CUSTOMER FOCUS X

2017 COMPREHENSIVE ANNUAL FINANCIAL REPORT

AN INDEPENDENT SPECIAL DISTRICT OF THE STATE OF FLORIDA | FISCAL YEARS ENDED JUNE 30, 2017 AND 2016

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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AN INDEPENDENT SPECIAL DISTRICT OF THE STATE OF FLORIDA | FISCAL YEARS ENDED JUNE 30, 2017 AND 2016

Prepared by Central Florida Expressway Authority's Financial Office

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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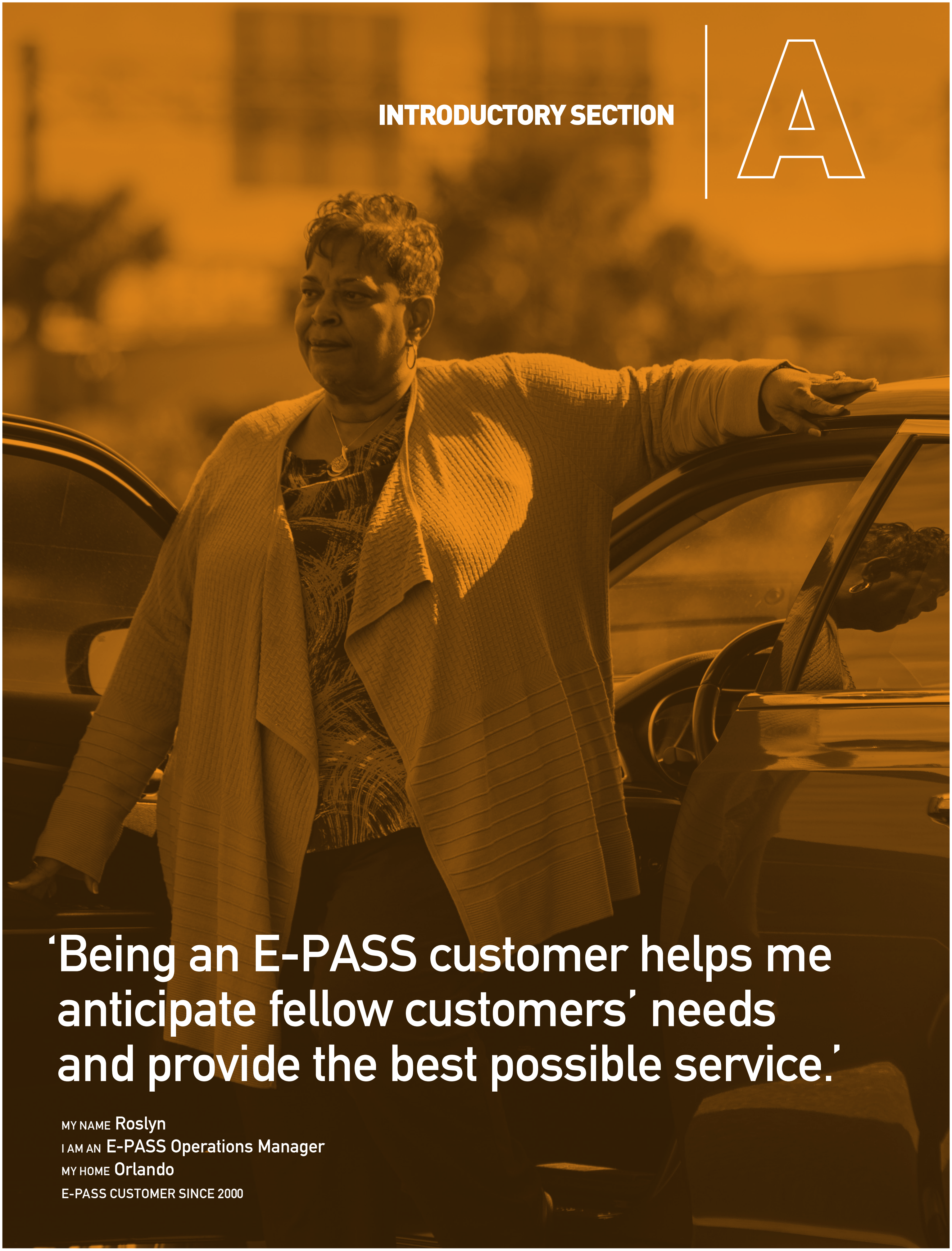
*E-PASS is a registered trademark of the Central Florida Expressway Authority.



INTRODUCTORY SECTION

A

‘Being an E-PASS customer helps me anticipate fellow customers’ needs and provide the best possible service.’

MY NAME Roslyn
I AM AN E-PASS Operations Manager
MY HOME Orlando
E-PASS CUSTOMER SINCE 2000

A

Introductory Section

Vision & Mission Statements

VISION: To provide the region with a world-class, integrated mobility network that drives economic prosperity and quality of life.

MISSION: To build, operate and maintain a mobility network through accountability, fiscally sound practices and a community focus.

4974 ORL Tower Road • Orlando, FL 32807 • T: 407-690-5000 • F: 407-690-5011 • CFXWay.com

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

December 12, 2017

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, 2017, 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 to assist the CFX Board in fulfilling its oversight responsibilities by reviewing the financial information, systems of internal controls and the audit process. In fiscal year 2017 there were six voting members; five were staff members from Orange County, City of Orlando, Lake County, Osceola County and Seminole County, as selected by their respective commissions; and one citizen representative appointed by the CFX Board.

The financial operations of CFX are independently audited on an annual basis. For the fiscal year 2017, 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. As of June 30, 2017, the CFX Board was 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. Effective July 1, 2017 CFX expanded to include Brevard County and added an additional seat to the governance board for the respective county. The Florida Turnpike Enterprise Executive Director serves as a non-voting advisor.

CFX owned and operated 109 centerline miles of roadway in Orange County in Fiscal Year 2017. The roadways include 22 centerline miles on the 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. CFX has and will further expand portions of SR 429 in the coming fiscal year.

Economic Conditions

The population in Orlando metropolitan statistical area (MSA), which includes Lake, Orange, Osceola and Seminole counties, grew 20% over the last 10 years and was approximately 2.4 million in 2016. 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, and has been adding 1,000 jobs per week across a broad range of industries. *Forbes* magazine listed Orlando as the second-fastest growing city in 2017. In early 2017 Orlando had the highest job growth of any major city in the county at 4.63% over the prior year, according to the U.S. Department of Labor.

FDI (Foreign Direct Investment) magazine lists Orlando as one of the top 10 cities of the future, citing Orlando's high quality of infrastructure and current plans to invest $10 billion in transportation and other quality-of-life features.

The Florida Research and Economic Information Database Application reports the unemployment rate for the Orlando-Kissimmee-Sanford MSA (Orlando MSA) in August 2017 was 3.8%. The unemployment rate has steadily fallen over the past five years. The five-year annual average unemployment rate for the years 2012-2016 was 6.1% and the August 2016 rate was 4.4%. The Orlando MSA gained a total of 50,000 jobs in January 2017 compared with the previous year. Many different industries made up that job growth, including construction, manufacturing, transportation, and leisure and hospitality, which is evidence of the diversification of the Orlando MSA economy. According to the Metro Orlando Economic Development Commission, Orlando welcomed 68 million visitors in 2016, the seventh consecutive record high.

Lake County is preparing for growth in a 1,300-acre development known as Wolf Branch Innovation District once its segment of the new Wekiva Parkway is completed.

In Seminole County, two high-profile technology companies, Veritas Technologies and Deloitte's U.S. Technology Delivery Center, have indicated they are looking to expand their workforces.

In Osceola County, the Florida Advanced Manufacturing Research Center was completed and is now ready to host new manufacturing technologies at NeoCity, a 500-acre site owned by Osceola.

In March 2017 the $155 million Orlando City Soccer stadium opened with a seating capacity of 25,500.

Orlando is home to the University of Central Florida (UCF), one of the largest public universities in the nation, with more than 64,000 students and 12,000 employees. UCF received $145.8 million last year in research funding. UCF is planning to open a downtown campus in the heart of Orlando in August of 2019. Partnering with Valencia College, this 68-acre mixed-use site is projected to bring as many as 15,000 students to downtown Orlando.

The International Association of Amusement Parks and Attractions (IAAPA) announced that it is relocating its global headquarters to Orlando and will host trade shows at the Orange County Convention Center through 2030.

Orlando's Lake Nona area continues to see growth, with many new tenants coming to its 100-acre, 3.8 million square foot Lake Nona Town Center. The London-based airline company BBA Aviation/Signature Flight Support recently announced that will relocate its headquarters to the town center. In January 2017, KPMG LLP, an audit, tax and advisory firm, announced plans to build a $430 million global training facility at Lake Nona. The training center is projected to bring a number of high-paying jobs to the area. In January, the United States Tennis Association opened its new training headquarters at Lake Nona. The 64-acre, 100-court campus hosted four Pro Circuit tournaments in its first six months, and the facility is being heralded as the new American home of tennis.

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, information technology projects and projects from the 2040 Master Plan are prioritized according to critical need. The 2040 Master Plan was approved by the Board in 2016, and is CFX's first regional master plan. The cost of the projects is then compared with 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 2017 CFX was operating under the FY2017 to FY2021 five-year work plan with an amount of $1.36 billion. Projects in the plan include, but are not limited to, existing system widening; several interchange projects; the completion of the Wekiva Parkway and multiple PD&E studies in the region. CFX's total investment in capital assets, at historical cost less depreciation, is $4.2 billion.

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 $16 million in fiscal year 2016 to $22 million in fiscal year 2017.

In addition to the five-year work plan, CFX 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. The Executive Director can make transfers between funds (Operations, Maintenance and Administration) in the budget, but amendments of additional money must be approved by the Board. The Board's policy requires that the net OM&A budget not exceed 25% of the projected toll revenues. The fiscal year 2017 net OM&A budget was $74.2 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, 2016. 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 the Authority.

Respectfully submitted,

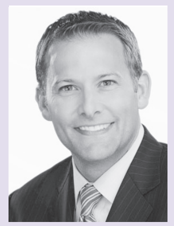
Laura Kelley
Executive Director

Lisa Lumbard
Chief Financial Officer

Governing Board | As of June 30, 2017

Buddy Dyer
Chairman,
Mayor of Orlando

Fred Hawkins, Jr.
Vice Chairman,
Osceola County Commissioner



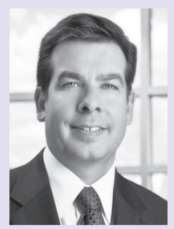
Jay Madara
Treasurer,
Board Member

Brenda Carey
Board Member,
Seminole County Commissioner

Andria Herr
Board Member

Teresa Jacobs
Board Member,
Orange County Mayor

Sean Parks
Board Member,
Lake County Commissioner



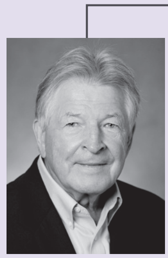
S. Michael Scheeringa
Board Member

Jennifer Thompson
Board Member,
Orange County Commissioner

Diane Gutierrez-Scaccetti
Non-Voting Advisor

Laura Kelley
Executive Director

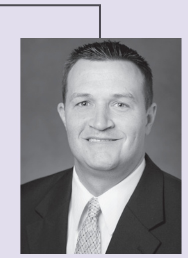
Joseph Passiatore
General Counsel



Joseph Berenis, P.E.
Chief of Infrastructure

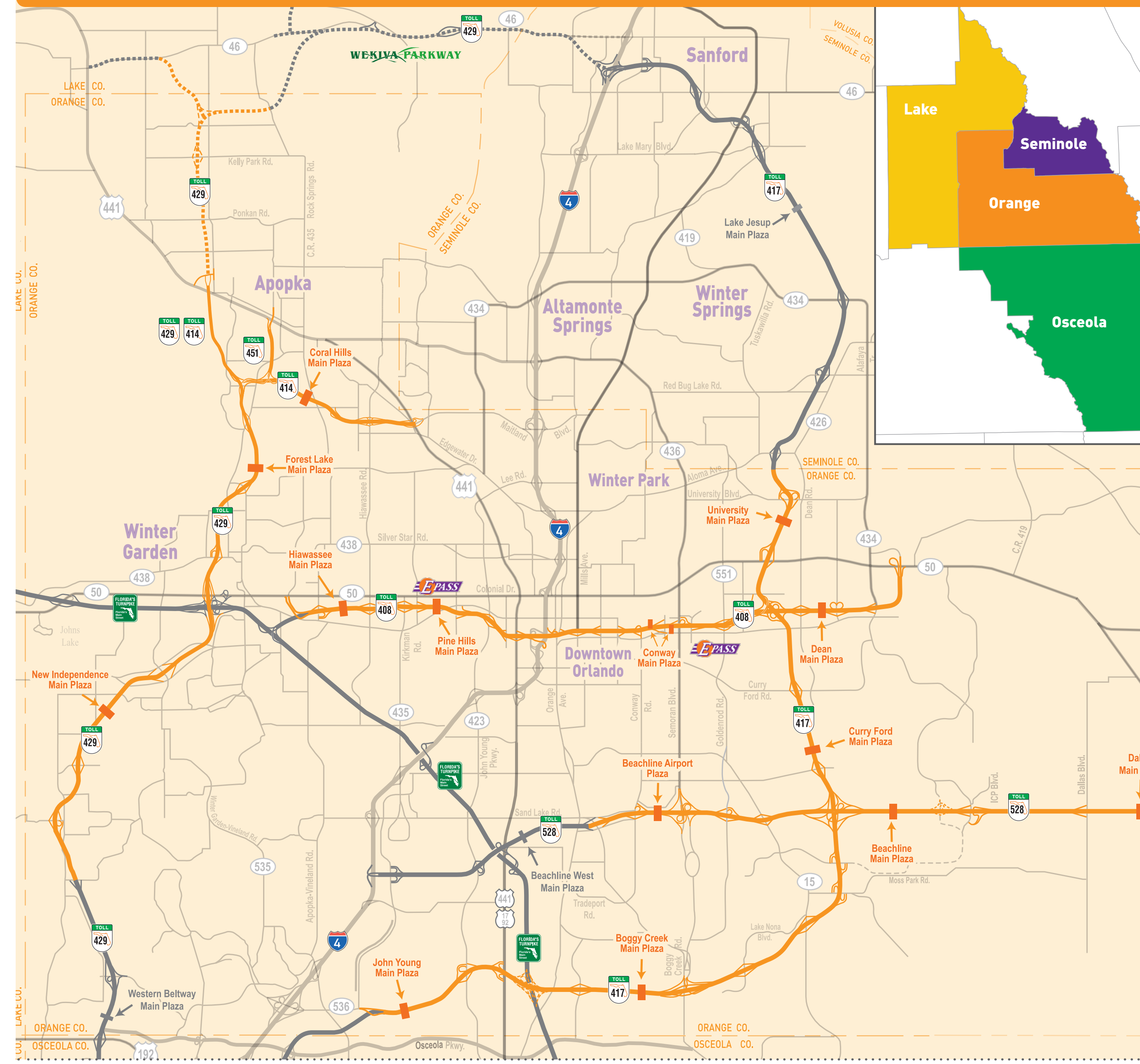
Lisa Lumbard
Chief Financial Officer

Michelle Maikisch
Chief of Staff/Public Affairs Officer



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

System Map | As of June 30, 2017



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, SunPass, LeeWay, Georgia Peach Pass and North Carolina Quick Pass are accepted at all plazas. Mainline plazas can provide change and receipts. If paying with cash, ramp plazas require exact change in coins.

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

Customers Drive New Toll Policy

In adopting a "Customer First" toll rate policy on Feb. 9, 2017, CFX's Governing Board eliminated a planned double-digit percentage toll hike in favor of scheduling much lower annual increases for E-PASS customers.

Voting unanimously in support of the new policy, the Board cited CFX's strong financial position as its reason for giving customers a reprieve.

The action amended CFX's 2009 Toll Rate Policy, which called for at least a 15 percent toll rate increase every 5 years. Starting July 1, 2018, the E-PASS toll rate will be annually adjusted either 1.5 percent or the rate of inflation, whichever is greater. Meanwhile, cash customers will see tolls adjusted to the next quarter when the electronic rate reaches to within 10 percent of the cash rate at toll plazas. However, such an adjustment may not occur for a few years.

On average, more than 1 million toll transactions are recorded every day on CFX expressways, with more than 80 percent occurring electronically.

"A customer who spends $100 a month in tolls stands to save nearly $1,000 in tolls over the next six years," said CFX's Treasurer, Jay Madara, who helped craft the "Customer First" toll policy.

On average, more than 1 million toll transactions are recorded every day.

SR 528: Dallas Blvd. Main Plaza

Committed to Customer Satisfaction

Are motorists satisfied with CFX's customer service and E-PASS? How would they rate the condition of CFX's expressways and their experience driving on them? Those were just a few of the questions the agency asked prepaid E-PASS and cash-paying customers in the 2016 Customer Opinion Survey, a biennial resource that helps measure customer satisfaction.

Nearly 2,000 customers completed the survey, comprising a representative sample of E-PASS customers as well as cash lane customers.

Most customers agreed that CFX roads are faster to use, well maintained, have adequate signage and are cleaner than other roadways. Half of all customers use CFX expressways for work-related purposes. Furthermore, 57 percent of E-PASS customers said they would prefer funding new roads with tolls rather than raising taxes.

Information gleaned from the survey gives CFX several measurements for gauging how well the agency is serving its customers. CFX is committed to providing its customers with first-rate customer service as well as an expertly maintained network of expressways.

Launched in December and completed in February 2017 by Varga Market Research of Orlando, the 2016 Customer Opinion Survey yielded high marks for CFX:

97% of E-PASS customers reported overall satisfaction.

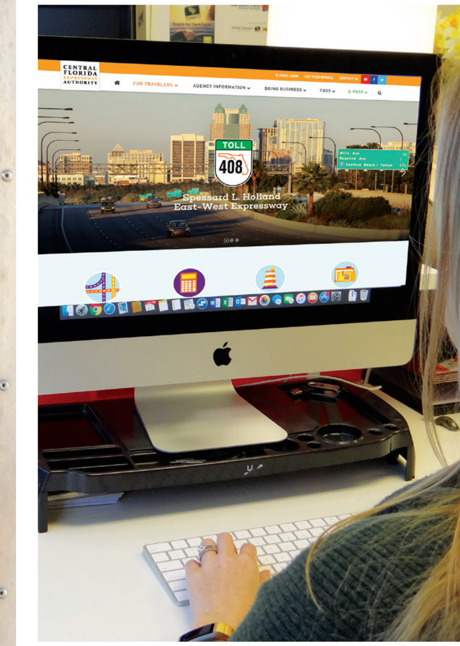
94% said they would recommend E-PASS to friends and family.

90% of those surveyed believe CFX roads are maintained to a higher standard than other roads in Central Florida.

91% said they choose CFX expressways to save time.

4 OUT OF 5 E-PASS customers agree that E-PASS offers good value.

Attendants in cash and Reload lanes serve customers with a smile



IMPROVED ONLINE EXPERIENCE

Seeking to enhance customer service and agency transparency, CFX launched a redesigned corporate website on Aug. 31, 2016. The new CFXway.com features updated and new content, an improved search engine and upgraded toll calculator. Navigation comes easily on desktop and mobile devices, as drop-down menus organized by topic provide quick access to public documents, E-PASS customer accounts and information on expressways, construction and business opportunities.

CFX undertook the corporate website redesign in keeping with the agency's commitment to providing first-rate service to customers, and maintaining the public's trust through timely communication and openness.

Innovating Driver Safety

CFX's Wrong-Way Driving Detection and Prevention Pilot Program (WWDDP) claimed national recognition as fiscal year 2017 marked the completion of the project's system-wide installation and the beginning of an initiative to use laser technology in accident investigations.

In August 2016, the International Bridge, Tunnel and Turnpike Association (IBTTA) awarded CFX's WWDDP program the National Toll Excellence Award in the category of Toll Operations, Engineering & Maintenance. According to IBTTA, the honor recognizes "the very best projects and programs the international tolling industry has to offer…By providing wide recognition for a job well done, the Toll Excellence Awards speed up the transmission of new ideas and emerging practices throughout the industry and to the driving public."

