 1.00	$ 1.00	$ 1.00
Independence Mainline Plaza	1.37	1.91	2.46	3.00	3.00	1.50	2.00	2.50	3.00	3.00
CR 535	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
SR 438	0.28	0.28	0.28	0.28	0.28	0.50	0.50	0.50	0.50	0.50
West Road	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Forest Lake Main Plaza	1.37	1.91	2.46	3.00	3.00	1.50	2.00	2.50	3.00	3.00
CR 437A	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
SR 414										
Coral Hills Main Plaza	$ 1.09	$ 1.64	$ 2.18	$ 2.73	$ 2.73	$ 1.25	$ 1.75	$ 2.25	$ 2.75	$ 2.75
Keene Road	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Hiawassee Road	0.28	0.28	0.28	0.28	0.28	0.50	0.50	0.50	0.50	0.50
Goldenrod Extension										
Goldenrod Mainline Plaza	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50

Notes:

(A) Includes motorcycles.

(B) The toll listed in the table is what is collected by CFX. The customer at the toll plaza pays an additional $0.26 more for E-PASS transactions and $0.50 more for cash transactions regardless of the number of axles.

(C) Schofield Road was opened in FY 2015.

(D) The CFX Board has the authority to set all toll rates.

Revenue Capacity

Average Toll Rate | July 1, 2005 through June 30, 2015

Fiscal Year	Revenue Before E-PASS Discount ($000's)	Transactions (000's)	Average Toll Rate
2006	$ 199,718	294,422	$ 0.68
2007	210,825	309,692	0.68
2008	213,800	314,802	0.68
2009(A)	213,210	292,524	0.73
2010	262,181	288,246	0.91
2011	269,478	295,598	0.91
2012(B)	272,214	302,441	0.90
2013(C)	308,983	312,233	0.99
2014	330,855	333,620	0.99
2015	364,097	366,424	0.99

(A) Toll rate increase effective April 5, 2009
(B) Dallas Plaza was opened in FY 2012 for toll equity reasons increasing transactions without increasing revenue
(C) Toll rate increase effective July 1, 2012

Debt Capacity

Revenue Bond Coverage | July 1, 2005 through June 30, 2015

Shown in Thousands ($000's) except for ratios

Fiscal Year	Gross Revenues	Interest Revenue	Operations, Maintenance & Administration Expense	Less Advances from the FDOT for Operations and Maintenance	Plus Deposits into Operations, Maintenance & Administration Reserve	Net Operations, Maintenance & Administration Expense	Net Revenues Available for Debt Service	Net Revenues Available for Debt Service Including County Gas Tax Pledge	Total Debt Service	Ratio of Net Revenues	Ratio of Pledged Revenues (A)	
2006	$ 195,400	$ 21,526	$ 51,507	$ (9,844)	$ 487	$ 42,150	$ 174,776	$ 183,576	$ 98,994	1.77	1.85	a
2007	206,680	23,022	52,206	(9,871)	574	42,909	186,793	195,533	100,462	1.86	1.95	b
2008	209,046	25,191	57,803	(8,812)	-	48,991	185,246	193,986	121,664	1.52	1.59	c
2009	208,806	10,697	53,292	(8,340)	-	44,952	174,551	182,760	110,248	1.58	1.66	d
2010	256,047	4,101	52,988	(8,616)	-	44,372	215,776	224,051	119,935	1.80	1.87	e
2011	263,439	5,259	54,565	(7,372)	69	47,262	221,436	229,710	132,998	1.66	1.73	f
2012	266,642	4,311	53,373	(2,494)	118	50,997	219,956	228,179	145,679	1.51	1.57	f
2013	303,647	2,162	55,839	(2,771)	367	53,435	252,374	260,708	131,957	1.91	1.98	g
2014	325,604	1,594	57,642	(8,507)	303	49,438	277,760	286,094	139,498	1.99	2.05	h
2015	359,185	1,970	60,292	(8,663)	1,295	52,924	308,231	317,319	140,047	2.20	2.27	i

(A) These calculations apply to the 1990 and 1998 Series bonds, which are covered by revenues for Orange County's gas tax pledge.

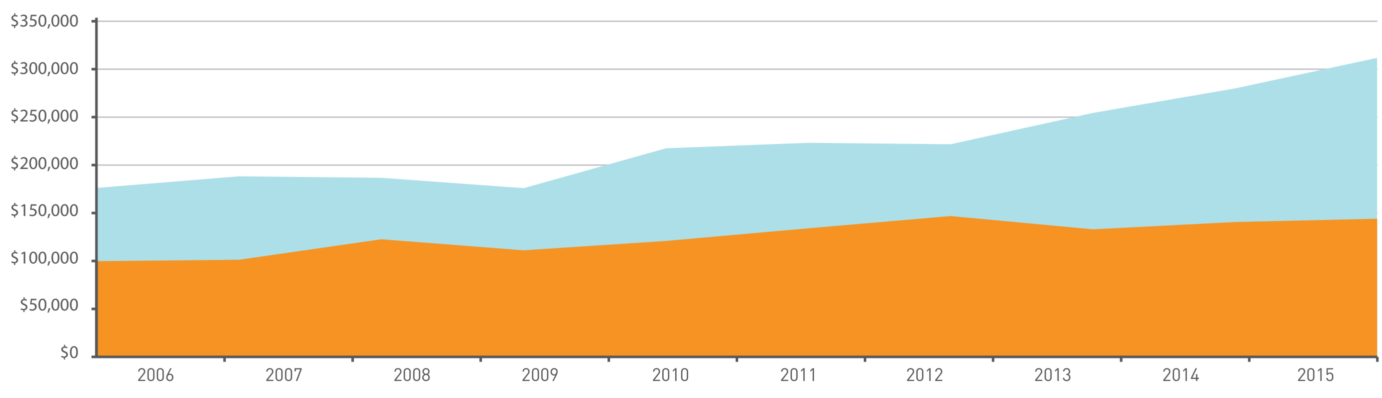
Note A: Gross revenues does not include investment income or any costs of Goldenrod Road.

Note B: Revenues and expenses are presented on this schedule in accordance with accounting principles generally accepted in the United States of America. Certain amounts included on the Statement of Revenues, Expenses, and Changes in Net Position are not part of net revenues, as defined, and are therefore excluded from this schedule.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Revenue Bond Coverage
Net Revenue and Debt Service Cost

(In Thousands of Dollars)



Notes:

a: Includes Series 1990, 1998, 2003A, 2003B, 2003C, 2003D, 2005A, 2005B, 2005C, 2005D and 2005E
b: Includes Series 1990, 1998, 2003A, 2003B, 2003C, 2003D, 2005A, 2005B, 2005C, 2005D, 2005E and 2007A
c: Includes Series 1990, 1998, 2003A, 2003B, 2003C, 2003D, 2005A, 2005B, 2005C, 2005D, 2005E, 2007A and 2008B
d: Includes Series 1990, 1998, 2003A, 2003B, 2003C, 2003D, 2007A and 2008B
e: Includes Series 1990, 1998, 2003A, 2003B, 2003C, 2003D, 2007A, 2008B, 2010A and 2010B
f: Includes Series 1990, 2003A, 2003B, 2003C, 2003D, 2007A, 2008B, 2010A, 2010B and 2010C
g: Includes Series 1990, 2003A, 2003B, 2003C, 2003D, 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A and 2013B
h: Includes Series 1990, 2003D, 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A, 2013B and 2013C
i: Includes Series 1990, 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A, 2013B and 2013C

Debt Capacity

Ratio of Outstanding Debt by Type | July 1, 2005 through June 30, 2015

Shown in Thousands ($000's)

Fiscal Year	Revenue Bonds	State Infrastructure Bank Loan	Toll Facilities Revolving Trust Fund Loan	Total Debt Amount	Total Toll Transactions	Debt Per Transaction (B)	Total Center Line Miles (B)	Debt Per Center Line Mile
2006	$ 1,745,539	$ 13,110	$ 3,577	$ 1,762,226	294,422	$ 5.99	100	$ 17,622
2007	2,164,954	20,594	2,513	2,188,061	309,692	7.07	100	21,881
2008	2,133,728	27,728	1,449	2,162,905	314,802	6.87	100	21,629
2009	2,082,023	34,860	384	2,117,267	292,524	7.24	105	20,164
2010	2,419,072	34,854	-	2,453,926	288,246	8.51	105	23,371
2011	2,679,537	34,847	-	2,714,384	295,598	9.18	105	25,851
2012(A)	2,698,243	29,818	-	2,728,061	302,441	9.02	105	25,982
2013	2,682,857	24,765	-	2,707,622	312,233	8.67	109	24,841
2014	2,674,605	14,665	-	2,689,270	333,620	8.06	109	24,672
2015	2,648,903	4 ,565	-	2,653,468	366,424	7.24	109	24,344

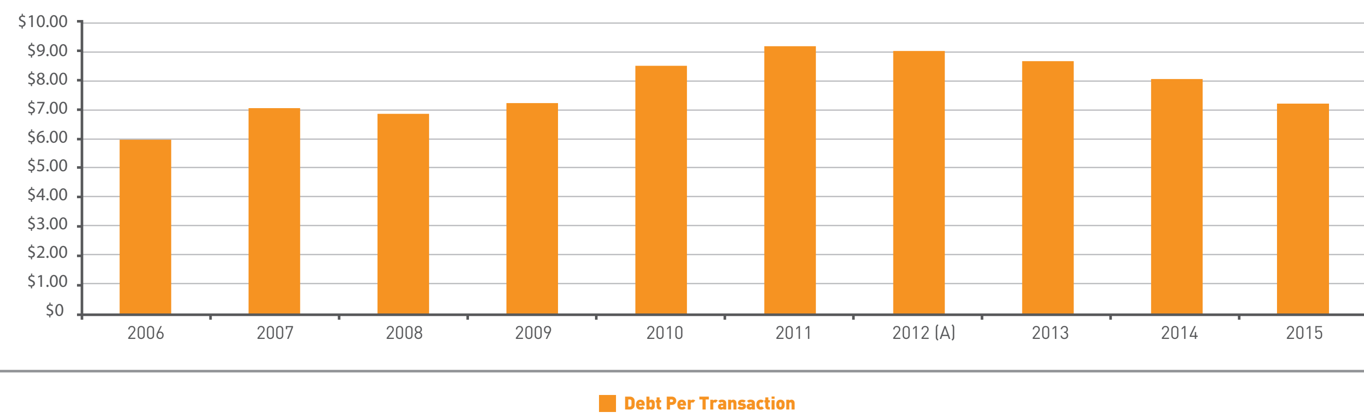
(A) In fiscal year 2013, CFX implemented GASB No. 63, Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position and GASB No. 65, Items Previously Reported as Assets and Liabilities. As a result, Revenue Bonds was restated in fiscal year 2012.

(B) Not shown in thousands.

Note: This chart includes only debt used to finance capital system projects.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

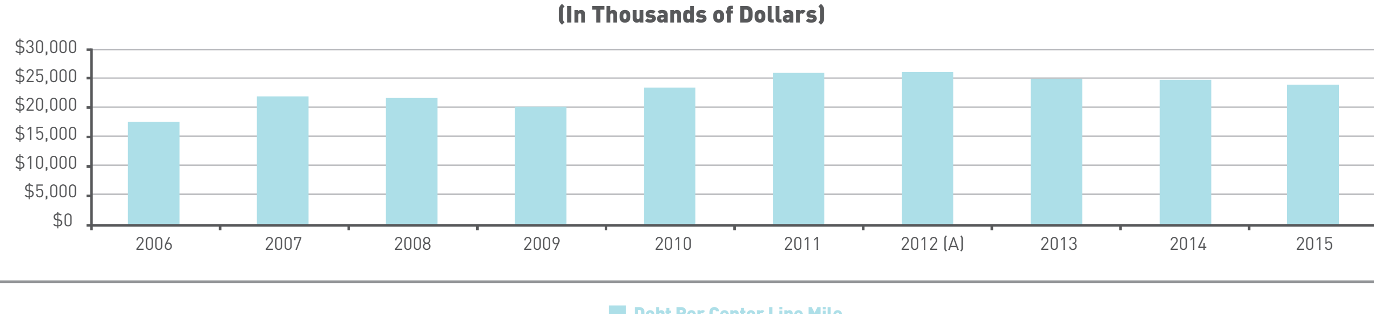
Debt Per Toll Transaction



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Debt Per Center Line Mile

(In Thousands of Dollars)