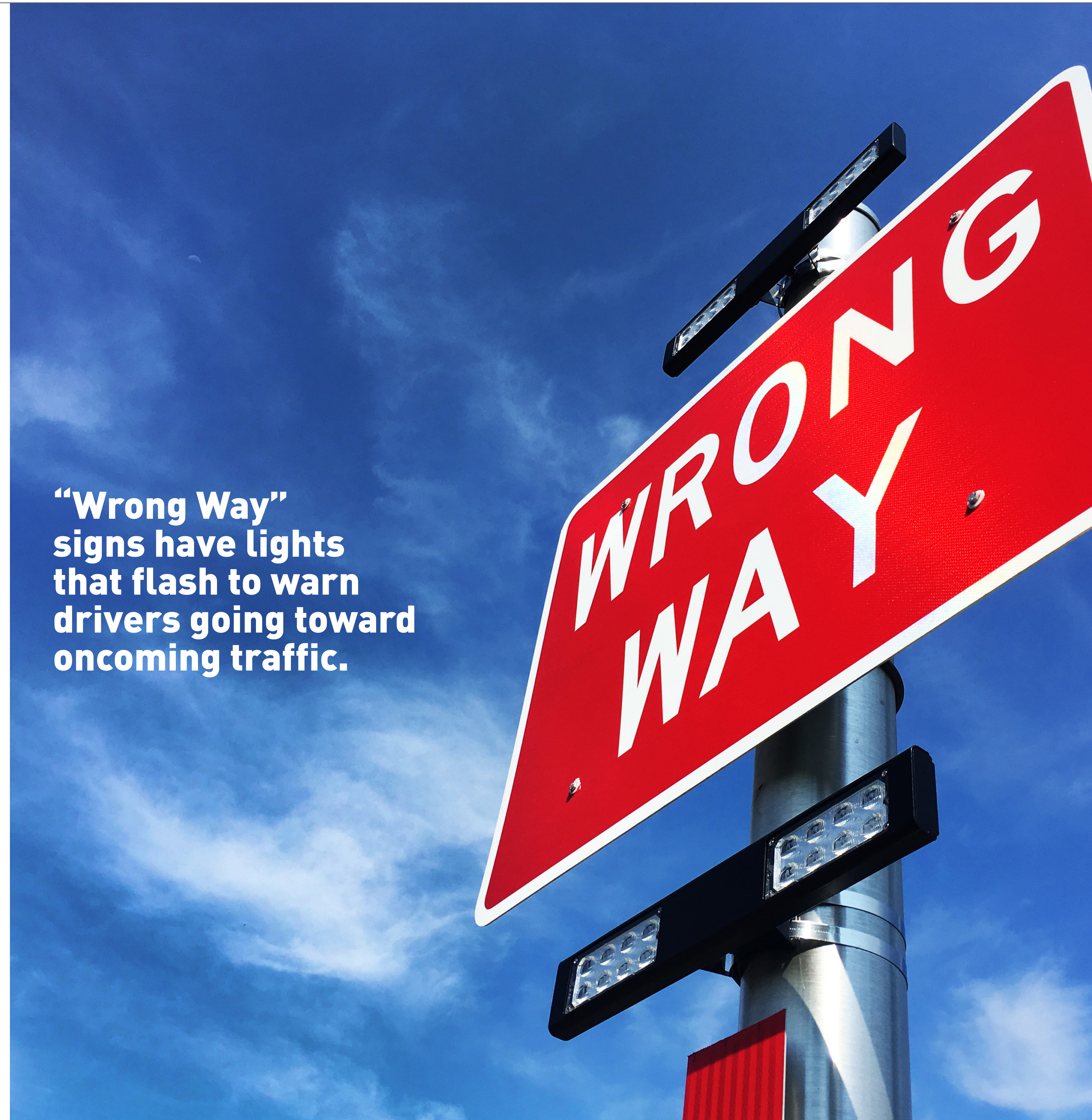
Situated on an exit ramp, a red "Wrong Way" sign flashes warning lights when a vehicle going toward oncoming traffic enters an expressway. If the vehicle fails to turn around, the Wrong-Way Driving Detection system photographs it and alerts the Regional Traffic Management Center, which immediately dispatches Florida Highway Patrol and warns motorists by posting wrong-way driver alerts on overhead dynamic message signs.

Motorist safety also was top of mind when CFX decided to invest in laser-equipped incident-management technology that could decrease the amount of time law enforcement spends at an accident scene. This advancement could bring faster relief to accident-related traffic congestion as well as reduce the risk of secondary crashes.

CFX has installed WWDDP equipment on 35 exit ramps on State Roads 528, 408, 414, 417 and 429. From 2015 to June 2017, this groundbreaking technology has detected:

160 Wrong-Way Driving Incidents

123 Documented Turnarounds



"Wrong Way" signs have lights that flash to warn drivers going toward oncoming traffic.

EXPRESSING TEAM SPIRIT

Fiscal Year 2017 saw CFX kick off College E-PASS at the start of football season, giving Gators, Seminoles and Knights fans a new way to show their team spirit.

The exclusive branded partnerships with the University of Florida, Florida State University and the University of Central Florida produced GatorPass©, NolePass© and KnightPass©, respectively. Each windshield sticker is emblazoned with the school's colors and mascot logo.

With many students and alumni of UF, FSU and UCF living in Central Florida, as well as scores of fans who follow the schools' sports teams, CFX saw a unique opportunity to promote branded E-PASS stickers. College E-PASS offers the same discounts and benefits of E-PASS, including easy online account management and acceptance on all toll roads and most toll bridges throughout Florida, Georgia and North Carolina.

GatorPass©, NolePass© and KnightPass© cost $18.50 each, plus tax, and are available at CollegeEpass.com. The University of Florida and Florida State University campus bookstores also sell their school's respective toll sticker.

Putting a Plan into Gear

CFX took a giant step toward reaching its goal of building and operating a world-class transportation network when, in May 2017, the Governing Board approved a record $1.6 billion Five-Year Work Plan.

The plan outlines CFX's investments in road construction and technology upgrades for FY 2018-2022 while allowing for consideration and inclusion of new projects that address Central Florida's mobility needs.

The Work Plan includes approximately 40 miles of widening and 60 miles of resurfacing projects, as well as improvements to roadway lighting and signs, installation of a state-of-the-art toll collection system, and continued investment in safety projects.

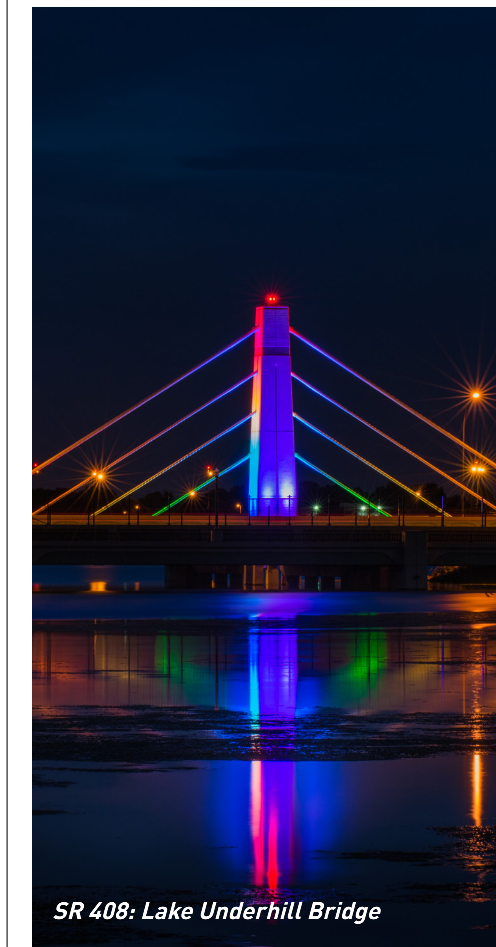
HIGHLIGHTS OF THE HISTORIC WORK PLAN INCLUDE:

- **$680 million allocated for widening State Roads 408, 417, 429 and 528 (total of 40 centerline miles).**
- **$230 million contribution to FDOT to fund SR 408/I-4 interchange reconstruction.**
- **Resurfacing 60 centerline miles (more than half of the overall system).**
- **Completion of CFX's portion of Wekiva Parkway by summer 2018.**
- **Completing upgrades to SR 408/SR 417 interchange.**
- **Identifying transportation needs of the region through multiple concept, feasibility and mobility studies.**

The Five-Year Work Plan is an important tool used by CFX to effectively manage system improvements, enhancements and rehabilitation. It is considered a living document, meaning it's amendable should priorities change. The Work Plan is developed from CFX's Master Plan, which includes input from local governments, businesses, transportation partners, CFX customers, and engineering and operations-maintenance staff.

Funding for the Work Plan is based on the current toll rate policy.

SR 408: Widening Project



SR 408: Lake Underhill Bridge

REMEMBERING PULSE

CFX marked the solemn occasion of the first anniversary of the Pulse nightclub tragedy by illuminating the spires on the State Road 408 Lake Underhill Bridge in the colors of the LGBTQ flag.

At precisely 2:02 a.m. on June 12, 2017, the spires were lit up as a tribute to the 49 people who lost their lives and the dozens who were wounded in what was then labeled the deadliest mass shooting in modern U.S. history.

In lighting the gateway bridge to Orlando, CFX also sought to show support for diversity and inclusion, values that the agency is committed to upholding and promoting in the community.

CFX partnered with SESCO Lighting, Jorgensen Contract Services and Philips Lighting on the design, programming and installation of the special lighting display.

WEKIVA 429

Making Progress on Wekiva Pkwy

The Wekiva Parkway moved closer to completion in Fiscal Year 2017 as CFX started construction on its fifth and final section of the project while preparing to open a five-mile stretch by midsummer.

Work in the fiscal year included final clearing of the last sections between State Road 46 and Kelly Park Road on the north and south, and Round Lake Road and County Road 435 on the west and east. Crews ultimately will use 40 miles of bridge piles and nearly 8.4 million cubic yards of embankment—enough to fill 42 large cruise ships—in the construction of all CFX parkway sections.

The five CFX-built sections are in Orange County and a small portion of Lake County, totaling 10 miles of road and more than $270 million in construction costs. One section, extending from SR 429 at US 441 to the new Kelly Park Road Interchange, was slated to open in late July 2017, with all remaining CFX portions expected to be open by spring 2018.

Nearly 30 years in the making, the $1.6 billion Wekiva Parkway represents the final piece of the Central Florida Beltway encircling Metro Orlando. The parkway joins SR 429 in Orange County with SR 417 in Seminole County. The project is a cooperative effort among CFX, the Florida Department of Transportation and Florida's Turnpike Enterprise. All 25 miles of the parkway are expected to be open in late 2021.

The Wekiva Parkway is the first expressway in the CFX network to feature all-electronic tolling (AET), a cashless system. With AET, motorists pay with E-PASS or other accepted toll-payment transponders, or Pay By Plate while traveling at posted speeds.

Wekiva Parkway: Systems Interchange bridge over Ondich Road

ON THE ROAD TO MULTIMODAL

When CFX was created by the Florida Legislature in 2014, it was empowered to broaden the scope of its mission to include adding rapid transit, tram or fixed guide ways within the right of way of expressways. That challenge led CFX to engage the Center for Urban Transportation Research (CUTR) at the University of South Florida to help the agency develop a multimodal investment strategy.

CUTR's Multimodal Investment Assessment Report did just that, and in March 2017 CFX's Governing Board approved a recommendation to amend its 2040 Master Plan with the following Multimodal Policy Statement:

"Fund or partner on multimodal initiatives where revenue generated from the investment equals the project cost or where toll user benefits are equal to or exceed the project cost. Candidate projects must comply with CFX's Master Bond Resolution and CFX's enabling legislation."

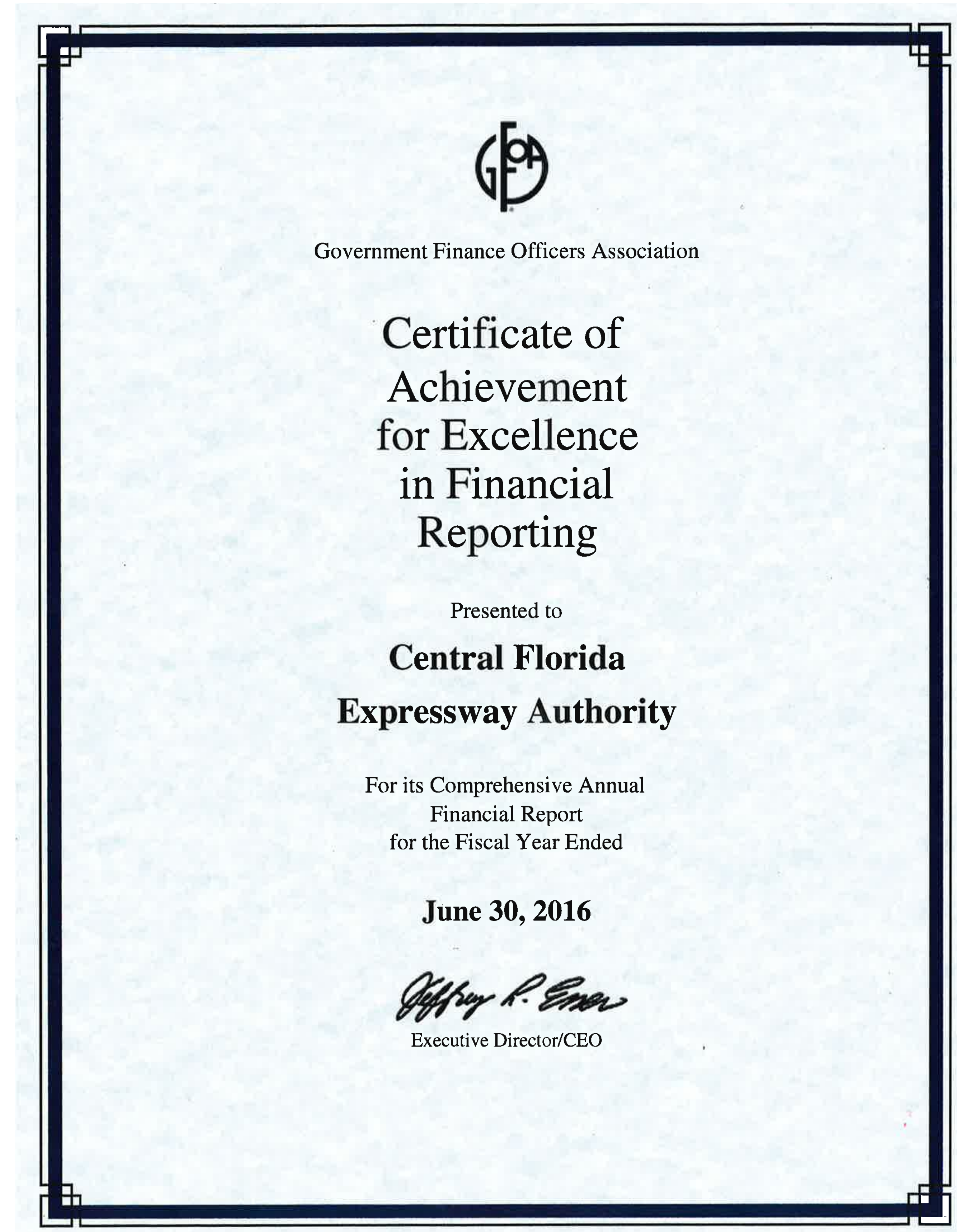
While CFX's multimodal future is largely undecided at this point, the agency is looking down the road to the day its system accommodates multiple transportation options. To that point, CFX designed State Road 528's new Innovation Way interchange with higher ramps and crossovers in anticipation of the Brightline train service running underneath them someday. Furthermore, the southern connector portion of the SR 417 to SR 528 widening project took into consideration future multimodal possibilities. In a forward-looking move, CFX plans to add lanes to the outside of the expressway so the median can be preserved for potential multimodal uses.

Commitment to Excellence

Awards and Recognitions

- Certificate of Achievement for Excellence in Financial Reporting – Government Finance Officers Association of the United States and Canada
- National Toll Excellence Award: Wrong-Way Driving Detection and Prevention Pilot Program – International Bridge, Tunnel and Turnpike Association (IBTTA)
- High Marks for CFX in Fiscal Year 2015 Transportation Monitoring and Oversight Report – Florida Transportation Commission
- CFX Credit Outlook Upgraded from "Stable" to "Positive" – Moody's Investors Service
- National Procurement Institute's Achievement of Excellence in Procurement Award

Executive Director Laura Kelley accepts the National Toll Excellence Award from IBTTA President Earl J. "Buddy" Croft III (left) and IBTTA Government Affairs Director Neil Gray



Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

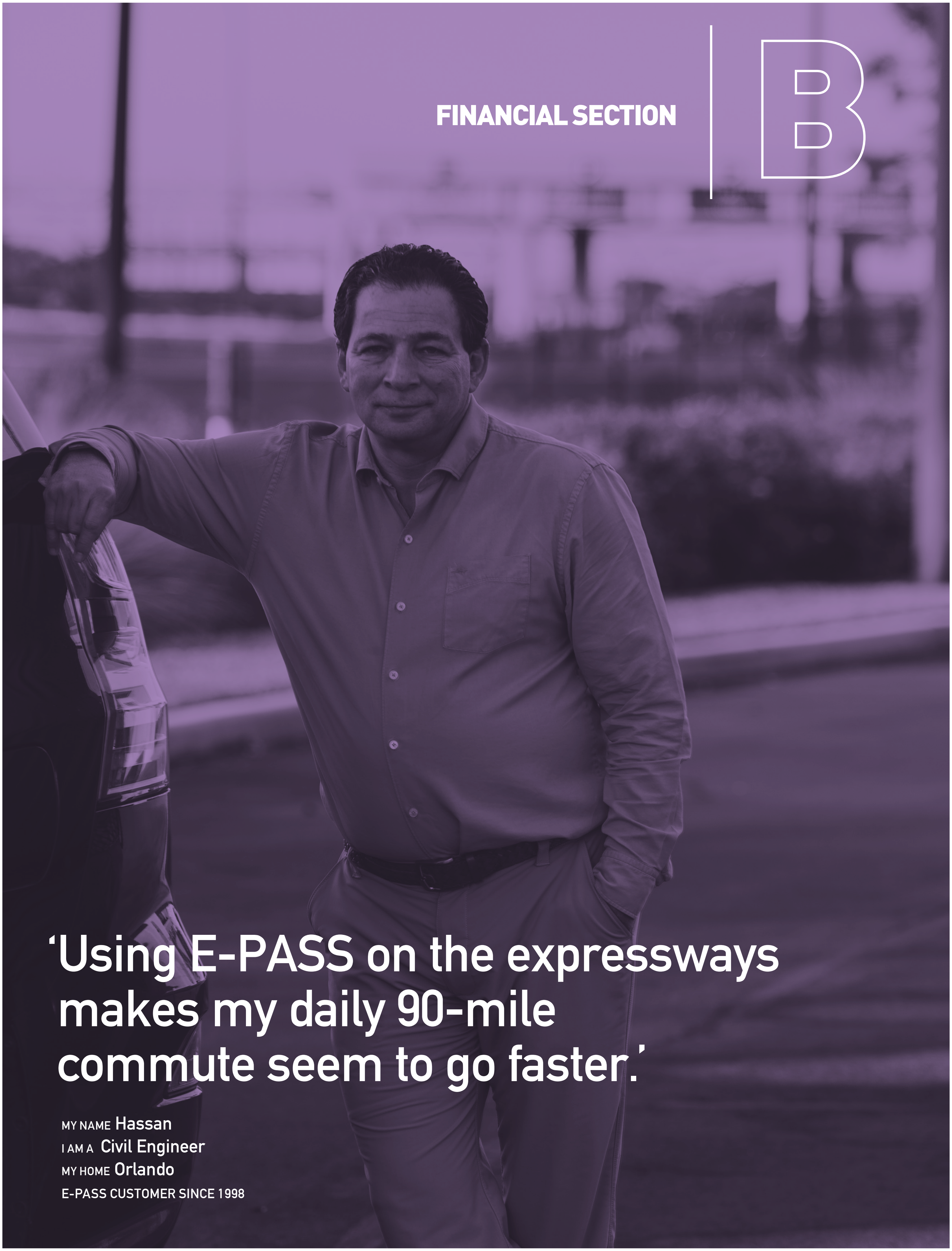
Presented to

Central Florida Expressway Authority

For its Comprehensive Annual Financial Report for the Fiscal Year Ended

June 30, 2016

Executive Director/CEO


FINANCIAL SECTION
B
'Using E-PASS on the expressways makes my daily 90-mile commute seem to go faster.'
MY NAME Hassan
I AM A Civil Engineer
MY HOME Orlando
E-PASS CUSTOMER SINCE 1998

B Financial Section

Independent Auditor's Report

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, 2017 and 2016, 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 in the first paragraph present fairly, in all material respects, the financial position of CFX as of June 30, 2017 and 2016, 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.

Independent Auditor's Report continued

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-4 through B-9, trend data on infrastructure condition information on page B-46, and pension schedules on page B-47, 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-48, 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 October 30, 2017, 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
October 30, 2017

As financial management 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 ended June 30, 2017 and 2016. 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 $324,560,000 (an increase of 6%) and $307,557,000 (an increase of 11%) for fiscal years 2017 and 2016, respectively. The increase in operating income in fiscal year 2017 is primarily due to higher toll traffic. The increase in operating income in fiscal year 2016 is also due to higher toll traffic.

Net income produced an increase in net position of $235,598,000 and $203,615,000 for fiscal years 2017 and 2016, 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 2017, CFX had a net position of $1,996,974,000, an increase of 13% over fiscal year 2016. At the close of fiscal year 2016, CFX had a net position of $1,761,376,000, an increase of 13% over fiscal year 2015. 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.