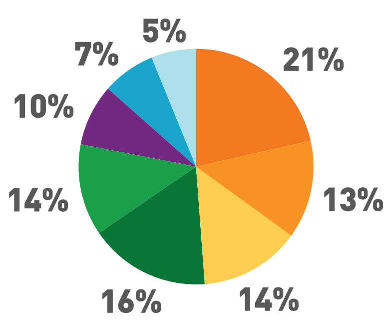
Demographic and Economic Information

Orlando MSA Population (by Age Group) | Calendar Year 2005 through 2014

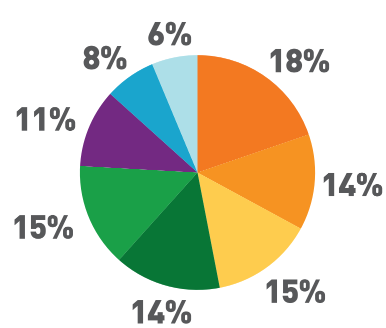
Age Range	2005 Population	2006 Population	2007 Population	2008 Population	2009 Population	2010 Population	2011 Population	2012 Population	2013 Population	2014 Population
0-4	133,756	136,683	142,698	142,237	142,789	131,577	132,248	132,129	135,005	135,577
5-9	131,513	129,007	130,800	132,799	136,238	135,406	136,388	143,630	130,735	146,378
10-14	131,196	128,399	132,756	130,648	132,991	142,120	143,371	142,366	157,422	146,721
15-19	127,521	134,537	135,854	137,243	138,232	157,910	151,582	152,594	154,151	157,738
20-24	126,681	132,697	133,148	133,584	140,399	168,215	174,423	181,885	174,354	173,165
25-34	265,734	283,708	289,069	288,391	315,449	296,138	305,960	314,987	328,658	342,173
35-44	296,348	307,486	305,188	301,372	291,857	298,117	298,065	303,639	308,931	315,067
45-54	266,695	277,719	286,599	292,857	291,005	307,996	310,270	312,322	315,655	318,189
55-59	110,830	118,538	117,973	119,717	115,542	124,636	129,422	135,793	142,454	140,974
60-64	83,316	86,951	97,438	102,193	98,598	109,219	115,323	116,712	118,291	125,041
65-74	130,710	131,305	136,849	144,252	141,640	146,369	152,743	164,091	176,227	186,093
75-84	80,398	88,601	90,437	93,006	96,664	84,858	86,872	86,849	88,563	93,365
85+	21,480	29,444	33,687	36,275	41,017	31,850	34,693	36,677	37,401	40,937
Total	**1,906,178**	**1,985,075**	**2,032,496**	**2,054,574**	**2,082,421**	**2,134,411**	**2,171,360**	**2,223,674**	**2,267,847**	**2,321,418**

(A) Source: U.S. Census Bureau (www.census.gov)
(B) Orlando MSA includes Lake, Orange, Osceola, and Seminole Counties

2005
ORLANDO MSA POPULATION BY PERCENTAGE



2014
ORLANDO MSA POPULATION BY PERCENTAGE



AGES: 0-14 | 15-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75+

Demographic and Economic Information

Orlando-Kissimmee MSA (A) Employment by Industry Sector | Calendar Year 2005 through 2014

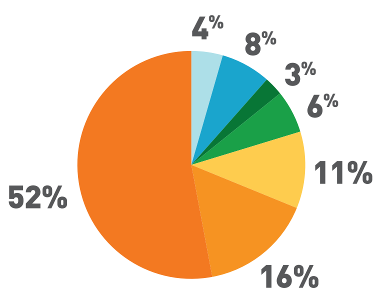
Number of Employees in Thousands (000's)

Sector	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Manufacturing	44.6	43.9	43.2	43.1	38.3	38.0	38.2	38.0	38.1	40.3
Construction	79.5	86.7	80.3	72.6	54.7	48.0	43.6	45.7	50.9	58.7
Transportation	28.0	29.7	32.2	33.1	30.2	30.0	30.0	31.0	31.2	35.0
Finance	63.7	66.3	67.7	67.1	63.1	63.0	64.6	66.9	69.6	72.6
Government	110.5	114.5	117.9	118.0	117.0	116.0	115.9	116.1	117.1	120.1
Retail	164.8	168.8	170.6	168.0	155.8	154.0	159.6	166.6	172.5	190.1
Service	544.8	567.5	587.4	576.8	550.6	553.0	559.1	576.0	585.6	628.4
Total	**1035.9**	**1077.4**	**1099.3**	**1078.7**	**1,009.7**	**1,002.0**	**1,011.0**	**1,040.3**	**1,065.0**	**1,145.2**

Source: Florida Research and Economic Database (www.fred.labormarketinfo.com)
Note: (A) Orlando MSA includes Lake, Orange, Osceola and Seminole Counties Annual current employment statistics data for Orlando-Kissimmee MSA, not seasonally adjusted.

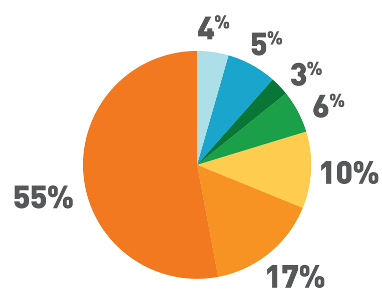
2005

ORLANDO MSA EMPLOYEES BY PERCENTAGE



2014

ORLANDO MSA EMPLOYEES BY PERCENTAGE



Sectors: Service | Retail | Government | Finance | Manufacturing | Construction | Transportation