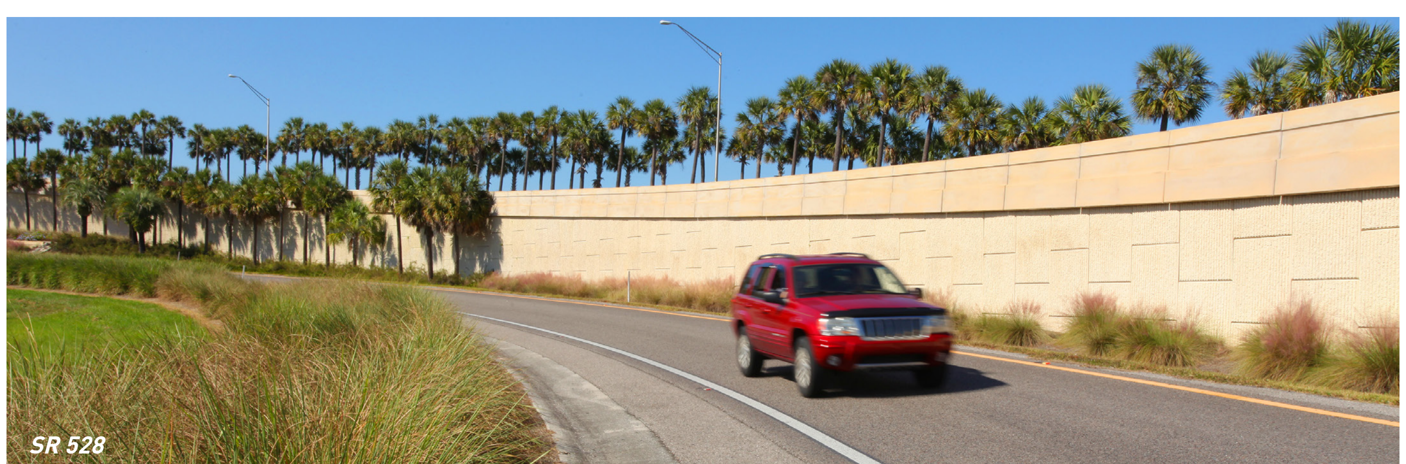
The statements of revenues, expenses and changes in net position present information showing how a government's net position changed during the fiscal year. All changes in net position are reported as soon as the underlying event occurs, regardless of timing of related cash flows. Thus revenues and expenses 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 $1,996,974,000 at the close of the most recent fiscal year. This represents an increase of $235,598,000 (13%) over the previous year, which is attributable to operations. Unrestricted net position increased from $401,701,000 at June 30, 2016 to $457,901,000 at June 30, 2017, an increase of $56,200,000 (14%). This increase was also due to operating results.



SR 528

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 $4,236,701,000 in capital assets, net of accumulated depreciation, $40,275,000 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 SR 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.

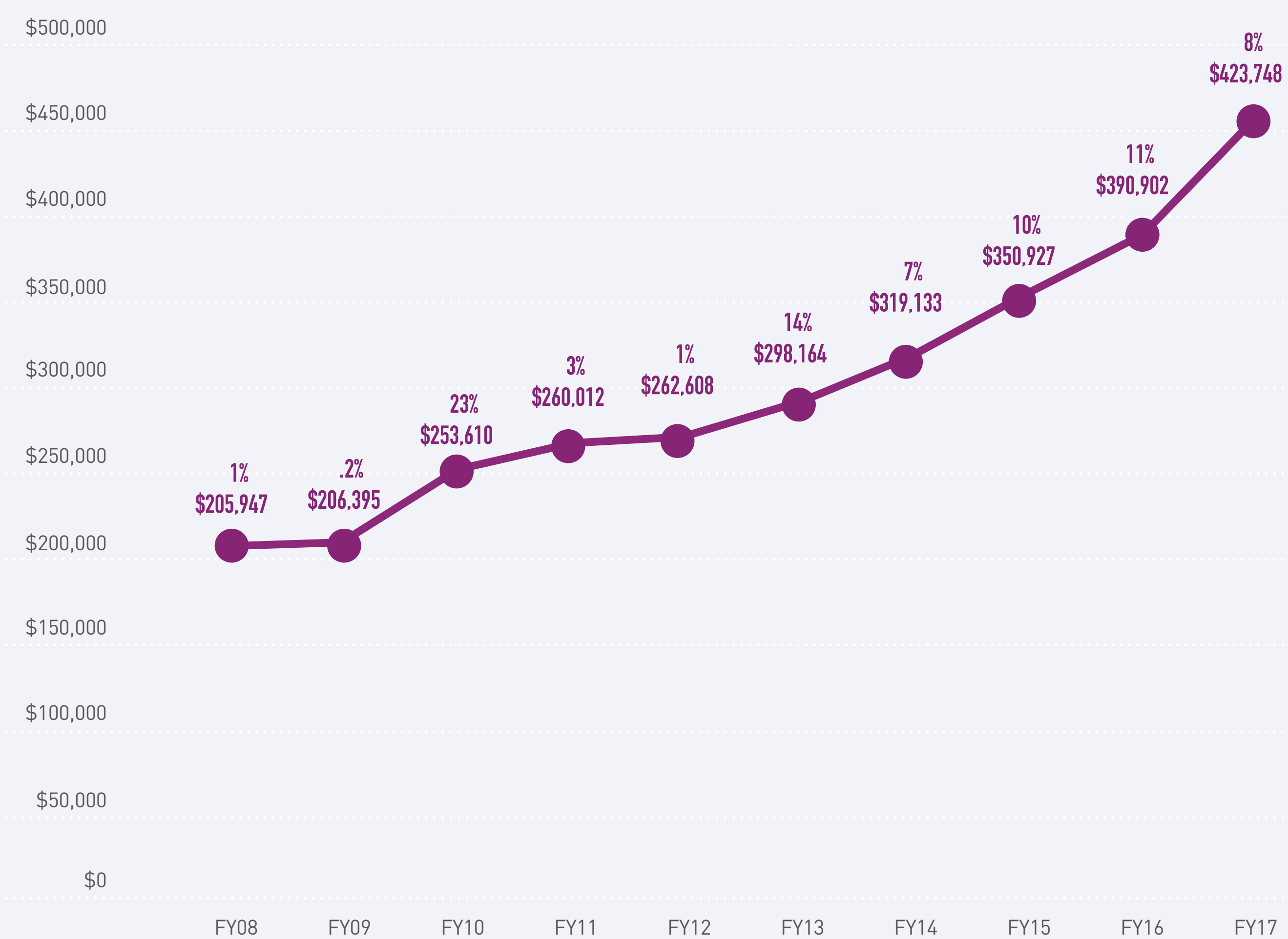
Central Florida Expressway Authority's Net Position | Shown in thousands ($000's)

	June 30, 2017	June 30, 2016	June 30, 2015
Current and other assets	$ 490,400	$ 632,260	$ 539,615
Non-current restricted assets	100,678	207,795	102,671
Capital assets	4,236,701	3,945,600	3,754,751
Total assets	**4,827,779**	**4,785,655**	**4,397,037**
Deferred outflows of resources	354,354	358,712	302,386
Total assets and deferred outflows	**5,182,133**	**5,144,367**	**4,699,423**
CURRENT LIABILITIES			
Payable from unrestricted assets	77,564	245,321	76,779
Payable from restricted assets	110,550	84,815	69,198
Revenue bonds outstanding (net of current portion)	2,808,115	2,800,991	2,629,928
Other long-term liabilities	183,097	245,256	357,847
Total liabilities	**3,179,326**	**3,376,383**	**3,133,752**
Deferred inflows of resources	5,833	6,608	7,910
Total liabilities and deferred inflows	**3,185,159**	**3,382,991**	**3,141,662**
NET POSITION			
Net investment in capital assets	1,509,862	1,318,726	1,206,541
Restricted	29,211	40,949	37,635
Unrestricted	457,901	401,701	313,585
Total net position	**$ 1,996,974**	**$ 1,761,376**	**$ 1,557,761**

Toll Revenue Growth Trends | In Thousands

CFX's toll revenues increased 8% and 11% during the fiscal years ended June 30, 2017 and 2016, respectively.

Toll revenue represents approximately 98% of all operating revenues. CFX's toll revenue annual growth rate has averaged 8% over the last 10 years. The higher increases in fiscal years 2010 and 2013 are the result of toll rate increases.



Central Florida Expressway Authority's Changes in Net Position | Years Ended June 30 | In Thousands

	2017	2016	2015
REVENUES			
Toll revenues	$ 423,748	$ 390,902	$ 350,927
Transponder sales	236	167	63
Other operating revenue	9,959	9,791	8,196
Investment income	3,760	5,977	2,516
Goldenrod Road Extension - net	1,530	1,400	(2,751)
Other non-operating revenue	331	403	92
Capital Contribution	16,377	13,036	154
Total revenues	**455,941**	**421,676**	**359,197**
EXPENSES			
Operations	46,371	40,716	37,430
Maintenance	15,118	13,602	14,419
Administrative	7,090	6,429	5,616
Depreciation	13,765	14,263	15,604
Preservation	22,447	15,964	3,975
Other	4,592	2,329	3,924
Interest expense	108,513	124,064	95,368
Loss on capital assets	2,447	694	1,848
Total expenses	**220,343**	**218,061**	**178,184**
Change in net position	**235,598**	**203,615**	**181,013**
Net position, beginning of year	**1,761,376**	**1,557,761**	**1,379,261**
Restatement of net position	**-**	**-**	**(2,513)**
Net position, end of year	**$ 1,996,974**	**$ 1,761,376**	**$ 1,557,761**

CFX's Operations, Maintenance and Administration ("OM&A") expenses for fiscal year 2017 increased 12.9% from fiscal year 2016 and ended the year 11.1% under budget. CFX came in under budget due primarily to the following reasons: 1) There was a program budgeted for in operations that was delayed until fiscal year 2018; 2) Maintenance expenses were less than anticipated; and 3) multiple departments had positions that were budgeted for but not filled.

Transponder sales increased by 41% between fiscal years 2016 and 2017 largely because of a continued focus on increasing E-PASS market share.

Investment income decreased by 37% between fiscal years 2016 and 2017 due to a reduction in available cash and fewer corresponding investments.

Other operating revenue consists of various fees that are collected, such as statement fees, Pay By Plate fees and fees received for collecting revenue on behalf of other entities. Other operating revenue increased by 20% between fiscal years 2015 and 2016 and by another 2% between fiscal years 2016 and 2017. In fiscal year 2016, CFX replaced its unpaid toll notice program, with a Pay By Plate initiative, assessing a new fee schedule on every transaction not paid in the lane. This new fee schedule is beneficial to the customer, and has resulted in a reduction of fees per transaction. This change has stabilized the growth of other operating revenue.

Other non-operating revenue consists of grant revenue and miscellaneous revenue. There was an increase of 338% between fiscal years 2015 and 2016 due to revenue received from leasing easement along SR 528 that CFX will be recognizing over the life of the agreement, which is through 2066. There was a decrease by 17.9% between fiscal years 2016 and 2017 due to a one-time miscellaneous payment we received in 2016.

Capital Contributions increased from $13,036,000 in fiscal year 2016 to $16,377,000 in fiscal year 2017, which is an increase of 26%. This increase is due to funds that were received in conjunction with the SR 528 and Innovation Way interchange project.

Preservation expense 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 increased 302% in fiscal year 2016 and then increased an additional 41% in fiscal year 2017. Preservation expenses have been on the rise since fiscal year 2015 due to large resurfacing projects that have commenced.

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 41% between fiscal years 2015 and 2016 but then increased by 97% between fiscal year 2016 and 2017 due to some increased program support and feasibility studies that are not eligible to be capitalized.

There were losses in capital assets in fiscal year 2016 and 2017 as anticipated. There have been various bridges, signs 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 were losses on the sale of various surplus property. The largest contributing factor to the fiscal year 2017 loss is the replacement of a large number of dynamic messaging signs.

Capital Asset and Debt Administration

Capital Assets - CFX's investment in capital assets amounted to $4,236,701,000 net of accumulated depreciation as of June 30, 2017, an increase of $291,101,000 (7%) over that of June 30, 2016. CFX's investment in capital assets amounts to $3,945,600,000 net of accumulated depreciation as of June 30, 2016, an increase of $190,849,000 (5%) over that of June 30, 2015. 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 2017 included the following:

- The construction of the SR 429 Wekiva Parkway east of Mount Plymouth road began
- The design build of SR 528 Innovation Way began
- Several ITS initiatives were completed, including the replacement of CFX's dynamic messaging signs, and the implementation of wrong way driving countermeasures
- Airport mainline toll plaza on SR 528 demolition was completed

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 2017 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 2017, projected expenses for preservation were $38,260,000 and $22,447,000 was actually spent. The expenses were lower than projected due to slower than anticipated project start dates, and project costs coming in lower than expected.

Long-term Debt - CFX has outstanding bonds payable of $2,866,825,000 (net of unamortized bond premiums and discounts) as of June 30, 2017.

During fiscal year 2017 CFX issued $631,330,000 of fixed rate revenue refunding bonds (Series 2016B) for the purpose of refunding portions of the 2007A Bonds, 2010A Bonds, 2010B Bonds and the 2010C Bonds.

The annual requirements to amortize all revenue bonds and revenue refunding bonds outstanding as of June 30, 2017, along with more detailed information on long-term debt activity, can be found in Note 5, Long-Term Debt, which begins on page 29 of the financial statements. Of the approximately $2.9 billion in outstanding bonds, $497,230,000 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 swap 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, 2017, CFX would have to make an estimated termination payment of $170,873,269 on the swaps related to the Series 2008B Bonds.

	June 30, 2017	June 30, 2016
SERIES 2008B	$170,873,269	$234,688,561

CFX's debt service ratio before pledged gas taxes changed to 2.26 for fiscal year 2017 from 2.42 for fiscal year 2016 and 2.20 in fiscal year 2015. The debt service ratio, including pledged gas taxes, changed to 2.26 for fiscal year 2017 from 2.49 for fiscal year 2016 and 2.27 in fiscal year 2015. The increase in the debt service ratio for fiscal year 2016 is due to an increase in toll revenues, and the decrease in fiscal year 2017 is due to an increase in debt service payments. As of July 1, 2003, Orange County's gas tax pledge only applies to the 1990 Series Bonds, however those bonds were retired in fiscal year 2017.

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

SR 528: Dallas Blvd. Main Plaza

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.

Assets and Deferred Outflows of Resources | In Thousands

	JUNE 30, 2017	JUNE 30, 2016
CURRENT ASSETS		
Cash and cash equivalents	$ 94,510	$ 220,050
Investments	260,044	306,200
Restricted cash and cash equivalents to meet current restricted liabilities	110,550	84,815
Accrued interest and accounts receivable	6,482	4,706
Prepaid expenses	3,493	675
Due from governmental agencies	8,568	7,857
Inventory	2,648	2,923
Total current assets	**486,295**	**627,226**
NONCURRENT ASSETS		
Restricted assets:		
Cash and cash equivalents	26,255	83,802
Investments	73,861	123,350
Accrued interest receivable	562	643
Total restricted assets	**100,678**	**207,795**
Prepaid bond insurance	4,105	5,034
Total noncurrent assets before capital assets	**104,783**	**212,829**
Capital assets not being depreciated:		
Infrastructure	3,472,105	3,364,744
Construction in progress	615,956	435,123
Capital assets - net of accumulated depreciation:		
Property and equipment	148,640	145,733
Total capital assets - net of accumulated depreciation	**4,236,701**	**3,945,600**
Total noncurrent assets	**4,341,484**	**4,158,429**
Total assets	**4,827,779**	**4,785,655**
Deferred outflows of resources	354,354	358,712
Total assets and deferred outflows of resources	**$ 5,182,133**	**$ 5,144,367**

See notes to financial statements.

Liabilities, Deferred Inflows of Resources, and Net Position | In Thousands

	JUNE 30, 2017	JUNE 30, 2016
CURRENT LIABILITIES PAYABLE FROM UNRESTRICTED ASSETS		
Accounts payable and accrued liabilities	$ 37,781	$ 19,530
Unearned toll revenue	17,383	16,906
Unearned other revenue	16,314	32,104
Current portion of due to governmental agencies	6,086	176,781
Total current liabilities payable from unrestricted assets	**77,564**	**245,321**
CURRENT LIABILITIES PAYABLE FROM RESTRICTED ASSETS		
Accounts payable and accrued liabilities	3,805	15,824
Interest payable	48,035	48,631
Current portion of revenue bonds payable	58,710	20,360
Total current liabilities payable from restricted assets	**110,550**	**84,815**
Total current liabilities	**188,114**	**330,136**
NONCURRENT LIABILITIES		
Derivative financial instrument	170,873	234,689
Revenue bonds payable - less current portion	2,808,115	2,800,991
Due to governmental agencies - less current portion	5,394	6,715
Net pension liability	6,830	3,852
Total noncurrent liabilities	**2,991,212**	**3,046,247**
Total liabilities	**3,179,326**	**3,376,383**
Deferred inflows of resources	5,833	6,608
Total liabilities and deferred inflows of resources	**3,185,159**	**3,382,991**
NET POSITION		
Net investment in capital assets	1,509,862	1,318,726
Restricted for:		
Operation, maintenance and administrative reserve	9,974	8,901
Renewal and replacement reserve	19,237	32,048
Total restricted net position	**29,211**	**40,949**
Unrestricted	457,901	401,701
Total net position	**1,996,974**	**1,761,376**
Total liabilities, deferred inflows of resources, and net position	**$ 5,182,133**	**$ 5,144,367**

See notes to financial statements.

Statements of Revenues, Expenses and Changes in Net Position | Years Ended June 30 | In Thousands

	2017	2016
OPERATING REVENUES		
Toll revenues	$ 423,748	$ 390,902
Transponder sales	236	167
Fees and other	9,959	9,791
Total operating revenues	**433,943**	**400,860**
OPERATING EXPENSES		
Operations	46,371	40,716
Maintenance	15,118	13,602
Administrative	7,090	6,429
Depreciation	13,765	14,263
Preservation	22,447	15,964
Other expenses	4,592	2,329
Total operating expenses	**109,383**	**93,303**
Operating income	**324,560**	**307,557**
NONOPERATING REVENUES (EXPENSES)		
Investment income	3,760	5,977
Gain (Loss) on capital assets	(2,447)	(694)
Other nonoperating	331	403
Goldenrod Road Extension - net	1,530	1,400
Interest expense	(108,513)	(124,064)
Total nonoperating revenues (expenses)	**(105,339)**	**(116,978)**
Income before contributions	**219,221**	**190,579**
Capital contribution	16,377	13,036
Change in net position	**235,598**	**203,615**
Net position at beginning of year	**1,761,376**	**1,557,761**
Net position at end of year	**$ 1,996,974**	**$ 1,761,376**

See notes to financial statements.

Statements of Cash Flows | Years Ended June 30 | In Thousands

	2017	2016
OPERATING ACTIVITIES		
Receipts from customers and users	$ 435,010	$ 420,297
Payments to suppliers	(94,936)	(85,314)
Payments to employees	(5,002)	(4,765)
Net cash provided by operating activities	**335,072**	**330,218**
CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition and construction of capital assets	(304,241)	(179,262)
Proceeds from capital contributions	-	12,100
Proceeds from issuance of debt	631,330	345,390
Interest paid on revenue bonds	(119,105)	(123,768)
Payment of principal on revenue bonds	(647,835)	(174,995)
Payment of principal and interest on State Infrastructure Bank Loan	(1,031)	(2,513)
Payment of principal on government advances	(151,110)	(20,187)
Net cash used in capital and related financing activities	**(591,992)**	**(143,235)**
INVESTING ACTIVITIES		
Purchase of investments	(472,095)	(636,969)
Proceeds from sales and maturities of investments	567,740	453,919
Interest received	3,923	5,678
Net cash provided by (used in) investing activities	**99,568**	**(177,372)**
Net increase (decrease) in cash and cash equivalents	**(157,352)**	**9,611**
Cash and cash equivalents at beginning of year	**388,667**	**379,056**
Cash and cash equivalents at end of year	**$ 231,315**	**$ 388,667**
Cash and cash equivalents - unrestricted	$ 94,510	$ 220,050
Restricted cash and cash equivalents - current	110,550	84,815
Restricted cash and cash equivalents - noncurrent	26,255	83,802
	$ 231,315	**$ 388,667**

See notes to financial statements.

Statements of Cash Flows | Years Ended June 30 | In Thousands CONTINUED

	2017	2016
RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES		
Income from operations	$ 324,560	$ 307,557
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	13,765	14,263
Goldenrod Road Extension and other miscellaneous	1,860	1,894
Changes in assets, liabilities, deferred outflows and deferred inflows:		
Accounts receivable	(1,858)	(2,029)
Due from governmental agencies	(711)	(1,126)
Prepaid expenses	(2,818)	73
Inventory	275	(2,574)
Deferred outflows - pension-related	(1,875)	(450)
Accounts payable and accrued liabilities	18,251	110
Due to governmental agencies	(19,875)	(7,477)
Unearned toll revenue	477	4,486
Unearned other revenue	587	15,086
Net pension liability	2,978	1,475
Deferred inflows - pension-related	(544)	(1,070)
Net cash provided by operating activities	**$ 335,072**	**$ 330,218**
NONCASH INVESTING AND FINANCING ACTIVITIES		
Increase (decrease) in fair value of investments	$ (2,332)	$ 1,803
Increase (decrease) in fair value of derivative financial instrument	$ 63,816	$ (65,907)

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 and Pine Hills 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.

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 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.

Accounts Receivable - The accrued interest and accounts receivable primarily consists of amounts billed to individuals via one or more Pay By Plate invoices 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 Pay By Plate invoices based on historical information.

Inventory - Inventory, which consists of E-PASS system transponders that will be distributed 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 $170,873,000 and $234,689,000 at June 30, 2017 and 2016, 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 re-acquisition price and the net carrying amount of refunded bonds is presented on the balance sheets at June 30, 2017 and 2016 as a deferred outflow of resources in the amount of $179,497,000 and $121,914,000, 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 $3,984,000 and $2,109,000 at June 30, 2017 and 2016, respectively, 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.

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, 2017 and 2016 as a deferred inflow of resources in the amount of $5,770,000 and $6,001,000, 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 at June 30, 2017 and 2016 totaled $63,000 and $607,000, respectively, 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 - Capital assets are recorded at historical cost with the exception of donated capital assets, which are reported at acquisition value. 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.

NOTE 1 ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES continued

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.

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 Absence - 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 $135,000 from June 30, 2016 to June 30, 2017.

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 abides by 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.

NOTE 1 ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES continued

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 2016 financial statements have been reclassified to conform to the 2017 classifications.

SR 408: Lake Underhill Bridge

SR 408 Ramp to SR 417

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 chart on page 21 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.

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, 2017, the carrying amount of CFX's various deposits accounts was $231,315,000. 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.

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, 2017 and 2016:

ISSUER	2017	2016
Federal Home Loan Bank	13.04%	N/A
Federal National Mortgage Association	12.67%	5.21%
U.S. Treasury Notes	12.53%	35.35%
Cooperatieve Rabobank Centrale CP	5.96%	N/A

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

NOTE 2 DEPOSITS AND INVESTMENTS continued

Permitted Investments

SECTOR	Sector Maximum (%)	Per Issuer Maximum (%)	Minimum Ratings Requirement[1]	Maximum Maturity	Master Bond Resolution Permitted Investments
U.S. Treasury	100%	100%	N/A	5.50 Years (5.50 Years avg. life[4] for GNMA)	X
GNMA	100%	40%	N/A	5.50 Years (5.50 Years avg. life[4] for GNMA)	X
Other U.S. Government Guaranteed (e.g. AID, GTC)	100%	10%	N/A	5.50 Years (5.50 Years avg. life[4] for GNMA)	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
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).

NOTE 2 DEPOSITS AND INVESTMENTS continued

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, 2017, 25% of CFX's investments had a maturity of less than 6 months, 15% had a maturity of 6 to 12 months, 30% had a maturity of 1 to 2 years, 23% had a maturity of 2 to 3 years, 3% had a maturity of 3 to 4 years, and 4% had a maturity of over 4 years. As of June 30, 2016, 40% of CFX's investments had a maturity of less than 6 months, 16% had a maturity of 6 to 12 months, 22% had a maturity of 1 to 2 years, 16% had a maturity of 2 to 3 years, and 3% had a maturity of over 4 years.

Total distributions of maturities are as follows:

Total Distrubtion of Maturities | In Thousands

AS OF JUNE 30, 2017	Less than 6 months	6 - 12 months	1 - 2 years	2 - 3 years	3+ years	TOTAL
U.S. Treasury Securities	$ -	$ 1,551	$ 9,341	$ 30,946	$ -	$ 41,838
Federal Instruments	1,548	6,871	68,822	8,670	6,266	92,177
Corporate Note	999	23,804	22,178	29,264	2,110	78,355
Commercial Paper	79,217	15,865	-	-	-	95,082
Municipal Bond Note	-	1,644	-	3,280	-	4,924
Corp. Asset Backed Sec.	-	-	478	5,382	15,669	21,529
TOTAL	**$ 81,764**	**$ 49,735**	**$ 100,819**	**$ 77,542**	**$ 24,045**	**$ 333,905**

AS OF JUNE 30, 2016	Less than 6 months	6 - 12 months	1 - 2 years	2 - 3 years	3+ years	TOTAL
U.S. Treasury Securities	$ 45,331	$ 1,555	$ 63,956	$ 36,466	$ 4,523	$ 151,831
Federal Instruments	9,987	11,035	10,890	10,682	8,180	50,774
Corporate Note	9,393	47,040	18,103	20,783	1,091	96,410
Commercial Paper	106,870	6,952	2,000	-	-	115,822
Municipal Bond Note	-	-	1,655	-	3,346	5,001
Corp. Asset Backed Sec.	-	-	-	1,587	8,125	9,712
TOTAL	**$ 171,581**	**$ 66,582**	**$ 96,604**	**$ 69,518**	**$ 25,265**	**$ 429,550**

NOTE 2 DEPOSITS AND INVESTMENTS continued

Credit Risk and Fair Value Measurement | Total CFX deposits and investments are as follows:

		FAIR VALUE MEASUREMENTS USING (IN THOUSANDS)	
JUNE 30, 2017		**Quoted Prices in Active Markets for Identical Assets or Liabilities (LEVEL 1)**	**Quoted Prices in Active Markets for Similar Assets or Liabilities (LEVEL 2)**
United States Treasury Securities	$ 41,838	$ 41,838	
Commercial Paper	95,082	95,082	
Federal Instrumentalities	92,177	92,177	
Money Market Mutual Funds	118,765	118,765	
Municipal Bond Note	4,924	4,924	
Corporate Note	78,355	78,355	
Corporate Asset Backed Securities	21,529	-	$ 21,529
Total investments by fair value measure	**452,670**	**$ 431,141**	**$ 21,529**
Total deposits	**112,550**		
Total deposits and investments	**565,220**		
Restricted	**210,666**		
Unrestricted	**$ 354,554**		
JUNE 30, 2016			
United States Treasury Securities	$ 151,831	$ 151,831	
Commercial Paper	115,822	115,822	
Federal Instrumentalities	50,774	50,774	
Money Market Mutual Funds	125,359	125,359	
Municipal Bond Note	5,001	5,001	
Corporate Note	96,410	96,410	
Corporate Asset Backed Securities	9,712	-	$ 9,712
Total investments by fair value measure	**554,909**	**$ 545,197**	**$ 9,712**
Total deposits	**263,308**		
Total deposits and investments	**818,217**		
Restricted	**291,967**		
Unrestricted	**$ 526,250**		

Securities classified in Level 1 of the fair value hierarchy are valued using prices quoted in active markets for identical assets or liabilities. Securities classified in Level 2 of the fair value hierarchy are valued using prices quoted in active markets for similar assets or liabilities.

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.

As of June 30, 2017 and 2016, all of CFX's securities were 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:

Restricted Cash and Investments | In Thousands

	June 30, 2017	June 30, 2016
RESERVE FUNDS		
Operations, maintenance and administrative reserve	$ 9,974	$ 8,901
Renewal and replacement reserve	19,237	32,048
Total reserve funds	**29,211**	**40,949**
BOND FUNDS		
Principal and interest accounts	121,978	83,536
Reserve accounts	59,477	59,357
Total bond funds	**181,455**	**142,893**
CONSTRUCTION FUNDS		
2015 BAN construction funds	-	108,125
Total construction funds	-	**108,125**
Total restricted cash, cash equivalents and investments	**210,666**	**291,967**
Portion related to cash and cash equivalents	**136,805**	**168,617**
Portion related to investments	**$ 73,861**	**$ 123,350**

NOTE 3

Due from Governmental Agencies

Due from governmental agencies consists of the following:

Due from Governmental Agencies | In Thousands

	June 30, 2017	June 30, 2016
City of Orlando: Crystal Lake Project	$ -	$ 757
City of Orlando: Toll Suspension Reimbursement	-	8
Florida Department of Transportation: Operations and Maintenance Reimbursement	1,008	1,337
Florida Department of Transportation: SunPass Customers' Use of E-PASS Roads	5,948	5,036
Florida Department of Transportation: Lighting Improvements	-	135
Florida Department of Transportation: LiDAR Reimbursement	-	100
Florida's Turnpike Enterprise: Road Ranger Joint Contract	89	126
Florida's Turnpike Enterprise: SR 417 Widening Reimbursement	333	-
Lee County: LeeWay Customers' Use of E-PASS Roads	5	5
Orange County: Fines/Fees	163	353
Orange County: Fiber Optic Network Access	4	-
Orange County: Innovation Way Utilities Reimbursement	1,006	-
Osceola County Expressway Authority: Maintenance Reimbursement	12	-
	$ 8,568	**$ 7,857**
Less Current Portion	**(8,568)**	**(7,857)**
	$ -	**$ -**

NOTE 4
Capital Assets

Capital Assets are summarized as follows | In Thousands

	June 30, 2016	Additions	Reductions	Transfers	June 30, 2017
INFRASTRUCTURE (NON-DEPRECIABLE)					
Right-of-way	$ 657,379	$ 1,593	$ (32)	$ 45,151	$ 704,091
Highways and bridges	2,707,363	602	(728)	60,777	2,768,014
Total infrastructure (non-depreciable)	**3,364,742**	**2,195**	**(760)**	**105,928**	**3,472,105**
CONSTRUCTION IN PROGRESS (NON-DEPRECIABLE)					
Right-of-way	201,696	20,554	(154)	(45,151)	176,945
Highways and bridges	212,797	253,440	-	(59,457)	406,780
Buildings and toll facilities	996	2,483	-	(2,354)	1,125
Toll equipment	17,167	11,337	-	(2,724)	25,780
Furniture, equipment and other	2,467	16,573	-	(13,714)	5,326
Total construction in progress (non-depreciable)	**435,123**	**304,387**	**(154)**	**(123,400)**	**615,956**
PROPERTY AND EQUIPMENT (DEPRECIABLE)					
Toll equipment	99,969	503	(189)	2,723	103,006
Buildings and toll facilities	158,947	16	-	2,354	161,317
Furniture, equipment and other	61,243	211	(11,025)	12,395	62,824
Total property and equipment (depreciable)	**320,159**	**730**	**(11,214)**	**17,472**	**327,147**
LESS ACCUMULATED DEPRECIATION FOR					
Toll equipment	(79,900)	(5,814)	189	-	(85,525)
Buildings and toll facilities	(55,860)	(5,312)	-	-	(61,172)
Furniture, equipment and other	(38,664)	(2,639)	9,493	-	(31,810)
Total accumulated depreciation	**(174,424)**	**(13,765)**	**9,682**	**-**	**(178,507)**
Total property and equipment being depreciated, net	**145,735**	**(13,035)**	**(1,532)**	**17,472**	**148,640**
Total capital assets	**$ 3,945,600**	**$ $293,547**	**$ (2,446)**	**$ -**	**$ 4,236,701**

NOTE 4 CAPITAL ASSETS continued

Capital assets are summarized as follows | In Thousands CONTINUED

	June 30, 2015	Additions	Reductions	Transfers	June 30, 2016
INFRASTRUCTURE (NON-DEPRECIABLE)					
Right-of-way	$ 657,301	$ 229	$ (153)	$ 2	$ 657,379
Highways and bridges	2,610,985	628	(264)	96,014	2,707,363
Total infrastructure (non-depreciable)	**3,268,286**	**857**	**(417)**	**96,016**	**3,364,742**
CONSTRUCTION IN PROGRESS (NON-DEPRECIABLE)					
Right-of-way	154,173	47,525	-	(2)	201,696
Highways and bridges	170,519	138,292	-	(96,014)	212,797
Buildings and toll facilities	-	1,638	-	(642)	996
Toll equipment	3,580	13,797	-	(210)	17,167
Furniture, equipment and other	730	3,026	-	(1,289)	2,467
Total construction in progress (non-depreciable)	**329,002**	**204,278**	**-**	**(98,157)**	**435,123**
PROPERTY AND EQUIPMENT (DEPRECIABLE)					
Toll equipment	99,392	442	(75)	210	99,969
Buildings and toll facilities	163,235	-	(4,930)	642	158,947
Furniture, equipment and other	59,993	322	(361)	1,289	61,243
Total property and equipment (depreciable)	**322,620**	**764**	**(5,366)**	**2,141**	**320,159**
LESS ACCUMULATED DEPRECIATION FOR					
Toll equipment	(73,335)	(6,626)	61	-	(79,900)
Buildings and toll facilities	(55,112)	(5,386)	4,638	-	(55,860)
Furniture, equipment and other	(36,710)	(2,251)	297	-	(38,664)
Total accumulated depreciation	**(165,157)**	**(14,263)**	**4,996**	**-**	**(174,424)**
Total property and equipment being depreciated, net	**157,463**	**(13,499)**	**(370)**	**2,141**	**145,735**
Total capital assets	**$ 3,754,751**	**$ $191,636**	**$ (787)**	**$ -**	**$ 3,945,600**

NOTE 4 CAPITAL ASSETS continued

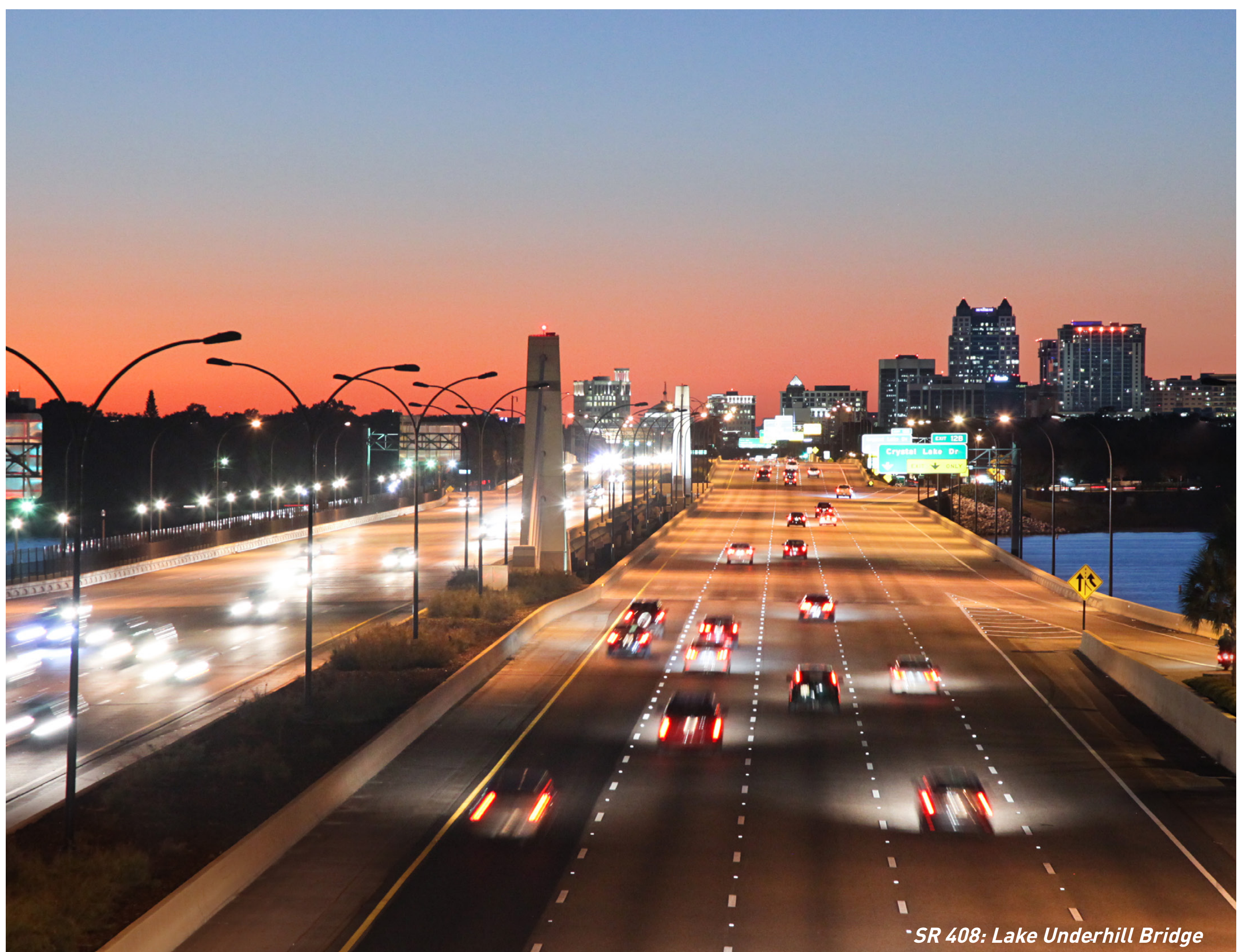
Total bond interest cost incurred amounted to approximately $123,603,000 and $134,925,000 during the years ended June 30, 2017 and 2016, respectively, of which $15,090,000 and $10,861,000 were capitalized as construction in progress.

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	**$36,970,407**

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.



SR 408: Lake Underhill Bridge

NOTE 5

Long-Term Debt

Revenue Bonds Payable | A summary of changes in revenue bonds payable is as follows | In Thousands

	June 30, 2016	Additions	Deletions	June 30, 2017
Series 1990	$ 12,295	$ -	$ (12,295)	$ -
Series 2007A	268,980	-	(83,095)	185,885
Series 2008B1	130,705	-	(170)	130,535
Series 2008B2	118,180	-	(160)	118,020
Series 2008B3	149,440	-	(240)	149,200
Series 2008B4	99,615	-	(140)	99,475
Series 2010A	334,565	-	(213,805)	120,760
Series 2010B	175,390	-	(65,645)	109,745
Series 2010C	283,610	-	(270,705)	12,905
Series 2012	201,925	-	-	201,925
Series 2012A	59,060	-	-	59,060
Series 2013A	242,320	-	-	242,320
Series 2013B	173,100	-	(740)	172,360
Series 2013C	106,325	-	(840)	105,485
Series 2015 Senior Lien BANs	193,695	-	-	193,695
Series 2016A	151,695	-	-	151,695
Series 2016B	-	631,330	-	631,330
	2,700,900	631,330	(647,835)	2,684,395
Add unamortized bond premium	120,451	83,079	(21,100)	182,430
Less current portion of revenue bonds payable	(20,360)	(58,710)	20,360	(58,710)
Revenue bonds payable - net of current portion	**$ 2,800,991**	**$ 655,699**	**$ (648,575)**	**$ 2,808,115**

NOTE 5 LONG-TERM DEBT continued

Revenue Bonds Payable | A summary of changes in revenue bonds payable is as follows | In Thousands CONTINUED

	June 30, 2015	Additions	Deletions	June 30, 2016
Series 1990	$ 23,655	$ -	$ (11,360)	$ 12,295
Series 2007A	425,000	-	(156,020)	268,980
Series 2008B1	130,870	-	(165)	130,705
Series 2008B2	118,335	-	(155)	118,180
Series 2008B3	149,655	-	(215)	149,440
Series 2008B4	99,715	-	(100)	99,615
Series 2010A	334,565	-	-	334,565
Series 2010B	180,895	-	(5,505)	175,390
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	173,775	-	(675)	173,100
Series 2013C	107,125	-	(800)	106,325
Series 2015 Senior Lien BANs	-	193,695	-	193,695
Series 2016A	-	151,695	-	151,695
	2,530,505	345,390	(174,995)	2,700,900
Add unamortized bond premium	118,508	14,192	(12,249)	120,451
Less unamortized bond discount	(110)	-	110	-
Less current portion of revenue bonds payable	(18,975)	(20,360)	18,975	(20,360)
Revenue bonds payable - net of current portion	**$ 2,629,928**	**$ 339,222**	**$ (168,159)**	**$ 2,800,991**

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 Authority 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 Bonds, Series 2016B, were originally issued on November 2, 2016 and were outstanding in the aggregate principal amount of $631,330,000 on June 30, 2017, all of which were serial bonds. The outstanding serial bonds are due in annual installments beginning on July 1, 2017 through July 1, 2040 in amounts ranging from $1,795,000 to $66,520,000, plus interest. The 2016B Bonds are payable from, and secured by, a pledge of net revenues from the operation of the expressway System. Interest on the 2016B Bonds is due and paid semiannually. The purpose of the Series 2016B Bonds was to refund portions of the Series 2007A, 2010A, 2010B and 2010C Bonds for net present value savings of $65,239,436, which represents $92,180,669 of lower debt service payments over the life of the debt. The deferred outflow on the refunding for accounting purposes was $75,028,080.

The Central Florida Expressway Authority Refunding Revenue Bonds, Series 2016A, were originally issued on April 26, 2016 and were outstanding in the aggregate principal amount of $151,695,000 on June 30, 2017 and June 30, 2016, all of which were serial bonds. The outstanding serial bonds are due in annual installments beginning on July 1, 2017 through July 1, 2032 and July 1, 2036 through July 1, 2037 in amounts ranging from $710,000 to $28,000,000, plus interest. The 2016A Bonds are payable from, and secured by, a pledge of net revenues from the operation of the expressway System. Interest on the 2016A Bonds is due and paid semiannually. The purpose of the Series 2016A Bonds was to refund a portion of the Series 2007A Bonds for net present value savings of $27,251,546, which represents $40,378,823 of lower debt service payments over the life of the debt. The deferred outflow on the refunding for accounting purposes was $5,296,435.