Demographic and Economic Information

Orlando MSA (C) Principal Employers | Current Period and Nine Years Ago

Employer	Type of Business	2014 (A) Number of Employees	2014 (A) Rank	2014 (A) Percentage of Total MSA Employment	2005 (B) Number of Employees	2005 (B) Rank	2005 (B) Percentage of Total MSA Employment
Walt Disney World Co.	Entertainment	70,000	1	6.14%	57,000	1	5.82%
Orange County Public Schools	Government	22,347	2	1.96%	24,063	2	2.46%
Universal Orlando Resort	Service	19,000	3	1.67%	13,000	4	1.33%
Adventist Health System/ Florida Hospital	Healthcare	18,668	4	1.64%	14,667	3	1.50%
Orlando International Airport	Government	18,000	5	1.58%	N/A	N/A	N/A
University of Central Florida	Education	10,854	6	0.95%	8,946	7	0.91%
Orange County Government	Government	10,416	7	0.91%	10,747	6	1.10%
Lockheed Martin	Service	7,000	8	0.61%	7,300	9	0.75%
Darden Restaurants, Inc.	Service	6,419	9	0.56%	N/A	N/A	N/A
Consulate Health Care	Healthcare	5,000	10	0.44%	N/A	N/A	N/A
Orlando Health	Healthcare	N/A	N/A	N/A	12,000	5	1.23%
Westgate Resort	Service	N/A	N/A	N/A	8,300	8	0.85%
Siemens	Service	N/A	N/A	N/A	4,200	10	0.43%
Other Employers	Various	952,461		83.54%	818,984		83.64%
Total		**1,140,165**		**100.00%**	**979,207**		**100.00%**

Source: (A) Orlando Business Journal: 2014 Book of Lists, Central Florida, Florida Research and Economic Information Database Application
(B) Orlando Business Journal: 2005 Book of Lists, Central Florida, Florida Research and Economic Information Database Application
Note: (C) Orlando MSA includes Lake, Orange, Osceola, and Seminole Counties

Demographic and Economic Statistics | Calendar Year 2005 through 2014

Calendar Year	Personal Income (in thousands)	Per Capita Personal Income	Unemployment Rate
2005	61,756,568	30,445	3.6%
2006	66,129,379	31,719	3.2%
2007	70,046,804	34,529	3.8%
2008	73,611,612	35,717	5.9%
2009	73,465,904	35,279	10.5%
2010	73,534,692	34,368	11.4%
2011	77,159,476	35,535	10.4%
2012	80,968,983	36,412	8.4%
2013	83,891,688	36,992	6.9%
2014	N/A	N/A	5.9%

Source: Florida Research and Economic Database
Note: Statistical information is for Orlando-Kissimmee-Sanford MSA which includes Lake, Orange, Osceola and Seminole Counties
N/A = Statistical information is not available.

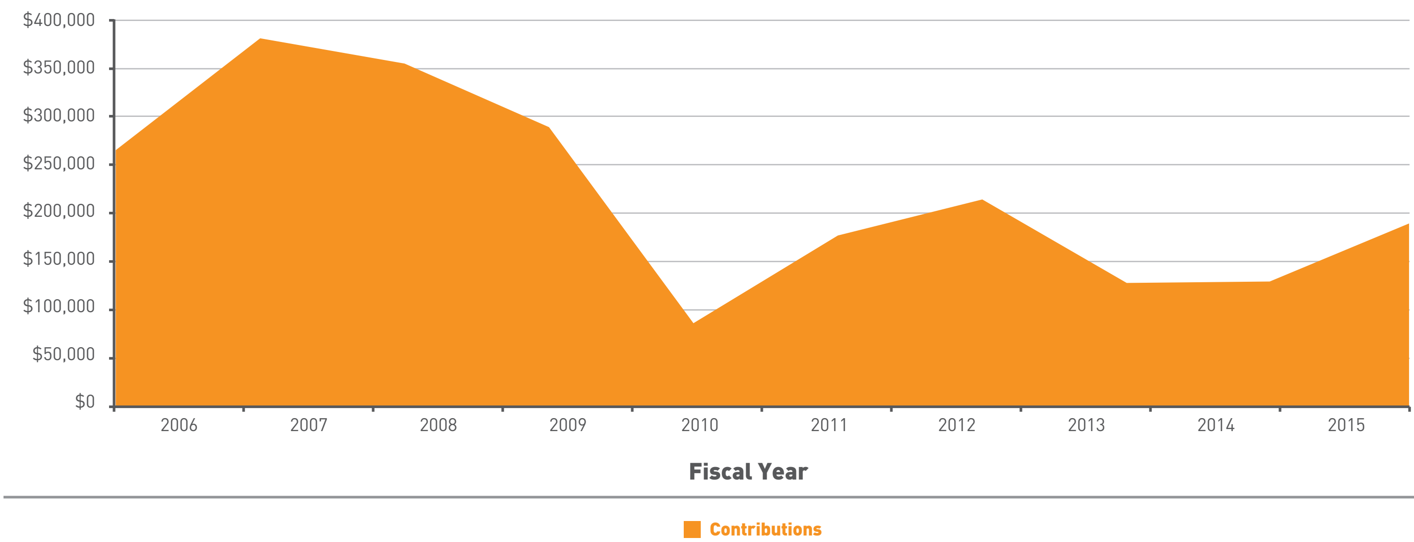
Contribution to Capital Assets | Fiscal Year 2006 through 2015
Shown in Thousands ($000's)

Fiscal Year	Beginning Balance	Contributions	Disposals	Depreciation	Ending Balance
2006	1,786,629	259,381	(1,968)	(8,209)	2,035,833
2007	2,035,833	372,931	(1,232)	(10,106)	2,397,426
2008	2,397,426	347,285	(8,883)	(12,330)	2,723,498
2009	2,723,498	282,741	(10,484)	(14,812)	2,980,943
2010	2,980,943	83,735	(759)	(17,242)	3,046,677
2011	3,046,677	172,759	(540)	(16,842)	3,202,054
2012	3,202,054	209,353	(25,243)	(15,718)	3,370,446
2013	3,370,446	124,603	(447)	(16,273)	3,478,329
2014	3,478,329	128,069	(1,906)	(16,762)	3,587,730
2015	3,587,730	186,451	(3,825)	(15,605)	3,754,751
Total		**$ 2,167,308**	**$ (55,287)**	**$ (143,899)**	

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Investment in Infrastructure By Year

(In Thousands of Dollars)



Roadway and Facility Statistics | June 30, 2006 through June 30, 2015

Existing CFX Components/Roadways (Mainline Miles)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
SR 408	22	22	22	22	22	22	22	22	22	22
SR 528	23	23	23	23	23	23	23	23	23	23
SR 417	33	33	33	33	33	33	33	33	33	33
SR 429	22	22	22	22	22	22	22	23	23	23
SR 414 (A)	-	-	-	5	5	5	5	6	6	6
SR 451 (B)	-	-	-	-	-	-	-	2	2	2

Facilities

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Centerline Miles	100	100	100	105	105	105	105	109	109	109
Mainline Toll Plazas	12	12	12	13	13	13	14	14	14	14
Ramp Toll Plazas	47	53	53	58	62	62	62	64	64	66
Interchanges	52	53	53	57	59	59	57	60	60	63
Total Toll Lanes	237	249	249	274	282	282	297	301	301	305
Bridges, Structures, & Appurtenances	256	256	256	274	274	274	282	291	291	295

(A) SR 414 was opened in May 2009.
(B) SR 451 was formerly a portion of SR 429 and was re-designated SR 451 in January 2013.