The Central Florida Expressway Authority Revenue Bond Anticipation Notes (BANs), Series 2015, were originally issued on July 21, 2015 and were outstanding in the aggregate principal amount of $193,695,000 on June 30, 2017 and June 30, 2016. The outstanding principal is due at maturity on January 1, 2019. The 2015 BANs are payable from, and secured by, a pledge of net revenues from the operation of the expressway System. CFX entered into a Transportation Infrastructure Finance and Innovation (TIFIA) loan agreement with the U.S. Department of Transportation, acting by and through the Federal Highway Administrator on March 25, 2015. The proceeds from the Junior TIFIA loan are expected to be available to pay the Series 2015 BANs on their maturity date. Interest on the 2015 BANs is due and paid semiannually. The purpose of the 2015 BANs was to provide funds to finance certain capital costs for the Wekiva Parkway Project.

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 $105,485,000 and $106,325,000 on June 30, 2017 and 2016, respectively. The bond was issued in the form of a bank loan directly with the bondholder, STI Institutional & Government, Inc. The outstanding amount of the bond is due in annual installments on July 1, 2017 through July 1, 2032 in amounts ranging from $855,000 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

NOTE 5 LONG-TERM DEBT continued

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. In fiscal year 2017 CFX renegotiated the bank loan with STI Institutional & Government Inc. and on November 2, 2016 the interest rate was lowered to 2.75%. This lower rate will generate $10,961,177.72 of savings over the term of the loan which represents $9,168,845 on a net present value basis.

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 $172,360,000 and $173,100,000 on June 30, 2017 and 2016, respectively, all of which were serial bonds. The outstanding serial bonds are due in annual installments on July 1, 2017 through July 1, 2025 in amounts ranging from $2,475,000 to $24,710,000, 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 $5,959,376 higher post–refunding, which represents $4,868,985 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 2013A, were originally issued on April 3, 2013 and were outstanding in the aggregate principal amount of $242,320,000 on June 30, 2017 and 2016, 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, 2017 and 2016, all of which were serial bonds. The serial bonds are due beginning on July 1, 2017 through July 1, 2025 in amounts ranging from $21,555,000 to $29,240,000, 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, 2017 and 2016. 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 $7,202,160 higher post–refunding, which represents $4,712,369.37 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 Revenue Bonds, Series 2010C, were originally issued on November 10, 2010 and were outstanding in the aggregate principal amount of $12,905,000 and $283,610,000 on June 30, 2017 and 2016, respectively, including $8,155,000 of serial bonds and a $4,750,000 term bond. The serial bonds are due in certain years beginning on July 1, 2025 through July 1, 2029 in amounts ranging from $2,375,000 to $2,950,000, plus interest. The term bond is outstanding for $4,750,000, due in annual installments beginning on July 1, 2031 through July 1, 2035 in amounts ranging from $880,000 to $1,020,000. 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. A portion of the Series 2010C Bonds was refunded by the Series 2016B Bond as stated above.

The Central Florida Expressway Authority Refunding Revenue Bonds, Series 2010B, were originally issued on June 30, 2010 and were outstanding in the aggregate principal amount of $109,745,000 and $175,390,000 on June 30, 2017 and 2016, respectively. The bonds were issued as serial bonds and the outstanding bonds are due in annual installments on July 1, 2017 through July 1, 2024 in amounts ranging from $6,010,000 to $53,880,000, plus interest. Interest on the 2010B Bonds is due and paid semiannually. A portion of the Series 2010B Bonds was refunded by the Series 2016B Bond as stated above.

NOTE 5 LONG-TERM DEBT continued

The Central Florida Expressway Authority Revenue Bonds, Series 2010A, were originally issued on March 25, 2010 and were outstanding in the aggregate principal amount of $120,760,000 and $334,565,000 on June 30, 2017 and 2016, including $15,265,000 of serial bonds and $105,495,000 of term bonds. The serial bonds are due in certain years beginning on July 1, 2025 through July 1, 2029 in amounts ranging from $1,375,000 to $12,090,000. The term bonds are outstanding for $105,495,000 due in certain years beginning on July 1, 2034 through July, 1 2040 in amounts ranging from $22,385,000 to $29,995,000. Interest on the 2010A Bonds is due and paid semiannually. A portion of the Series 2010A Bonds was refunded by the Series 2016B Bond as stated above.

The Central Florida Expressway Authority Revenue Bonds, Series 2007A, were originally issued on June 28, 2007 and were outstanding in the aggregate principal amount of $185,885,000 and $268,980,000 on June 30, 2017 and 2016, including term bonds in principal amounts due from July 1, 2038 through July 1, 2042 in amounts ranging from $33,640,000 to $40,890,000. Portions of the Series 2007A Bonds were refunded by both the Series 2016A and Series 2016B Bonds as stated above. 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 $0 and $12,295,000 were outstanding on June 30, 2017 and 2016, respectively. A portion of the Series 1990 Bonds was refunded with the previously outstanding bonds issued by CFX in 1993. The bonds were payable solely from, and secured by, a pledge of net revenues from the operation of the expressway System and from monies received from the County pursuant to the Interlocal Agreement. 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 $130,535,000, $118,020,000, $149,200,000, $99,475,000 and $130,705,000, $118,180,000, $149,440,000, $99,615,000 was outstanding on June 30, 2017 and 2016, 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. In fiscal year 2016, the Series 2008B2 Bonds were

	PRINCIPAL	INTEREST	TOTAL P&I DUE	CAPITALIZED INTEREST	NET DUE
2018	$ 58,710	$ 112,184	$ 170,894	$ 3,148	$ 167,746
2019	251,290	111,343	362,633	3,148	359,485
2020	60,405	105,512	165,917	-	165,917
2021	63,455	102,565	166,020	-	166,020
2022	66,455	99,711	166,166	-	166,166
2023-2027	409,780	447,516	857,296	-	857,296
2028-2032	555,045	334,217	889,262	-	889,262
2033-2037	639,425	201,177	840,602	-	840,602
2038-2042	538,940	64,042	602,982	-	602,982
2043	40,890	1,022	41,912	-	41,912
	$ 2,684,395	**$ 1,579,289**	**$ 4,263,684**	**$ 6,296**	**$ 4,257,388**

NOTE 5 LONG-TERM DEBT continued

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.

The annual requirements to amortize all revenue bonds and revenue refunding bonds outstanding as of June 30, 2017, are summarized above (all amounts in thousands). The totals above 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 above, nor are the incremental rates paid on any floating rate note arrangements.

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.

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. CFX has a cancellation option in the swap with UBS AG. A summary of these transactions and the significant terms, as well as the credit ratings on the counterparties as of June 30, 2016 and 2015, are as follows:

	SERIES 2005A	SERIES 2005B	SERIES 2005C	SERIES 2005D	SERIES 2005E
Notional Value (as of 6/30/2017)	$198,892,000	$149,192,000	$99,446,000	$24,850,000	$24,850,000
Fixed Rate	4.7753%	4.7753%	4.7753%	4.7753%	4.7753%
Fixed Payer	CFX	CFX	CFX	CFX	CFX
Floating Rate	SIFMA Weekly Index	SIFMA Weekly Index	SIFMA Weekly Index	SIFMA Weekly Index	SIFMA 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 6/30/2016 (S&P/Moody's/Fitch)	A/A1/A	A/A1/A+	BBB+/A3/A	AA-/Aa3/AA	A+/Aa3/AA-
Ratings 6/30/2017 (S&P/Moody's/Fitch)	A/A1/A	A+/A1/A+	BBB+/A3/A	AA-/A1/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 (Level 3 inputs). 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, 2017 or June 30, 2016, of $170,873,269 and $234,688,561, respectively. The change in fair value at FYE 2017 was $63,815,192 lower than at FYE 2016 and the change in fair value at FYE 2016 was $65,906,251 higher than at the prior year end.

The table below provides the fair value of the Swaps:

Estimated Termination Payments Based on Net Present Value

	June 30, 2017	June 30, 2016
Series 2008B	$ 170,873,269	$ 234,688,561

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, 2016 and 2017, 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, 2017 and 2016, 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 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. In fiscal year 2016, the Series 2008B2 Bonds were converted to a bank rate mode and directly placed with the bondholder. The bank rates for all of the Series are 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

NOTE 5 LONG-TERM DEBT continued

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 $20,139,740 as of June 30, 2017. 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, 2017 or June 30, 2016.

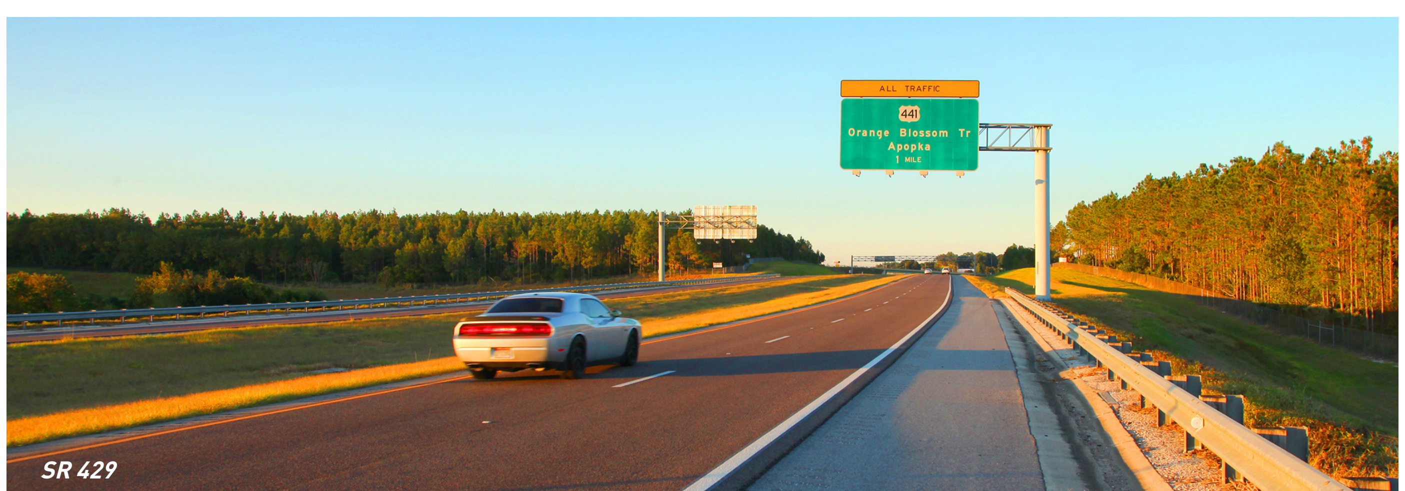
As a result of CFX's compliance with the terms of the swap agreements and each applicable Credit Support Annex, as explained above, as of June 30, 2017 and 2016, no termination events have occurred.

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' written notice to the counterparty. One agreement requires 30 days' 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.

Credit and Liquidity Access and Repricing Risk: CFX has reduced its basis and credit provider risks by placing the 2008B1, 2008B2, 2008B3 and 2008B4 Bonds in the bank rate mode directly with the bondholder at SIFMA plus a spread.

As of June 30, 2017, the expirations of the respective contracts were as follows:

Bond Series	Type/Provider	Expiration Date
Series 2008B1	FRN/Barclays Bank PLC	May-2020
Series 2008B2	FRN/RBC Municipal Products	Jul-2018
Series 2008B3	FRN/Wells Fargo	Sep-2019
Series 2008B4	FRN/Wells Fargo	Sep-2019



SR 429

NOTE 5 LONG-TERM DEBT continued

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):

Associated Debts

	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
FY 2016	-	-	939	939
FY 2017	-	-	-	-
Total	**$ (11,300,108)**	**$ (2,252,834)**	**$ (1,094,034)**	**$ (14,646,976)**

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. For the Series 2016A Bonds, the debt service reserve is funded with a surety policy.

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 $44,640,000 and $48,505,000 on June 30, 2017 and 2016, 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 April 26, 2016 CFX utilized proceeds from the issuance of the Series 2016A Refunding Bonds to fund an escrow to provide the for the payment of principal and interest on the refunded portion of the Series 2007A Bonds as of the call date of July 1, 2017.

NOTE 5 LONG-TERM DEBT continued

On November 2, 2016 CFX utilized proceeds from the issuance of the Series 2016B Refunding Bonds to fund an escrow to provide the for the payment of principal and interest on the refunded portion of the Series 2007A, 2010A, 2010B and 2010C Bonds as of the call date of July 1, 2017.

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

Year Ending June 30,	1988 BONDS	2007A BONDS	2010A Bonds	2010B Bonds	2010C Bonds	Total
2018	$ 21,500	$ 239,115	$ -	$ -	$ -	$ 260,615
2019	23,140	-	-	-	-	23,140
2020	-	-	-	-	-	-
2021	-	-	213,805	59,870	270,705	544,380
	$ 44,640	**$ 239,115**	**$ 213,805**	**$ 59,870**	**$ 270,705**	**$ 828,135**

Due to Government Agencies consists of the following | In Thousands

	June 30, 2016	Additions	Deletions	June 30, 2017
Advances from FDOT for construction, operations and maintenance of certain plazas and roadways	$ 172,890	$ 1,674	$ (172,890)	$ 1,674
Loans and advances for specific projects	7,980	16	(1,271)	6,725
Toll revenue due to other state agencies	2,626	83,568	(83,113)	3,081
	183,496	85,258	(257,274)	11,480
Less current portion	(176,781)	(6,086)	176,781	(6,086)
Due to other governments, net of current portion	**$ 6,715**	**$ 79,172**	**$ (80,493)**	**$ 5,394**

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
2018	$ 6,086
2019	-
2020	-
2021	-
2022	-
Thereafter	5,394
	$ 11,480

Amounts included in "thereafter" are payable based on future events, as described below:

Included in the Loans and Advances for specific projects is $5,394,000 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 Sprint Communications Company L.P. 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 (Sprint'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 second five-year renewal was executed at the end of fiscal year 2016. The minimum future rentals for the remaining four fiscal years are $464,640 per year for three years and $425,920 for the fourth year, for a total of $1,819,840.

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. The minimum CFX would receive on this lease would be $312,151 for fiscal year 2018. If CFX decides to terminate the lease in fiscal year 2018, it will be obligated to pay the tenant $156,974 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 $510,714,000 at June 30, 2017.

Pending Litigation - Various lawsuits and claims arising in the ordinary course of CFX's operations are pending against CFX.

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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 2017 and 2016 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 2017 contribution rate applied to regular employee salaries was 7.52%, including 1.66% for a post-retirement health insurance subsidy ("HIS"). The fiscal year 2016 contribution rate was 7.26%, which included 1.66% for HIS. The fiscal year 2017 contribution rate applied to senior management salaries was 21.77%, including 1.66% HIS. The fiscal year 2016 contribution rate was 21.43%, which included 1.66% for HIS. The fiscal year 2017 contribution rate applied to the salaries of the employees in DROP was 12.99%, including 1.66% for HIS. The fiscal year 2016 contribution rate was 12.88%, which included 1.66% for HIS.

NOTE 8 RETIREMENT PLANS continued

CFX's actual contributions to the FRS for the fiscal years ended June 30, 2017 and 2016 were $710,000 and $623,000, respectively. Employee contributions were $177,000 and $159,000 for the fiscal years ended June 30, 2017 and 2016, respectively.

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

CFX reported a liability of $6,830,000 and $3,852,000, at June 30, 2017 and 2016, respectively, for its proportionate share of the net pension liability of FRS and HIS. The net pension liability as of June 30, 2017 and 2016 was measured as of June 30, 2016 and 2015, respectively, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of those dates. CFX's proportion of the net pension liability was based on CFX's historical employer contributions to the pension plans for fiscal year 2015 and 2016 relative to the historical contributions of all participating employers. At June 30, 2016, CFX's proportion was 0.0191% and 0.0173% for FRS and HIS, respectively, which was an increase of 0.0017% and an increase of 0.0016% from its respective proportion measured as of June 30, 2015.

At June 30, 2015, CFX's proportion was 0.0174% and 0.0157% for FRS and HIS, respectively, which was an increase of 0.0017% and a decrease of 0.0006% from its respective proportion measured as of June 30, 2014.

For the years ended June 30, 2017 and June 30, 2016, CFX recognized pension expense of $1,270,000 and $576,000, respectively.

At June 30, 2017 and June 30, 2016, CFX reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

Deferred Outflows/Inflows of Resources | In Thousands

	Deferred Outflows of Resources	Deferred Inflows of Resources
As of June 30, 2017		
Differences between expected and actual experience	$ 368	$ 49
Changes of assumptions	608	-
Differences between projected and actual earnings on pension plan investments	1,245	-
Changes in proportion	1,138	13
CFX contributions subsequent to the measurement date	624	-
Total	**$ 3,984**	**$ 63**
As of June 30, 2016		
Differences between expected and actual experience	$ 237	53
Changes of assumptions	275	-
Differences between projected and actual earnings on pension plan investments	1	537
Changes in proportion	1,042	16
CFX contributions subsequent to the measurement date	554	-
Total	**$ 2,109**	**$ 606**

$624,000 and $554,000 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, 2018 and June 30, 2017 respectively.

NOTE 8 RETIREMENT PLANS continued

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):

Years Ending June 30	Amount
2018	$ 672
2019	672
2020	672
2021	672
2022	509
Thereafter	100

Actuarial Assumptions – The actuarial assumptions that determined the total pension liability as of June 30, 2017 and June 30, 2016, were based on the results of an actuarial experience study for the period July 1, 2008 – June 30, 2013.

Valuation date	July 1, 2015	July 1, 2016
Measurement date	June 30, 2015	June 30, 2016
Inflation	2.60%	2.6%
Salary increases, including inflation	3.25%	3.25%
Mortality	Generational RP-2000 with Projection Scale BB	Generational RP-2000 with Projection Scale BB
Actuarial Cost Method	Individual Entry Age	Individual Entry Age

The long-term expected rate of return, net of investment expense on pension plan investments was 7.60% as of June 30, 2016 and June 30, 2015. 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%	3.0%
Fixed Income	18%	4.7%
Global equity	53%	8.1%
Real Estate (property)	10%	6.4%
Private equity	6%	11.5%
Strategic Investment	12%	6.1%
Total	100.00%	


SR 414/SR 451/SR 429 Interchange

Discount Rate – The discount rate used to measure the total pension liability was 7.60% for FRS for June 30, 2016 and June 30, 2015. The discount rate used to measure the total pension liability was 2.85% and 3.80% for HIS as of June 30, 2016 and June 30, 2015 respectively. 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 7.60% for FRS for June 30, 2016 and June 30, 2015. The discount rate of 2.85% and 3.80% was used for HIS for June 30, 2016 and June 30, 2015 respectively. The following also presents what CFX's proportionate share of the net pension liability would be at June 30, 2017 and 2016 if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the respective current rate:

NOTE 8 RETIREMENT PLANS continued

Proportionate Share of the Net Pension Liability | As of June 30, 2017

	FRS 1% Decrease 6.6%	FRS Current Discount Rate 7.6%	FRS 1% Increase 8.6%
CFX's proportionate share of the net pension liability (asset)	$ 8,860,120	$ 4,812,490	$ 1,443,373

	HIS 1% Decrease 1.85%	HIS Current Discount Rate 2.85%	HIS 1% Increase 3.85%
CFX's proportionate share of the net pension liability (asset)	$ 2,314,782	$ 2,017,719	$ 1,771,173

Proportionate Share of the Net Pension Liability | As of June 30, 2016

	FRS 1% Decrease 6.65%	FRS Current Discount Rate 7.65%	FRS 1% Increase 8.65%
CFX's proportionate share of the net pension liability (asset)	$ 5,826,098	$ 2,248,394	$ (728,843)

	HIS 1% Decrease 2.8%	HIS Current Discount Rate 3.8%	HIS 1% Increase 4.8%
CFX's proportionate share of the net pension liability (asset)	$ 1,826,666	$ 1,603,107	$ 1,416,693

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

	June 30, 2016	Additions	Deletions	June 30, 2017	Due Within One year
Net pension liability	$ 3,852	$ 3,532	$ 554	$ 6,830	$ -

	June 30, 2015	Additions	Deletions	June 30, 2016	Due Within One year
Net pension liability	$ 2,377	$ 1,959	$ 484	$ 3,852	$ -

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 2015, 2016 and 2017.

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

Hurricane Irma hit the Central Florida area September 10 and 11, 2017. On September 5, 2017 Governor Rick Scott suspended tolls on all CFX roadways to help with the evacuations happening around the state. The toll suspension was lifted on September 21, 2017. It is projected that approximately $18,750,000 was lost in toll revenue due to the direct suspension of tolls. CFX had minor damage including two depressions on the roadway on SR 429 and some damaged signs. As of the date of these financial statements, CFX is estimating the damage to cost approximately $1,000,000 to repair.

SR 528: Dallas Blvd. Main Plaza

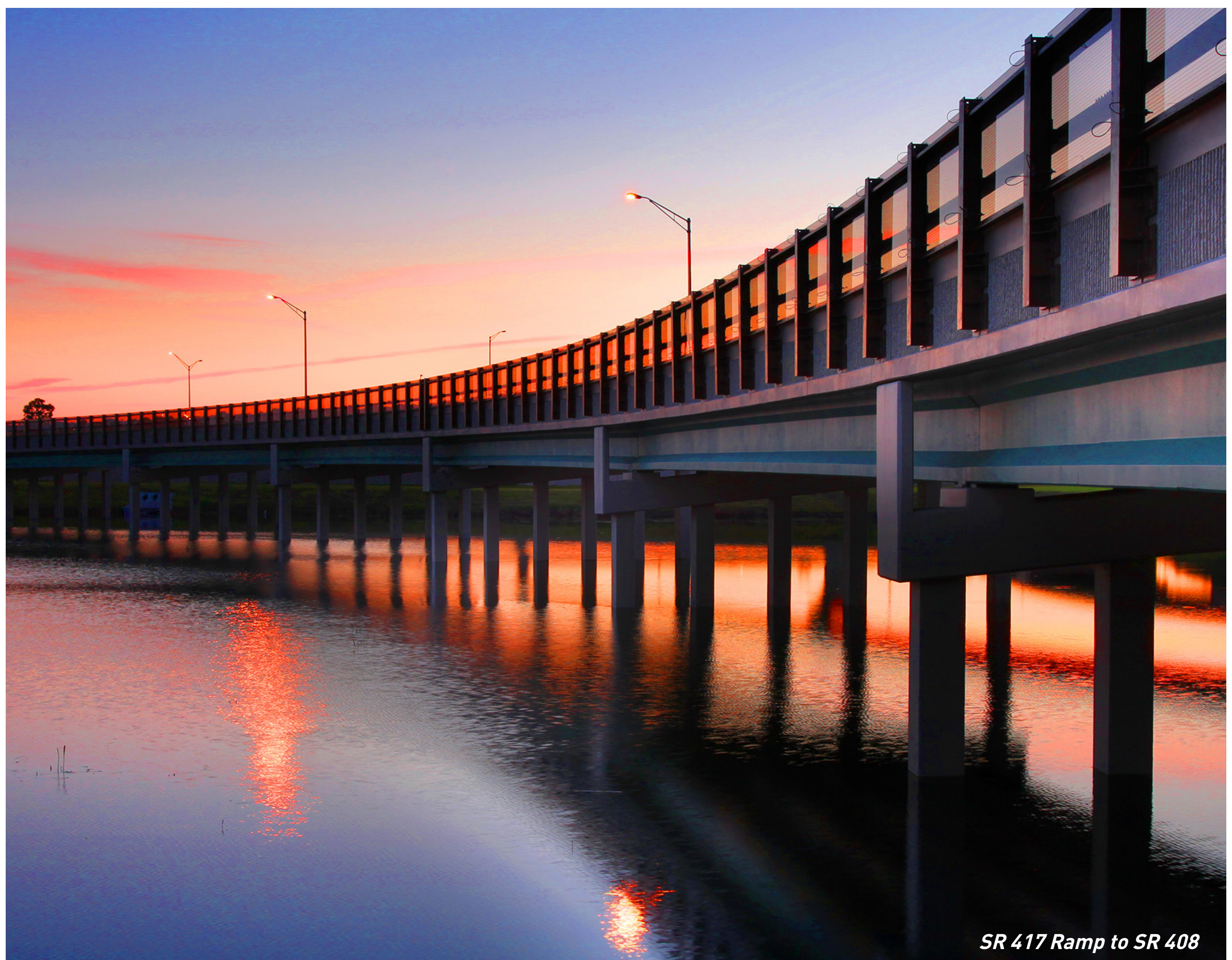
Trend Data on Infrastructure Condition

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 (the "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:

Evaluation Period Fiscal Year	Rating
2017	89%
2016	89%
2015	90%

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

Fiscal Year	Budget	Actual
2017	$ 38,487	$ 22,447
2016	42,406	15,964
2015	26,085	3,975
2014	2,998	468
2013	7,094	880



SR 417 Ramp to SR 408

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
2017	2016	0.0191%	$ 4,812	$ 4,093	117.57%	84.88%
2016	2015	0.0174%	2,249	3,746	60.04%	92.00%
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
2017	2016	0.0173%	$ 2,018	$ 6,023	33.50%	0.97%
2016	2015	0.0157%	1,603	5,345	29.99%	0.50%
2015	2014	0.0152%	1,418	4,769	29.73%	0.99%
2014	2013	0.0154%	1,343	4,507	29.80%	1.78%

Notes: 1) This schedule is intended to show information for ten years; however, data was unavailable prior to 2014. Additional years' information will be presented as it becomes available.

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
2017	$ 524	$ 524	$ -	$ 4,093	12.80%
2016	465	465	-	3,746	12.41%
2015	424	424	-	3,212	13.20%
2014	344	344	-	2,987	11.52%

Retiree Health Insurance Subsidy (HIS) Program 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
2017	$ 100	$ 100	$ -	$ 6,023	1.66%
2016	89	89	-	5,345	1.67%
2015	60	60	-	4,769	1.26%
2014	52	52	-	4,507	1.15%

Notes: 1) This schedule is intended to show information for ten years; however, data was unavailable prior to 2014. Additional years' information will be presented as it becomes available.

Calculation of the Composite Debt Service Ratio | Years Ended June 30 | In Thousands

SCHEDULE 1

	2017	2016
Revenues:		
Tolls	$ 423,748	$ 390,902
Fees collected via PBPs and UTCs	7,475	7,574
Transponder sales	236	167
Other operating	1,486	1,256
Interest	4,954	3,677
Miscellaneous	997	961
Total revenues	**438,896**	**404,537**
Expenses:		
Operations	46,371	40,716
Maintenance	15,118	13,602
Administration	7,090	6,429
Other operating	3,108	1,806
Total expenses	**71,687**	**62,553**
Add deposits into OMA reserve	1,073	972
Less advances allowable for operations and maintenance expenses received from the FDOT	(6,694)	(7,699)
Net expenses	**66,066**	**55,826**
Net revenues, as defined, inclusive of advances received from the FDOT	**$ 372,830**	**$ 348,711**
Senior lien debt service payments	**$ 165,163**	**$ 143,882**
Senior lien debt service ratio of net revenues to debt service payments	**2.26**	**2.42**
Supplemental payments - County gas tax pledge	$ -	$ 9,397
Senior lien debt service ratio of net revenues and supplemental payments to debt service payments*	**2.26**	**2.49**
Subordinate Payments		
SIB Loan Payment	$ 1,031	$ 2,513
FDOT Lease Purchase Agreement Payment**	20,000	20,000
SunTrust Bank Loan Payment	6,645	1,400
Total Subordinate Payments	**$ 27,676**	**$ 23,913**
Subordinate Debt Service Ratio***	**1.93**	**2.08**

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

**Mandatory payment of $20,000,000 was due to the Florida Department of Transportation. In addition, CFX exercised its discretionary authority to prepay the outstanding balance of its long term indebtedness owed to the department in the amount of $150,870,102

***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 SECTION | C

‘Taking State Road 408 means I never have to worry about being late for class at UCF.’

MY NAME Libby
I AM A Graduate Student at University of Central Florida
MY HOME Clermont
E-PASS CUSTOMER SINCE 2017

C | Statistical Section

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.

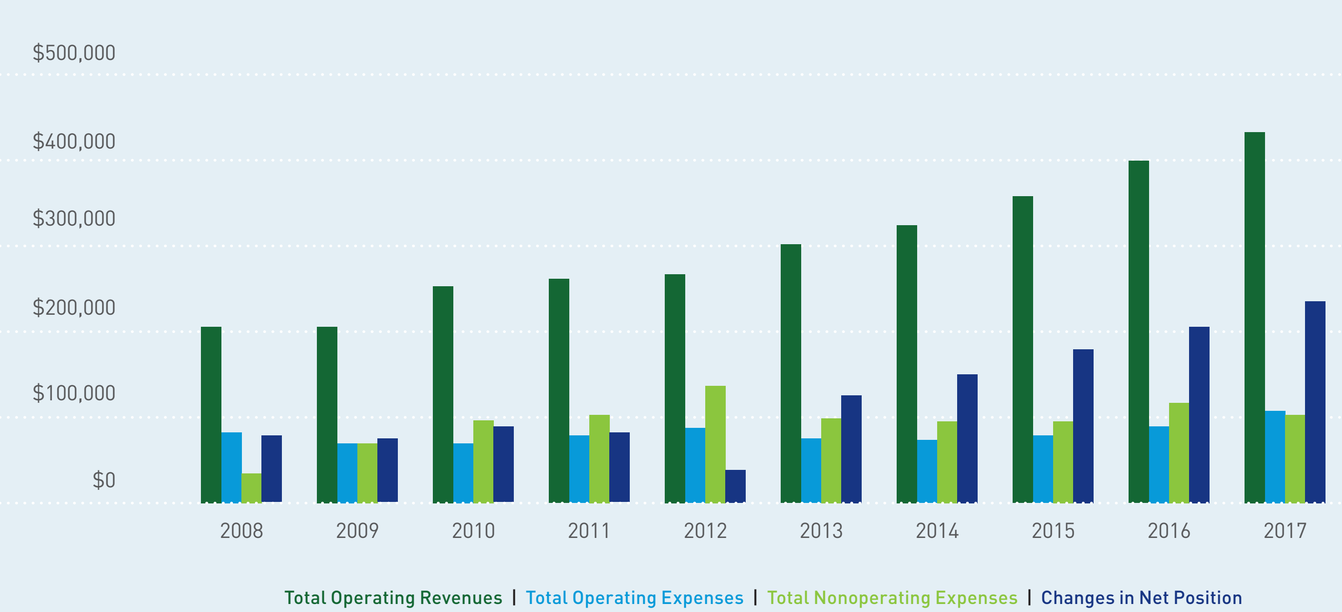
Sources: Unless otherwise noted, the information in these schedules is derived from the comprehensive annual financial reports for the relevant year.

Revenues, Expenses and Changes in Net Position | July 1, 2007 through June 30, 2017 | Shown in Thousands ($000's)

PREPARED ON BASIS OF GAAP	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
OPERATING REVENUES										
Toll Revenues	$ 205,947	$ 206,395	$ 253,610	$ 260,012	$ 262,608	$ 298,164	$ 319,133	$ 350,927	$ 390,902	$423,748
Transponder Sales	946	673	474	299	270	274	76	63	167	236
Other (A)	912	1,068	1,272	2,687	4,012	5,209	6,395	8,196	9,791	9,959
Total Operating Revenues	207,805	208,136	255,356	262,998	266,890	303,647	325,604	359,186	400,860	433,943
OPERATING EXPENSES										
Operations, Maintenance and Administration	55,636	51,180	51,281	52,524	50,920	53,209	54,905	57,465	60,747	68,579
Depreciation	12,331	14,812	17,242	16,842	15,717	16,272	16,800	15,604	14,263	13,765
Preservation	10,532	1,307	522	1,694	13,679	880	468	3,975	15,964	22,447
Other	9,157	3,081	4,950	5,866	9,217	7,309	4,502	3,924	2,329	4,592
Total Operating Expenses	87,656	70,380	73,995	76,926	89,533	77,670	76,675	80,968	93,303	109,383
NONOPERATING REVENUES (EXPENSES)										
Investment Income	30,214	12,953	6,526	6,500	3,405	1,571	2,632	2,516	5,977	3,760
Gain/(Loss) on Capital Assets	(790)	(7,995)	680	(312)	(25,271)	(455)	755	(1,848)	(694)	(2,447)
Intergovernmental Grant Revenue	8,343									
Other Nonoperating (B)				441	66	8,556	239	92	403	331
Goldenrod Road	897	757	866	794	798	810	823	(2,751)	1,400	1,530
Interest Expense (C)	(76,928)	(76,138)	(105,163)	(112,790)	(116,250)	(108,870)	(101,779)	(95,368)	(124,064)	(108,513)
Total Nonoperating Revenues (Expenses)	(38,264)	(70,423)	(97,091)	(105,367)	(137,252)	(98,388)	(97,330)	(97,359)	(116,978)	(105,339)
Capital Contribution		6,709	4,996	1,987			784	154	13,036	16,377
Changes in Net Position	$ 81,885	$ 74,042	$ 89,266	$ 82,692	$ 40,105	$ 127,589	$ 152,383	$ 181,013	$ 203,615	$235,598

(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 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position* and GASB 65, *Items Previously Reported as Assets and Liabilities.* As a result, Interest Expense was re-classified in fiscal year 2012.

Revenues, Expenses and Changes in Net Position | In Thousands of Dollars

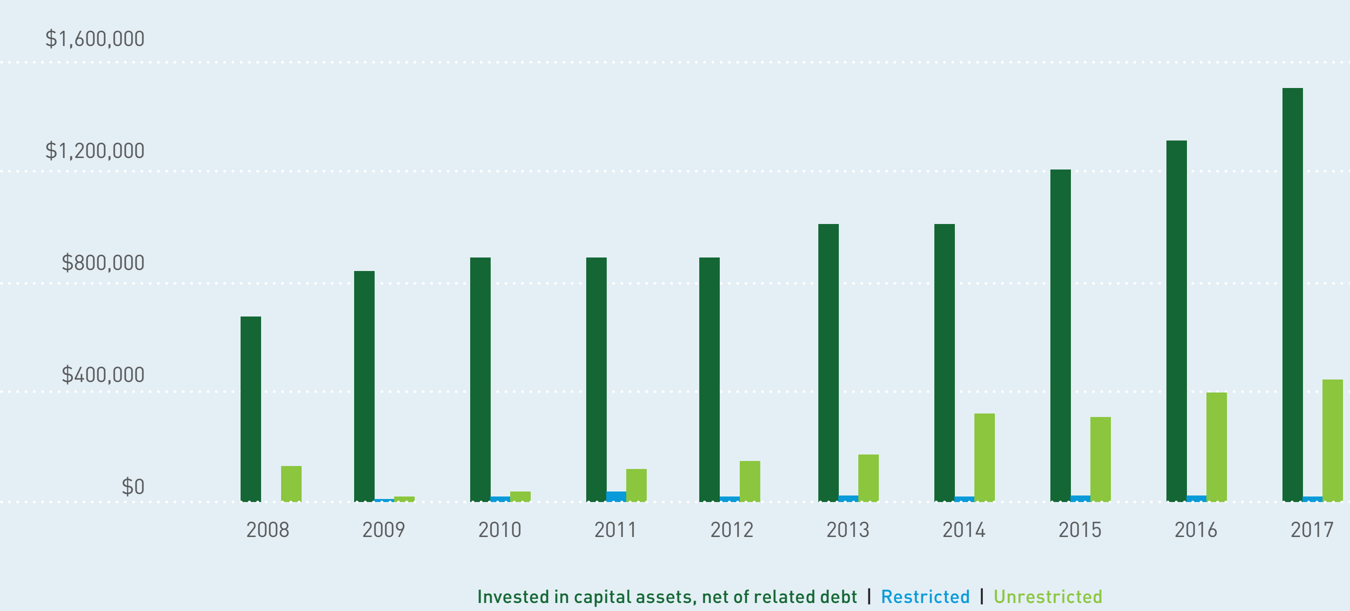


Net Position by Component | July 1, 2007 through June 30, 2017 | Shown in Thousands ($000's)

PREPARED ON BASIS OF GAAP	2008	2009	2010	2011	2012 (A)	2013	2014	2015 (B)	2016	2017
PRIMARY GOVERNMENT										
Net investment in capital assets	$ 684,251	$ 844,459	$ 893,157	$ 901,239	$ 900,743	$ 1,009,113	$ 1,023,491	$ 1,206,541	$ 1,318,726	$ 1,509,862
Restricted	8,041	19,590	38,888	46,299	34,610	33,754	33,421	37,635	40,949	29,211
Unrestricted	137,465	39,750	61,020	128,219	163,936	184,011	322,349	313,585	401,701	457,901
Total Primary Government Net Position	$ 829,757	$ 903,799	$ 993,065	$ 1,075,757	$ 1,099,289	$ 1,226,878	$ 1,379,261	$ 1,557,761	$ 1,761,376	$ 1,996,974

(A): In fiscal year 2013, CFX implemented GASB 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position* and GASB 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 68, *Accounting and Financial Reporting for Pensions.* As a result, beginning Net Position was re-classified in fiscal year 2015.

Net Position by Component | In Thousands of Dollars



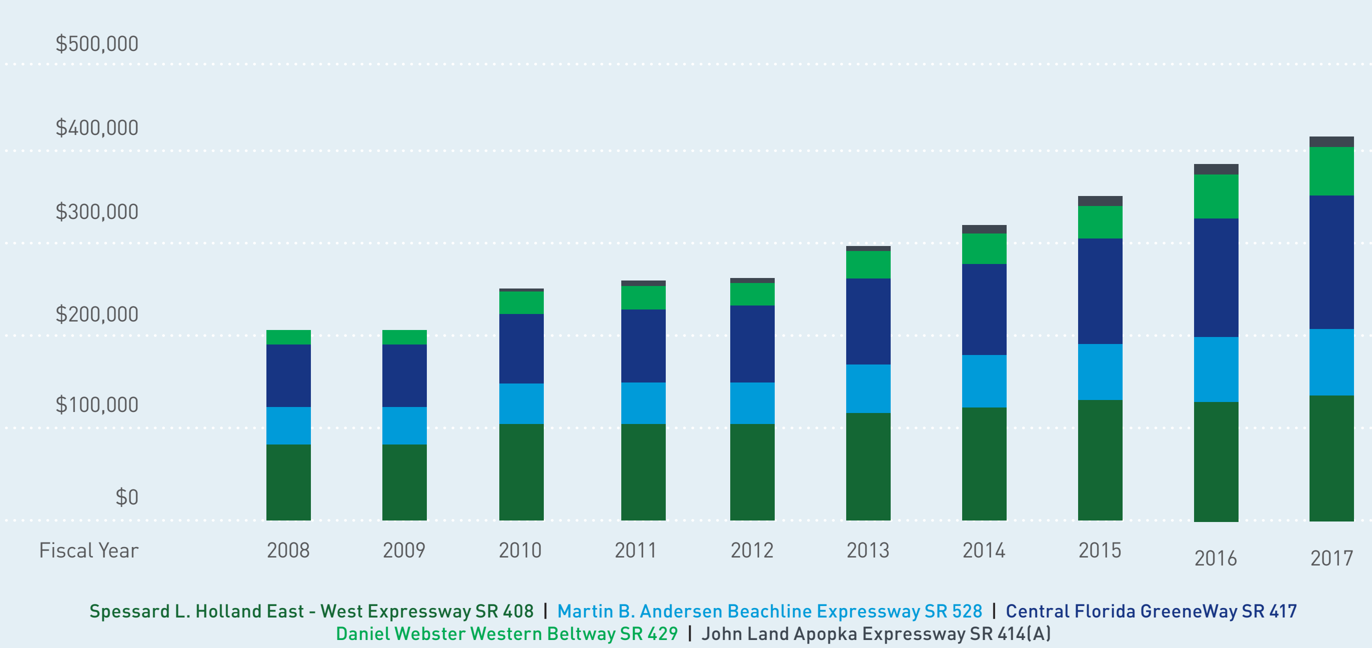
Toll Revenue by Roadway | July 1, 2007 through June 30, 2017 | Shown in Thousands ($000's)

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)	Discounts (C)	TOTAL TOLL REVENUE
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
2016	147,029	69,003	133,718	47,394	12,453	(18,695)	390,902
2017	150,241	75,676	147,095	53,701	13,590	(16,555)	423,748

(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) Prior to May 2016, the E-PASS Discount was given to any electronic toll collection customer that uses their transponder on any CFX roadway more than 40 times in a calendar month. Beginning May 2016, the new CFX Customer Loyalty Discount program began giving E-PASS customers a discount based on the number of toll transactions per transponder on CFX expressways. The CFX Beltway Discount went into effect July 1, 2015 and is given to any electronic toll collection customer that uses their transponder on SR 414, SR 417, and SR 429 more than 20 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.

Toll Revenue by Roadway | Shown in Thousands ($000's)



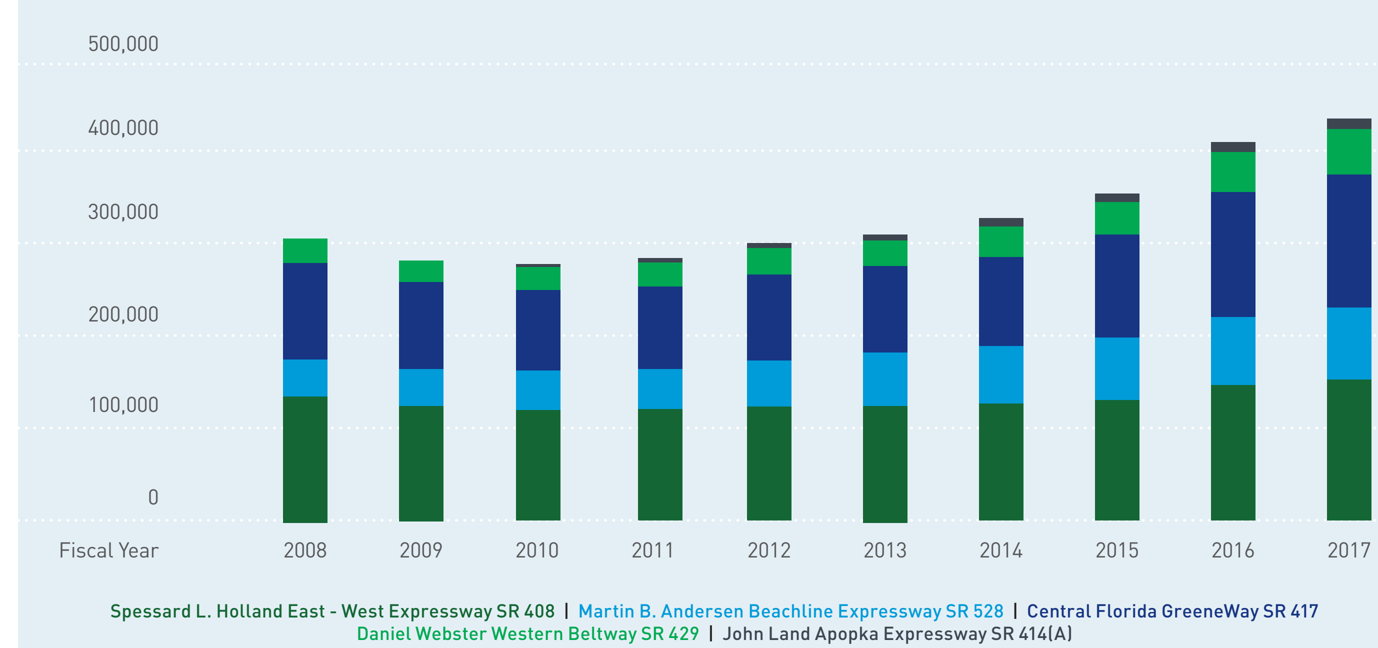
Toll Transactions by Roadway | July 1, 2007 through June 30, 2017 | Shown in Thousands (000's)

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 TOLL TRANSACTIONS
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
2016	150,710	73,679	131,275	42,475	12,397	410,536
2017	152,795	79,480	142,864	47,152	13,250	435,541

(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. The Airport Plaza was demolished in fiscal year 2016. Starting January 31, 2016 on behalf of CFX, FDOT began collecting at their plaza the CFX portion of the toll - transactions are still being counted based on this revenue.