Source: Central Florida Expressway Authority Engineer's Annual Inspection Report

Operating Information

E-PASS Accounts and Transponders | June 30, 2006 through June 30, 2015

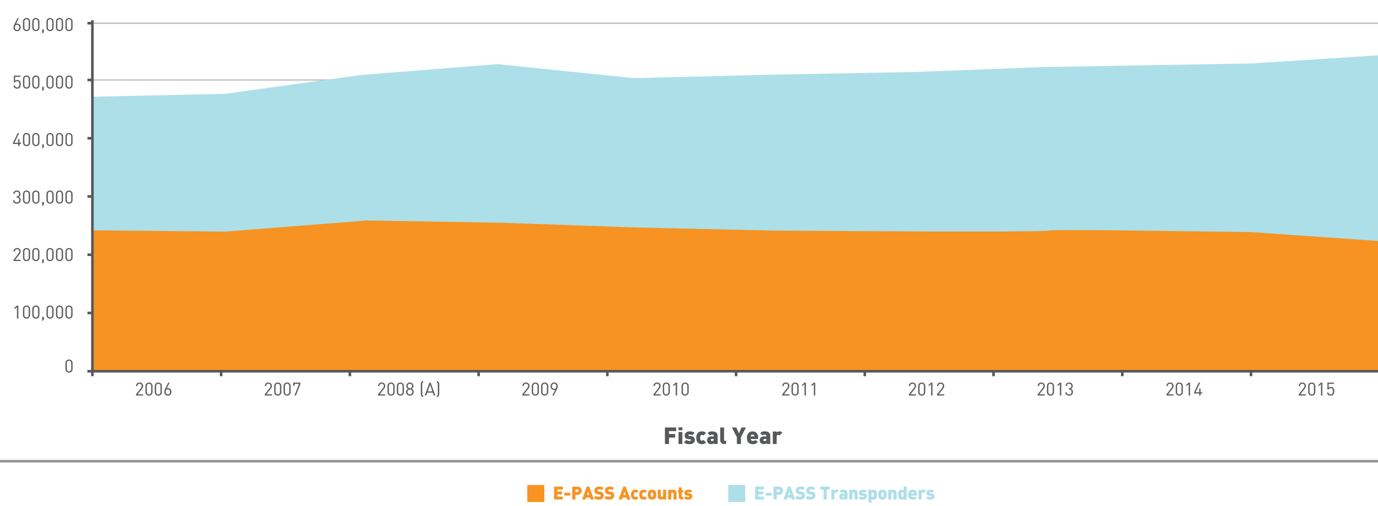
Fiscal Year	E-PASS Accounts	E-PASS Transponders
2006	288,852	466,462
2007	289,351	478,477
2008(A)	307,188	507,816
2009	302,830	519,627
2010	294,285	512,170
2011	291,208	513,553
2012	289,681	519,505
2013	291,368	529,898
2014	287,400	532,332
2015	284,793	539,741

(A) Fiscal Year 2008 includes 13,286 O-PASS accounts and 20,060 O-PASS transponders that the Central Florida Expressway Authority took over the administration of on April 4, 2008.

Source: Central Florida Expressway Authority Toll Collection Database

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

E-PASS Accounts and Transponders



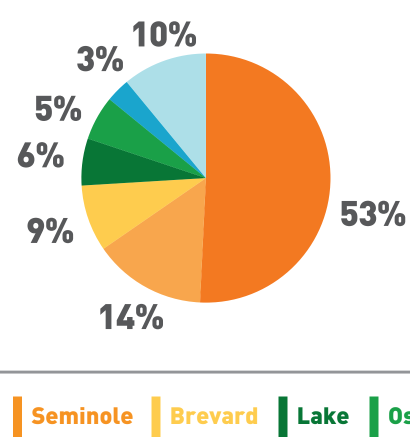
Distribution of E-PASS Accounts by County | As of June 30, 2015

County	Accounts
Orange	149,344
Seminole	39,653
Brevard	25,438
Lake	17,092
Osceola	14,608
Volusia	9,558
Other	29,100
Total	**284,793**

Source: Central Florida Expressway Authority Toll Collection Database

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Percentage of E-PASS Accounts by County



Operating Information

Number of Employees by Identifiable Activity | Last 10 Fiscal Years

	Full-Time-Equivalent Employees as of June 30,									
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Operations:										
Toll Operations (A)	3	3	3	3	3	3	3	4	4	4
Information Technology	11	11	13	14	14	14	13	13	12	14
Maintenance:										
Maintenance Administration	1	1	2	6	6	6	6	5	5	5
Expressway Ops	1	1	1	1	1	1	2	2	2	2
Administration:										
Executive	7.5	6.5	4	4	4	5	5	5	4	4
Legal (B)	0	1	2	2	2	3	3	2	2	3
Accounting	10	9	12	12	12	12	12	10	11	11
Procurement (C)	4	4	5	5	5	5.4	5.1	6	6	6
Human Resources	0.8	0.8	1	1	1	1	1	1	1	1
Supplier Diversity (D)	1.2	1.2	1	1	1	1	1	1	1	1
Communications (E)	1.5	1.5	2	3	3	3	3	3	3	3
Construction Administration (F)	1.5	1.5	2	3	3	3	3	3	3	3
Internal Audit (G)	0	0	1	0	0	0	0	0	0	0
Plans Production (H)	0	0	1	1	1	1	1	2	2	2
Total Employees	**42.5**	**41.5**	**50**	**56**	**56**	**58.4**	**58.1**	**57**	**56**	**59**

(A) Changed name from Headquarters to Toll Operations in FY 2010.

(B) Legal was established in FY 2007.

(C) Changed name from Purchasing & Contracts to Procurement in FY 2009.

(D) Changed name from Business Development to Supplier Diversity in FY 2015.

(E) Changed name from Marketing & Communications to Communications in FY 2013.

(F) Construction Administration was established in FY 2006. It was previously budgeted with Executive.

(G) Internal Audit was established in FY 2008.

(H) Plans Production was established in FY 2008.

Source: Central Florida Expressway Authority Payroll Registers

OTHER REPORTS 2015

INDEPENDENT AUDITOR'S REPORT

Internal control over financial reporting and on compliance and other matters based on audit of financial statements performed in accordance with *government auditing standards*

MOORE STEPHENS LOVELACE CPAs & ADVISORS

To the Members of the Central Florida Expressway Authority
Orlando, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the basic financial statements, as listed in the table of contents, of Central Florida Expressway Authority (CFX) as of and for the year ended June 30, 2015, and have issued our report thereon dated November 12, 2015.

Internal Control over Financial Reporting
In planning and performing our audit of the financial statements, we considered CFX's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of CFX's internal control. Accordingly, we do not express an opinion on the effectiveness of CFX's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters
As part of obtaining reasonable assurance about whether CFX's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

We noted certain other matters that we reported to management in a separate letter dated November 12, 2015.

Purpose of this Report
The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of CFX's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering CFX's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Moore Stephens Lovelace, P.A

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida
November 12, 2015

INDEPENDENT AUDITOR'S REPORT
on compliance with bond covenants

MSL MOORE STEPHENS LOVELACE CPAs & ADVISORS

To the Members of the Central Florida Expressway Authority
Orlando, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States, the basic financial statements, as listed in the table of contents, of the Central Florida Expressway Authority (CFX) as of and for the year ended June 30, 2015, and have issued our report thereon dated November 12, 2015.

Other Matter

In connection with our audit, nothing came to our attention that caused us to believe that CFX failed to comply with the terms, covenants, provisions, or conditions of Sections 5.2, 5.5 to 5.7, 5.9, 5.10, 5.12, and 5.17, inclusive, of the Amended and Restated Master Bond Resolution dated February 3, 2003, insofar as they relate to accounting matters. However, our audit was not directed primarily toward obtaining knowledge of such noncompliance. Accordingly, had we performed additional procedures, other matters may have come to our attention regarding CFX's noncompliance with the above-referenced terms, covenants, provisions, or conditions of the Amended and Restated Master Bond Resolution, insofar as they relate to accounting matters.

Restricted Use Relating to the Other Matter

This communication related to compliance with the aforementioned Amended and Restated Master Bond Resolution report is intended solely for the information and use of CFX members, management, and the bondholders and is not intended to be, and should not be, used by anyone other than these specified parties.

Moore Stephens Lovelace, P.A

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida
November 12, 2015

INDEPENDENT ACCOUNTANT'S REPORT

MOORE STEPHENS LOVELACE CPAs & ADVISORS

To the Members of the Central Florida Expressway Authority
Orlando, Florida

We have examined the compliance of the Central Florida Expressway Authority (CFX) with the requirements of Section 218.415, Florida Statutes, during the fiscal year ended June 30, 2015. Management is responsible for CFX's compliance with those requirements. Our responsibility is to express an opinion on CFX's compliance based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants and, accordingly, included examining, on a test basis, evidence about CFX's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our examination provides a reasonable basis for our opinion. Our examination does not provide a legal determination on CFX's compliance with specified requirements.

In our opinion, CFX complied, in all material respects, with the aforementioned requirements for the fiscal year ended June 30, 2015.

Moore Stephens Lovelace, P.A

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida
November 12, 2015

MANAGEMENT LETTER

MOORE STEPHENS LOVELACE CPAs & ADVISORS

To the Members of the Central Florida Expressway Authority
Orlando, Florida

Report on the Financial Statements

We have audited the financial statements of Central Florida Expressway Authority (CFX) as of and for the fiscal year ended June 30, 2015, and have issued our report thereon dated November 12, 2015.

Auditor's Responsibility

We conducted our audit in accordance with auditing standards generally accepted in United States of America; the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States of America and Chapter 10.550, *Rules of the Florida Auditor General*.

Other Reports

We have issued our Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Governmental Auditing Standards*; Independent Auditor's Report on Compliance with Bond Covenants; and Independent Accountant's Report on an examination conducted in accordance with *AICPA Professional Standards,* Section 601, regarding compliance requirements in accordance with Chapter 10.550, *Rules of the Auditor General*. Disclosures in those reports, which are dated November 12, 2015, should be considered in conjunction with this management letter.

Prior Audit Findings

Section 10.554(1)(i)1., *Rules of the Auditor General*, requires that we determine whether or not corrective actions have been taken to address findings and recommendations made in the preceding annual financial audit report. There were no findings or recommendations made in the preceding annual financial report.

Official Title and Legal Authority

Section 10.554(1)(i)4., *Rules of the Auditor General*, requires that the name or official title and legal authority for the primary government and each component unit of the reporting entity be disclosed in this management letter, unless disclosed in the notes to the financial statements. The legal authority is disclosed in the notes to the financial statements.

Financial Condition

Section 10.554(1)(i)5.a. and 10.556(7), *Rules of the Auditor General*, require that we apply appropriate procedures and report the results of our determination as to whether or not CFX has met one or more of the conditions described in Section 218.503(1), Florida Statutes, and identification of the specific condition(s) met. In connection with our audit, we determined that CFX did not meet any of the conditions described in Section 218.503(1), Florida Statutes.

Pursuant to Sections 10.554(1)(i)5.c. and 10.556(8), *Rules of the Auditor General*, we applied financial condition assessment procedures. It is management's responsibility to monitor CFX's financial condition, and our financial condition assessment was based, in part, on representations made by management and the review of financial information provided by same.