Source: Central Florida Expressway Authority Statistical Report | Central Florida Expressway Authority general ledger.

Toll Transactions by Roadway | Shown in Thousands (000's)

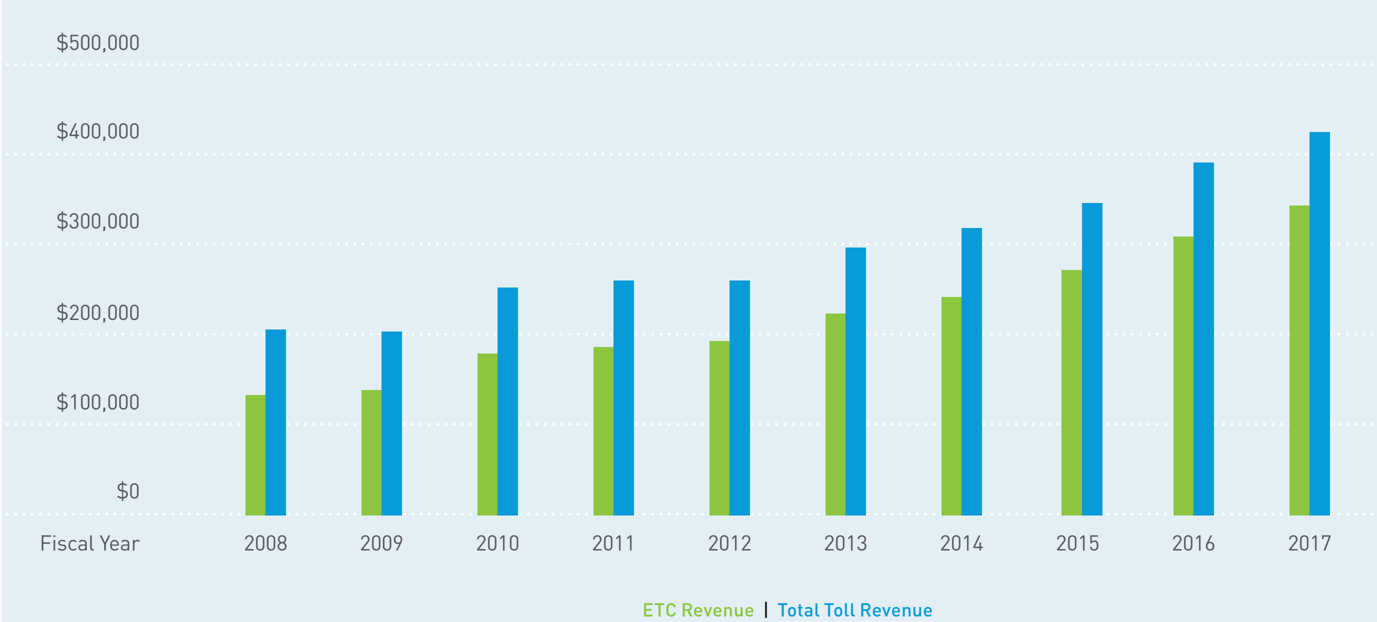


Breakdown of Toll Revenue | July 1, 2007 through June 30, 2017 | Shown in Thousands ($000's)

FISCAL YEAR	ETC REVENUE	TOTAL TOLL REVENUE	% ETC REVENUE
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%
2016	310,198	390,902	79.35%
2017	343,761	423,748	81.12%

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

Toll Revenue | Shown in Thousands ($000's)

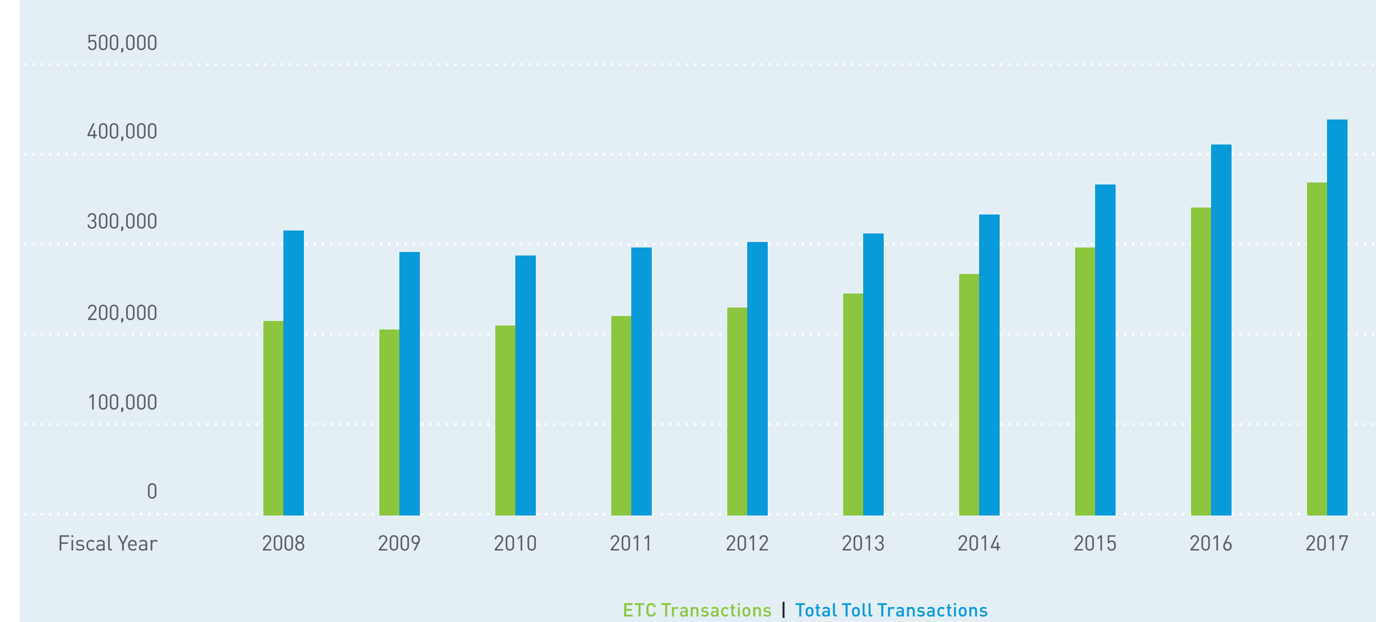


Breakdown of Toll Transactions | July 1, 2007 through June 30, 2017 | Shown in Thousands (000's)

FISCAL YEAR	ETC TRANSACTIONS	TOTAL TOLL TRANSACTIONS	% ETC TRANSACTIONS
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%
2016	339,997	410,536	82.82%
2017	367,725	436,758	84.19%

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

Toll Transactions | Shown in Thousands (000's)



Schedule of Toll Rates (A) | As of June 2017

CFX EXPRESSWAY	MOTORCYCLE & 2 AXLES		3 AXLES		4 AXLES		5 AXLES	
SR 408 (EAST WEST EXPRESSWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
Hiawassee Main Plaza	$ 0.82	$ 1.00	$ 1.64	$ 1.75	$ 1.91	$ 2.00	$ 2.46	$ 2.50
Good Homes Road	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50
Hiawassee Road	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Pine Hills Main Plaza	$ 1.09	$ 1.25	$ 1.64	$ 1.75	$ 1.91	$ 2.00	$ 2.46	$ 2.50
Old Winter Garden Road	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
John Young Parkway (SR 423)	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Orange Blossom Trail	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Mills Avenue	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Conway Main Plaza	$ 1.09	$ 1.25	$ 1.64	$ 1.75	$ 1.91	$ 2.00	$ 2.46	$ 2.50
Bumby Avenue	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Conway Road	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Andes/Semoran Blvd	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25
Semoran Boulevard (SR 436)	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Dean Main Plaza	$ 0.82	$ 1.00	$ 1.64	$ 1.75	$ 1.91	$ 2.00	$ 2.46	$ 2.50
Dean Road	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Rouse Road	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
SR 414 (APOPKA EXPRESSWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
Coral Hills Main Plaza	$ 1.09	$ 1.25	$ 1.64	$ 1.75	$ 2.18	$ 2.25	$ 2.73	$ 2.75
Keene Road	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Hiawassee Road	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50
SR 417 (CENTRAL FLORIDA GREENEWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
John Young Main Plaza	$ 1.37	$ 1.50	$ 1.91	$ 2.00	$ 2.46	$ 2.50	$ 3.00	$ 3.00
John Young Parkway (SR 423)	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Orange Blossom Trail	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Landstar Boulevard	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50
Boggy Creek Main Plaza	$ 1.37	$ 1.50	$ 1.91	$ 2.00	$ 2.46	$ 2.50	$ 3.00	$ 3.00
South Access Rd/Int'l Airport	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25
Boggy Creek Road	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25
Lake Nona Boulevard	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Narcoossee Road	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Moss Park Road	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Innovation Way	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Curry Ford Main Plaza	$ 0.82	$ 1.00	$ 1.64	$ 1.75	$ 1.91	$ 2.00	$ 2.46	$ 2.50
Lee Vista Boulevard	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Curry Ford Road (SR 552)	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
University Main Plaza	$ 0.82	$ 1.00	$ 1.64	$ 1.75	$ 1.91	$ 2.00	$ 2.46	$ 2.50
Colonial Drive (SR 50)	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
University Boulevard	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75

Schedule of Toll Rates (A) | As of June 2017

CONTINUED

CFX EXPRESSWAY	MOTORCYCLE & 2 AXLES		3 AXLES		4 AXLES		5 AXLES	
SR 429 (WESTERN BELTWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
Forest Lake Main Plaza	$ 1.37	$ 1.50	$ 1.91	$ 2.00	$ 2.46	$ 2.50	$ 3.00	$ 3.00
CR 437A	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
West Road	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
SR 438	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50
Independence Mainline Plaza	$ 1.37	$ 1.50	$ 1.91	$ 2.00	$ 2.46	$ 2.50	$ 3.00	$ 3.00
CR 535	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
New Independence Parkway	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Schofield Road	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
SR 528 (BEACHLINE EXPRESSWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
Boggy Creek Road/McCoy Road	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25
Conway Road/Tradeport Drive	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25
Beachline Main Plaza	$ 0.87	$ 1.00	$ 1.71	$ 1.75	$ 2.00	$ 2.00	$ 2.55	$ 2.75
International Corporate Park	$ 0.59	$ 0.75	$ 0.59	$ 0.75	$ 0.59	$ 0.75	$ 0.59	$ 0.75
Dallas Main Plaza (B)	$ 0.50	$ 0.50	$ 0.75	$ 0.75	$ 1.00	$ 1.00	$ 1.00	$ 1.00
Dallas Boulevard	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50
GOLDENROD EXTENSION - NON SYSTEM	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
Goldenrod Mainline Plaza	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50

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

Average Toll Rate | July 1, 2007 through June 30, 2017

FISCAL YEAR	REVENUE BEFORE DISCOUNTS ($000'S)	TRANSACTIONS (000'S)	AVERAGE TOLL RATE
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
2016(D)	409,597	410,536	1.00
2017	440,303	435,541	1.01

(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.
(D) Ramps were added with a toll greater than $1 on SR 528 that now toll what was previously free movement on the system.

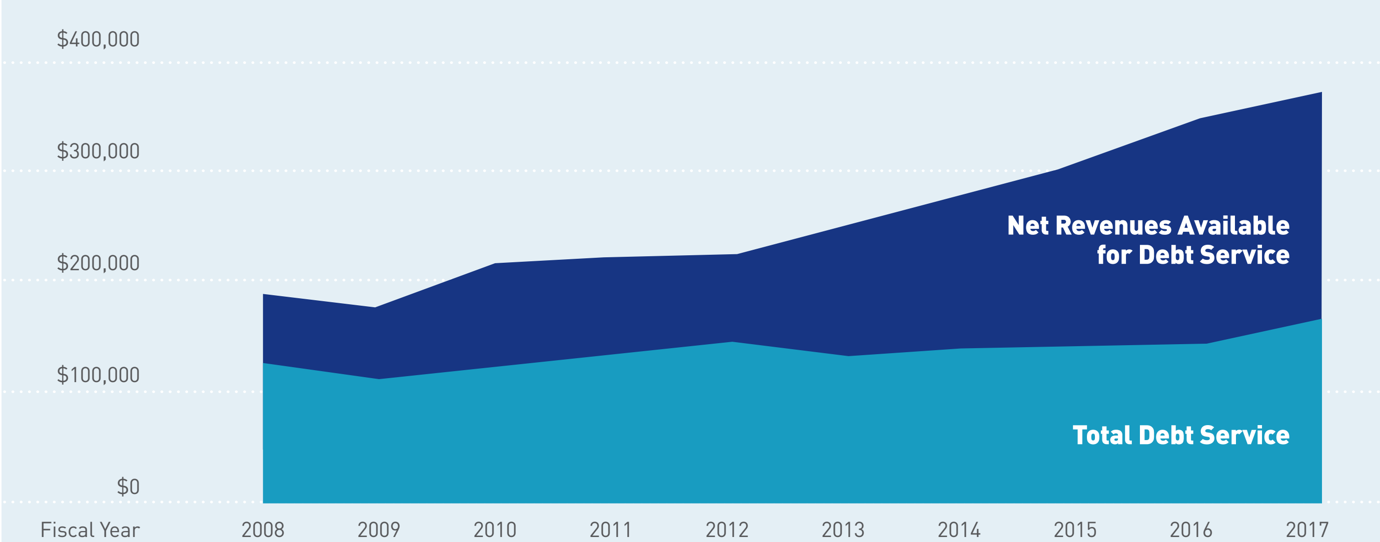
Revenue Bond Coverage | July 1, 2007 through June 30, 2017 | Shown In Thousands ($000's) except for ratios

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)	NOTES
2008	$209,046	$25,191	$57,803	(8,812)	$ -	$48,991	$185,246	$193,986	$121,664	1.52	1.59	a
2009	208,806	10,697	53,292	(8,340)	-	44,952	174,551	182,760	110,248	1.58	1.66	b
2010	256,047	4,101	52,988	(8,616)	-	44,372	215,776	224,051	119,935	1.80	1.87	c
2011	263,439	5,259	54,565	(7,372)	69	47,262	221,436	229,710	132,998	1.66	1.73	d
2012	266,642	4,311	53,373	(2,494)	118	50,997	219,956	228,179	145,679	1.51	1.57	d
2013	303,647	2,162	55,839	(2,771)	367	53,435	252,374	260,708	131,957	1.91	1.98	e
2014	325,604	1,594	57,642	(8,507)	303	49,438	277,760	286,094	139,498	1.99	2.05	f
2015	359,185	1,970	60,292	(8,663)	1,295	52,924	308,231	317,319	140,047	2.20	2.27	g
2016	400,860	3,677	62,553	(7,699)	972	55,826	348,711	358,108	143,882	2.42	2.49	h
2017	433,942	4,954	71,687	(6,694)	1,073	66,066	372,830	372,830	165,163	2.26	2.26	i

(A) These calculations apply to the 1990 and 1998 Series bonds, which are covered by revenues for Orange County's gas tax pledge.
(B) Gross revenues does not include investment income or any costs of Goldenrod Road.
(C) Revenues and expenses are presented on this schedule in accordance with accounting principles generally accepted in the Unites 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.

NOTES:
a: Includes Series 1990, 1998, 2003A, 2003B, 2003C, 2003D, 2005A, 2005B, 2005C, 2005D, 2005E, 2007A and 2008B
b: Includes Series 1990, 1998, 2003A, 2003B, 2003C, 2003D, 2007A and 2008B
c: Includes Series 1990, 1998, 2003A, 2003B, 2003C, 2003D, 2007A, 2008B, 2010A and 2010B
d: Includes Series 1990, 2003A, 2003B, 2003C, 2003D, 2007A, 2008B, 2010A, 2010B and 2010C
e: Includes Series 1990, 2003A, 2003B, 2003C, 2003D, 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A and 2013B
f: Includes Series 1990, 2003D, 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A, 2013B and 2013C
g: Includes Series 1990, 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A, 2013B and 2013C
h: Includes Series 1990, 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A, 2013B, 2013C and 2016A
i: Includes Series 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A, 2013B, 2013C, 2016A and 2016B

Revenue Bond Coverage | Net Revenue and Debt Service Cost | Shown In Thousands ($000's)

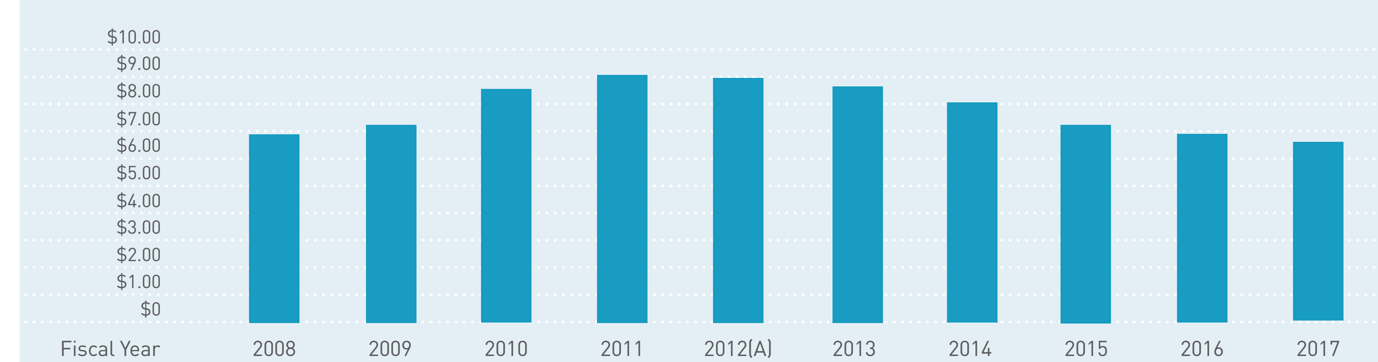


Ratio of Outstanding Debt by Type | July 1, 2007 through June 30, 2017 | Shown in Thousands ($000's)

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
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
2016	2,821,351	2,086	-	2,823,437	410,536	6.88	109	25,903
2017	2,866,825	1,071	-	2,867,896	435,541	6.58	109	26,311

(A) In fiscal year 2013, the Authority implemented GASB 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position* and GASB 65, *Items Previously Reported as Assets and Liabilities.* As a result, Revenue Bonds was restated in fiscal year 2012.
(B) Not shown in thousands.