MSL MOORE STEPHENS LOVELACE CPAs & ADVISORS

Annual Financial Report

Section 10.554(1)(i)5.b. and 10.556(7), *Rules of the Auditor General*, require that we apply appropriate procedures and report the results of our determination as to whether the annual financial report for CFX for the fiscal year ended June 30, 2015, filed with the Florida Department of Financial Services pursuant to Section 218.32(1)(a), Florida Statutes, is in agreement with the annual financial audit report for the fiscal year ended June 30, 2015. In connection with our audit, we determined that these two reports were in agreement.

Special District Component Units

Section 10.554(1)(i)5.d., *Rules of the Auditor General*, requires that we determine whether or not a special district that is a component unit of a county, municipality, or special district, provided the financial information necessary for proper reporting of the component unit, within the audited financial statements of the county, municipality, or special district in accordance with Section 218.39(3)(b), Florida Statutes. There were no special district component units that were required to provide financial information to CFX for the fiscal year ended June 30, 2015.

Other Matters

Section 10.554(1)(i)2., *Rules of the Auditor General*, requires that we address in the management letter any recommendations to improve financial management. In connection with our audit, we did not have any such recommendations.

Section 10.554(1)(i)3., *Rules of the Auditor General*, requires that we address noncompliance with provisions of contracts or grant agreements, or abuse, that have occurred, or are likely to have occurred, that have an effect on the financial statements that is less than material but which warrants the attention of those charged with governance. In connection with our audit, we did not have any such findings.

Purpose of this Letter

Our management letter is intended solely for the information and use of the Legislative Auditing Committee, members of the Florida Senate and the Florida House of Representatives, the Florida Auditor General, federal and other granting agencies, the members of CFX's Board, and applicable management, and is not intended to be, and should not be, used by anyone other than these specified parties.

Moore Stephens Lovelace, P.A

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida
November 12, 2015

SUPPLEMENT 2015

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Continuing Disclosure

SUPPLEMENT

Concerning certain operating data and financial information of the Central Florida Expressway Authority

The following Continuing Disclosure Supplement is being included as part of the Comprehensive Annual Financial Report of Central Florida Expressway Authority (CFX) for the fiscal year ended June 30, 2015 to provide the following data and financial information which CFX is required to file as part of its annual disclosure filing pursuant to its continuing disclosure obligations related to its various outstanding revenue bonds:

Existing System Toll Structure

Existing System Toll Structure (1)

	E-PASS Toll Schedule					Cash Toll Schedule				
Roadway	**2 Axles (2)**	**3 Axles**	**4 Axles**	**5 Axles**	**6 Axles**	**2 Axles (2)**	**3 Axles**	**4 Axles**	**5 Axles**	**6 Axles**
Beachline Expressway (SR 528)										
Airport Plaza	$ 1.09	$ 1.64	$ 1.91	$ 2.46	$ 2.46	$ 1.25	$ 1.75	$ 2.00	$ 2.50	$ 2.50
Beachline Main Plaza	0.87	1.71	2.00	2.55	2.55	1.00	1.75	2.00	2.75	2.75
International Corporate Park	0.59	0.59	0.59	0.59	0.59	0.75	0.75	0.75	0.75	0.75
Dallas Blvd.	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Dallas Main Plaza (3)	0.50	0.75	1.00	1.00	1.00	0.50	0.75	1.00	1.00	1.00
East-West Expressway (SR 408)										
Good Homes Road	$ 0.28	$ 0.28	$ 0.28	$ 0.28	$ 0.28	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50
Hiawassee Main Plaza	0.82	1.64	1.91	2.46	2.46	1.00	1.75	2.00	2.50	2.50
Hiawassee Road	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Pine Hills Main Plaza	1.09	1.64	1.91	2.46	2.46	1.25	1.75	2.00	2.50	2.50
Old Winter Garden Road	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
John Young Parkway (SR 423)	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Orange Blossom Trail	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Mills Avenue	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Bumby Avenue	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Conway Road	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Andes/Semoran Blvd	1.09	1.09	1.09	1.09	1.09	1.25	1.25	1.25	1.25	1.25
Conway Main Plaza	1.09	1.64	1.91	2.46	2.46	1.25	1.75	2.00	2.50	2.50
Semoran Boulevard (SR 436)	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Dean Road	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Dean Main Plaza	0.82	1.64	1.91	2.46	2.46	1.00	1.75	2.00	2.50	2.50
Rouse Road	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Central Florida Greeneway (SR 417)										
John Young Main Plaza	$ 1.37	$ 1.91	$ 2.46	$ 3.00	$ 3.00	$ 1.50	$ 2.00	$ 2.50	$ 3.00	$ 3.00
John Young Parkway (SR 423)	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Orange Blossom Trail	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Landstar Boulevard	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Boggy Creek Main Plaza	1.37	1.91	2.46	3.00	3.00	1.50	2.00	2.50	3.00	3.00
Boggy Creek Road	1.09	1.09	1.09	1.09	1.09	1.25	1.25	1.25	1.25	1.25
Lake Nona Boulevard	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Narcoossee Road	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Moss Park Road	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Innovation Way	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Lee Vista Boulevard	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Curry Ford Main Plaza	0.82	1.64	1.91	2.46	2.46	1.00	1.75	2.00	2.50	2.50
Curry Ford Road (SR 552)	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Colonial Drive (SR 50)	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
University Main Plaza	0.82	1.64	1.91	2.46	2.46	1.00	1.75	2.00	2.50	2.50
University Boulevard	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Western Expressway (SR 429)										
Schofield Road	$ 0.55	$ 0.55	$ 0.55	$ 0.55	$ 0.55	$ 0.75	$ 0.75	$ 0.75	$ 0.75	$ 0.75
New Independence Parkway	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Independence Mainline Plaza	1.37	1.91	2.46	3.00	3.00	1.50	2.00	2.50	3.00	3.00
CR 535	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
SR 438	0.28	0.28	0.28	0.28	0.28	0.50	0.50	0.50	0.50	0.50
West Road	0.82	0.82	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00
Forest Lake Main Plaza	1.37	1.91	2.46	3.00	3.00	1.50	2.00	2.50	3.00	3.00
CR 437A	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
John Land Apopka Expressway (SR 414)										
Coral Hills Main Plaza	$ 1.09	$ 1.64	$ 2.18	$ 2.73	$ 2.73	$ 1.25	$ 1.75	$ 2.25	$ 2.75	$ 2.75
Keene Road	0.55	0.55	0.55	0.55	0.55	0.75	0.75	0.75	0.75	0.75
Hiawassee Road	0.28	0.28	0.28	0.28	0.28	0.50	0.50	0.50	0.50	0.50

Notes:
(1) The CFX Board has the authority to set all toll rates.
(2) Includes motorcycles.
(3) The toll listed for this plaza is what is collected by CFX. In addition to this toll, the customer also pays $0.26 for transponder transactions or $0.50 more for cash transactions regardless of the number of axles, which additional toll is allocated to the Florida Department of Transportation, and, therefore, is not listed in this table.

Historical Total System Toll Revenues

Historical Total System Toll Revenues (1)
in Thousands ($000's)

Fiscal Year		SR 408	SR 528	SR 417	SR 429	SR 414(2)	Less E-PASS Discount(3)	Total System Toll Revenues Less E-PASS Discount
2006		$ 85,113	$ 38,458	$ 62,598	$ 13,549	N/A	$ 6,663	$ 193,055
2007		86,503	40,086	66,836	17,400	N/A	7,350	203,475
2008		86,093	40,167	68,491	19,049	N/A	7,853	205,947
2009	(4)	88,304	38,521	66,859	18,972	$ 554	6,815	206,395
2010	(4) (5)	108,705	46,974	79,558	23,593	4,225	9,445	253,610
2011	(5)	110,020	48,824	80,892	24,562	5,180	9,466	260,012
2012	(5)	110,209	49,376	81,738	25,154	5,737	9,606	262,608
2013	(4) (5)	122,806	55,494	92,993	29,830	7,860	10,819	298,164
2014	(5)	129,425	57,480	100,585	34,022	9,343	11,722	319,133
2015	(5)	138,261	61,977	113,411	39,733	10,715	13,170	350,927

Notes:

(1) The "Total System Toll Revenues" figures only include toll revenues and do not include actual receipts from other non-toll revenue sources, interest revenues nor any revenues or costs associated with the Goldenrod Road Extension.

(2) SR 414 opened in February 2009 to electronic traffic and in May 2009 to cash traffic.

(3) The E-PASS discount is given to any electronic toll collection customer that uses their transponder on any CFX roadway more than 40 times in a calendar month with an additional discount given for more than 80 transactions in a calendar month.

(4) Under the CFX's current toll policy, the first of the scheduled toll increases took effect in Fiscal Year 2009 and the second in Fiscal Year 2013.

(5) "Total System Toll Revenues" include recaptured unpaid toll notices and account adjustments, which adjustments occur throughout the Fiscal Year.

*Numbers may not add due to rounding.

Source: Central Florida Expressway Authority

Historical System Operating, Maintenance and Administrative Expenses

Historical System Operating, Maintenance and Administrative Expenses
in Millions ($000,000's)

Fiscal Year	Operating Expenses (1)	Plus Maintenance Expenses	Plus Administrative Expenses	Less Department Participation	Total Net Expenses (2)
2006	$ 33.3	$ 11.0	$ 7.1	$ 9.8	$ 41.6
2007	33.8	12.5	5.9	9.9	42.3
2008	37.8	14.5	5.6	8.8	49.1
2009	34.3	13.7	5.3	8.3	45.0
2010	34.2	13.6	5.2	8.6	44.4
2011	35.6	13.7	5.3	7.4	47.2
2012	35.4	12.4	5.6	2.5	50.9
2013	36.7	13.6	5.5	2.7	53.1
2014	38.3	14.3	5.1	8.5	49.2
2015	40.3	14.4	5.6	8.7	51.6

Notes:
(1) Does not include depreciation, preservation or expenses listed as "other."
(2) Total sum of Operating Expenses, Maintenance Expenses and Administrative Expenses, less Department Participation.

*Numbers may not add due to rounding.

Source: Central Florida Expressway Authority

Historical Debt Service Ratio
in Thousands ($000's)

Fiscal Year	Operating Revenues (1)	Plus Interest Revenues	Less Operations, Maintenance & Administration Expense	Plus Advances from Department for Operations and Maintenance	Less Deposits into Operations, Maintenance & Administration Reserve	Net Revenues Available for Debt Service	Net Revenues Available for Debt Service Including Supplemental Payments (2)	Total Debt Service	Debt Service Ratio of Net Revenues to Debt Service	Debt Service Ratio of Net Revenues and Supplemental Payments to Debt Service (2)
2006	$ 195,400	$ 21,526	$ 51,507	$ 9,844	$ 487	$ 74,776	$ 183,576	$ 98,994	1.77	1.85
2007	206,680	23,022	52,206	9,871	574	186,793	195,533	100,462	1.86	1.95
2008	209,046	25,191	57,803	8,812	-	185,246	193,986	121,664	1.52	1.59
2009	208,806	10,697	53,292	8,340	-	174,551	182,760	110,248	1.58	1.66
2010	256,047	4,101	52,988	8,616	-	215,776	224,051	119,935	1.80	1.87
2011	263,439	5,259	54,565	7,372	69	221,436	229,710	132,998	1.66	1.73
2012	266,642	4,311	53,373	2,494	118	219,956	228,179	145,679	1.51	1.57
2013	303,647	2,162	55,839	2,771	367	252,374	260,708	131,957	1.91	1.98
2014	325,604	1,594	57,642	8,507	303	277,760	286,325	139,498	1.99	2.05
2015	359,185	1,970	60,292	8,663	1,295	308,231	317,319	140,047	2.20	2.27

Notes:
(1) The "Operating Revenues" figures reflect toll revenues plus actual receipts from other non-toll revenue sources, these figures do not include interest revenues or any revenues or costs associated with the Goldenrod Road Extension.

(2) Since the County Interlocal Agreement Payments are Supplemental Payments pledged only to the Series 1990 Bonds and CFX's Junior Lien Revenue Bonds, Series of 1998 (the "Series 1998 Bonds") and were available to pay debt service only on such Series of Bonds, these calculations only apply to the Series 1990 Bonds and Series 1998 Bonds. The Series 1998 Bonds were refunded by the Series 2010B Bonds on June 30, 2010.

Source: Central Florida Expressway Authority

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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