Debt Per Toll Transaction (B)



Debt Per Center Line Mile | In Thousands of Dollars

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

Orlando MSA Population by Age Group | Calendar Year 2007 through 2016

AGE RANGE	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
0-4	142,698	142,237	142,789	131,577	132,248	132,129	135,005	135,577	139,390	146,583
5-9	130,800	132,799	136,238	135,406	136,388	143,630	130,735	146,378	144,982	147,364
10-14	132,756	130,648	132,991	142,120	143,371	142,366	157,422	146,721	152,309	151,248
15-19	135,854	137,243	138,232	157,910	151,582	152,594	154,151	157,738	158,069	159,900
20-24	133,148	133,584	140,399	168,215	174,423	181,885	174,354	173,165	174,116	173,581
25-34	289,069	288,391	315,449	296,138	305,960	314,987	328,658	342,173	354,938	371,498
35-44	305,188	301,372	291,857	298,117	298,065	303,639	308,931	315,067	326,339	326,899
45-54	286,599	292,857	291,005	307,996	310,270	312,322	315,655	318,189	324,712	327,754
55-59	117,973	119,717	115,542	124,636	129,422	135,793	142,454	140,974	145,024	151,904
60-64	97,438	102,193	98,598	109,219	115,323	116,712	118,291	125,041	132,024	135,029
65-74	136,849	144,252	141,640	146,369	152,743	164,091	176,227	186,093	196,417	206,320
75-84	90,437	93,006	96,664	84,858	86,872	86,849	88,563	93,365	95,579	103,491
85+	33,687	36,275	41,017	31,850	34,693	36,677	37,401	40,937	43,239	39,686
TOTAL	2,032,496	2,054,574	2,082,421	2,134,411	2,171,360	2,223,674	2,267,847	2,321,418	2,387,138	2,441,257

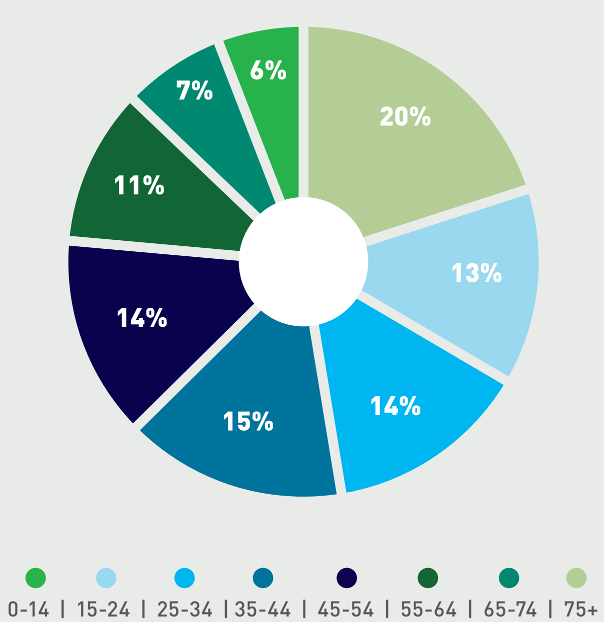
(A) Orlando MSA includes Lake, Orange, Osceola, and Seminole Counties
(B) 2017 data was not available at the time the report was prepared.
Source: U.S. Census Bureau (www.census.gov)

Orlando-Kissimmee MSA (A) Employment by Industry Sector | Calendar Year 2007 through 2016 | Number of Employees in Thousands (000's)

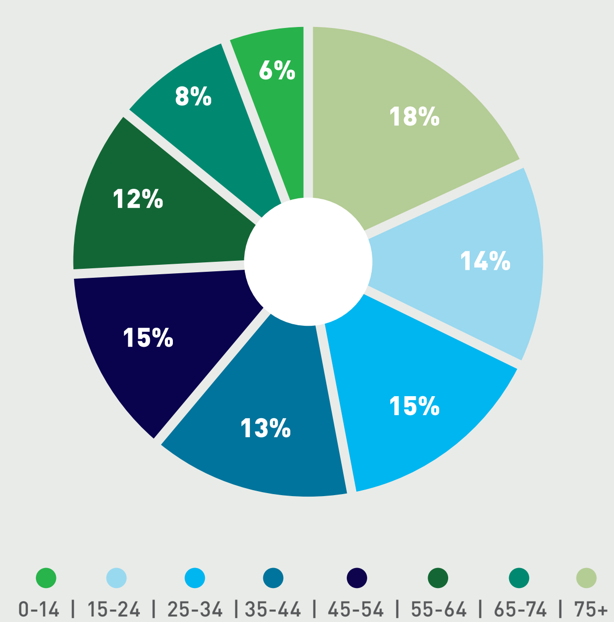
SECTOR	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Manufacturing	43.2	43.1	38.3	38.0	38.2	38.0	38.1	40.3	42.9	42.7
Construction	80.3	72.6	54.7	48.0	43.6	45.7	50.9	58.7	63.6	69.3
Transportation	32.2	33.1	30.2	30.0	30.0	31.0	31.2	35.0	37.3	40.4
Finance	67.7	67.1	63.1	63.0	64.6	66.9	69.6	72.6	72.0	76.3
Government	117.9	118.0	117.0	116.0	115.9	116.1	117.1	120.1	122.4	125.7
Retail	170.6	168.0	155.8	154.0	159.6	166.6	172.5	190.1	193.9	197.6
Service	587.4	576.8	550.6	553.0	559.1	576.0	585.6	628.4	658.5	684.6
TOTAL	1,099.3	1,078.7	1,009.7	1,002.0	1,011.0	1,040.3	1,065.0	1,145.2	1,190.6	1,236.6

(A) Orlando MSA includes Lake, Orange, Osceola and Seminole Counties
(B) 2017 data was not available at the time the report was prepared.
Source: Florida Research and Economic Database (www.fred.labormarketinfo.com)
Annual current employment statistics data for Orlando-Kissimmee MSA, not seasonally adjusted.

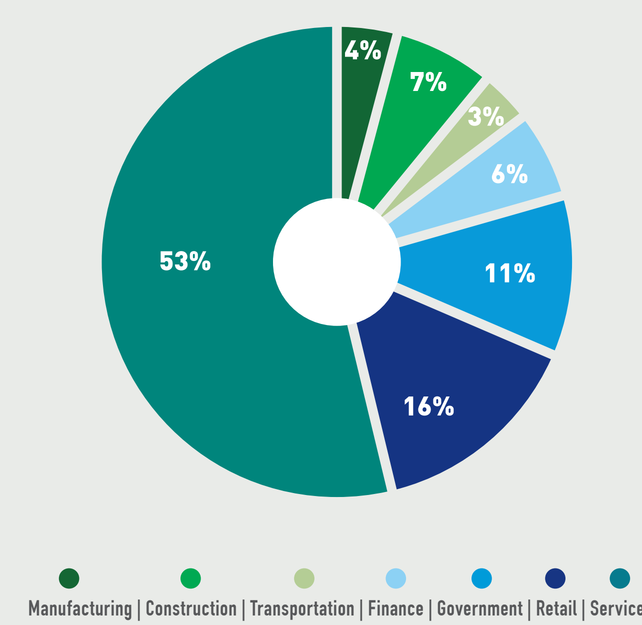
2007 | Orlando MSA Population by Percentage



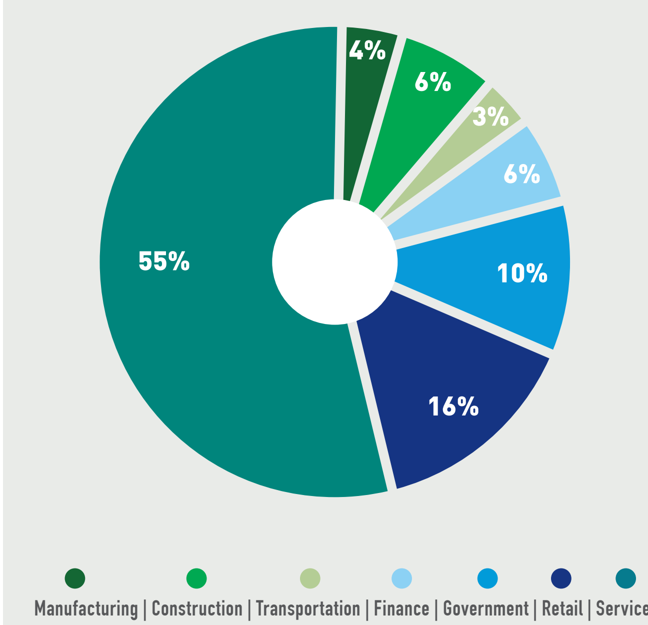
2016 | Orlando MSA Population by Percentage



2007 | Orlando MSA Employee by Percentage



2016 | Orlando MSA Employee by Percentage



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

EMPLOYER	TYPE OF BUSINESS	2016 (B) Number of Employees	2016 (B) Rank	2016 (B) Percentage of Total MSA Employment	2007 (C) Number of Employees	2007 (C) Rank	2007 (C) Percentage of Total MSA Employment
Walt Disney World Co.	Entertainment	73,000	1	6.09%	59,500	1	5.63%
Orange County Public Schools	Government	23,929	2	2.00%	26,000	2	2.46%
Universal Orlando Resort	Service	23,000	3	1.92%	13,000	4	1.23%
Adventist Health System/ Florida Hospital	Healthcare	21,815	4	1.82%	16,002	3	1.52%
Orlando Health	Healthcare	19,032	5	1.59%	10,000	6	0.95%
Orlando International Airport	Government	18,000	6	1.50%	N/A	N/A	N/A
University of Central Florida	Education	9,134	7	0.76%	9,537	7	0.90%
Lockheed Martin	Service	9,000	8	0.75%	7,200	8	0.68%
The School District of Osceola County	Education	7,538	9	0.63%	N/A	N/A	N/A
Orange County Government	Government	6,938	10	0.58%	11,040	5	1.05%
Westgate Resorts	Service	N/A	N/A	N/A	6,155	9	0.58%
Darden Restaurants, Inc.	Service	N/A	N/A	N/A	5,950	10	0.56%
Other Employers	Various	986,684		82.36%	891,816		84.44%
TOTAL		**1,198,070**		**100.00%**	**1,056,200**		**100.00%**

(A) Orlando MSA includes Lake, Orange, Osceola, and Seminole Counties
Source:
(B) Orlando Business Journal July 2017
(C) Orlando Business Journal: 2007 Book of Lists, Central Florida | Florida Research and Economic Information Database Application

Demographic and Economic Statistics | Calendar Year 2007 through 2016

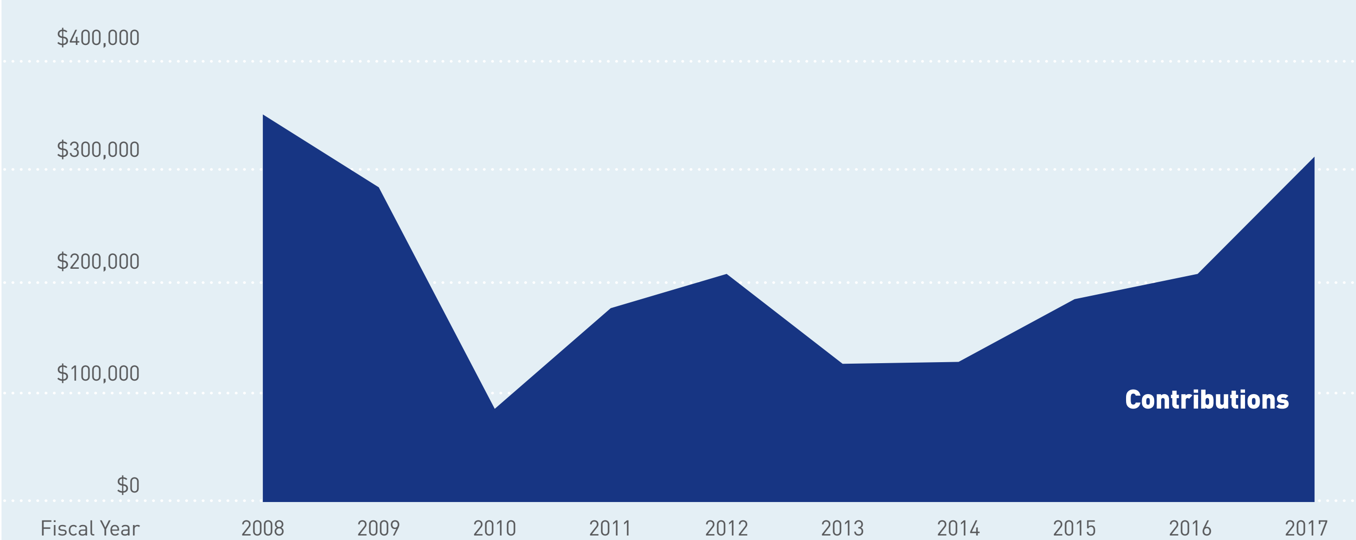
CALENDAR YEAR	PERSONAL INCOME (IN THOUSANDS)	PER CAPITA PERSONAL INCOME	UNEMPLOYMENT RATE
2007	$ 70,046,804	$ 34,529	3.8%
2008	73,611,612	35,717	5.9%
2009	73,465,904	35,279	10.5%
2010	73,534,692	34,368	11.4%
2011	77,159,476	35,535	10.4%
2012	80,968,983	36,412	8.4%
2013	83,891,688	36,992	6.9%
2014	86,133,623	37,104	5.9%
2015	92,220,888	38,632	5.0%
2016	N/A	N/A	4.5%

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

Contribution to Capital Assets | Fiscal Year 2008 through 2017 | Shown in Thousands ($000's)

FISCAL YEAR	BEGINNING BALANCE	CONTRIBUTIONS	DISPOSALS	DEPRECIATION	ENDING BALANCE
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
2016	3,754,751	205,899	(787)	(14,263)	3,945,600
2017	3,945,600	307,312	(2,446)	(13,765)	4,236,701
TOTAL		**$2,048,207**	**$ (55,320)**	**$ (153,612)**	

Investment in Infrastructure By Fiscal Year | In Thousands of Dollars



Roadway and Facility Statistics | June 30, 2008 through June 30, 2017

EXISTING CFX COMPONENTS/ ROADWAYS (MAINLINE MILES)	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
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	23	23	23	23	23
SR 414 (A)	-	5	5	5	5	6	6	6	6	6
SR 451 (B)	-	-	-	-	-	2	2	2	2	2

FACILITIES	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Centerline Miles	100	105	105	105	105	109	109	109	109	109
Mainline Toll Plazas	12	13	13	13	14	14	14	14	13	13
Ramp Toll Plazas	53	58	62	62	62	64	64	66	71	71
Interchanges	53	57	59	59	57	60	60	63	63	65
Total Toll Lanes	249	274	282	282	297	301	301	305	306	306
Bridges, Structures, & Appurtenances	256	274	274	274	282	291	291	295	306	306

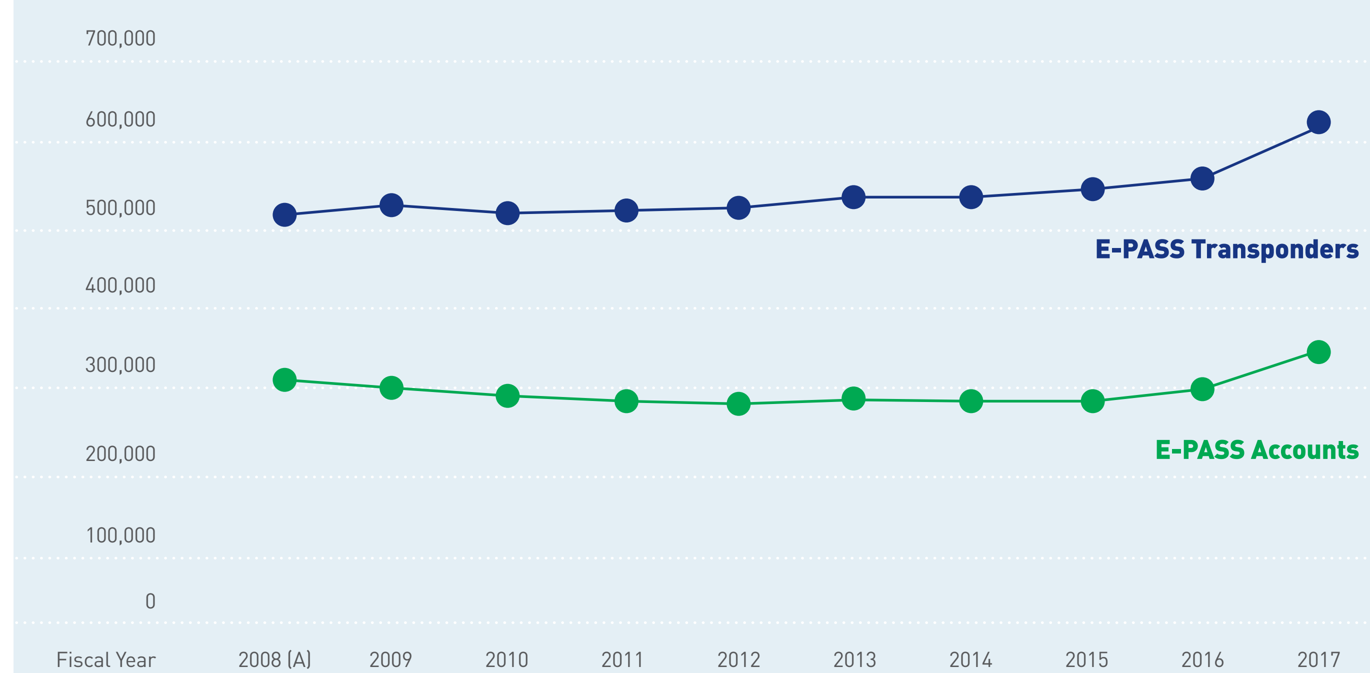
(A) SR 414 was opened in May 2009.
(B) SR 451 was formerly a portion of SR 429 and was re-designated SR 451 in January 2013.
Source: Central Florida Expressway Authority Engineer's Annual Inspection Report.

E-PASS Accounts and Transponders | June 30, 2008 through June 30, 2017

FISCAL YEAR	E-PASS ACCOUNTS	E-PASS TRANSPONDERS
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
2016	300,778	554,542
2017	344,891	619,361

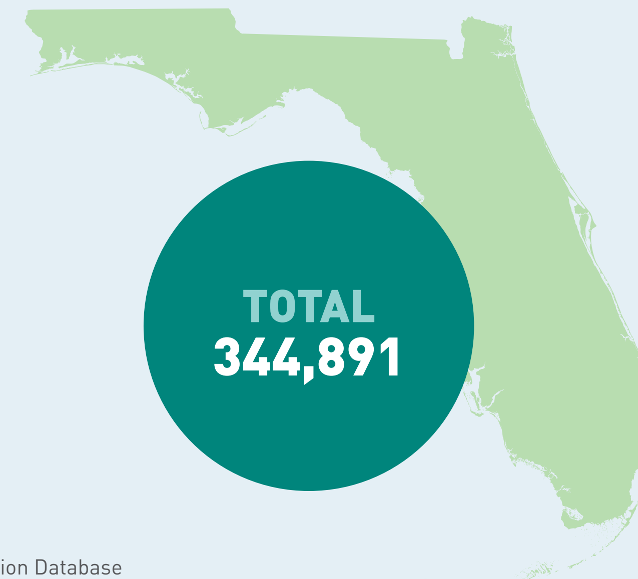
(A) Fiscal Year 2008 includes 13,286 O-PASS accounts and 20,060 O-PASS transponders that the Central Florida Expressway Authority took over the administration of on April 4, 2008.
Source: Central Florida Expressway Authority Toll Collection Database.

E-PASS Accounts and Transponders By Fiscal Year



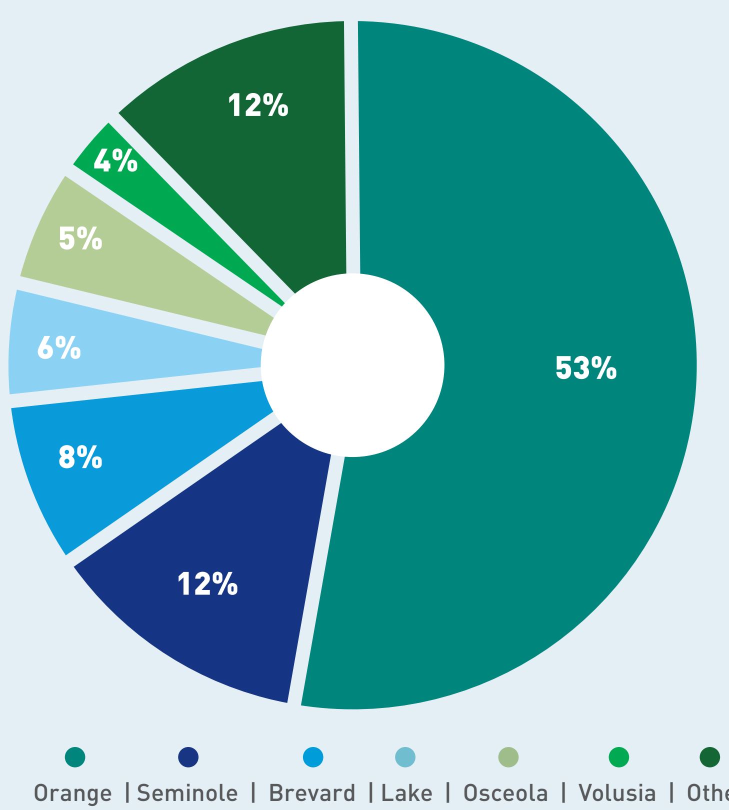
Distribution of E-PASS Accounts by County | As of June 30, 2017

ORANGE	181,983
SEMINOLE	42,867
BREVARD	28,097
LAKE	19,644
OSCEOLA	18,845
VOLUSIA	12,340
OTHER	41,115



Source: Central Florida Expressway Authority Toll Collection Database

Percentage of E-PASS Accounts by County



Number of Employees by Identifiable Activity | Last 10 Fiscal Years

OPERATIONS	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Toll Operations (A)	3	3	3	3	3	4	4	4	4	4
Information Technology	13	14	14	14	13	13	12	14	11	12
Special Projects (B)	0	0	0	0	0	0	0	0	2	2
Public Outreach/Education (C)	0	0	0	0	0	0	0	0	0	1
MAINTENANCE	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**
Maintenance Administration	2	6	6	6	6	5	5	5	7	6
Traffic Operations (D)	1	1	1	1	2	2	2	2	3	3
ADMINISTRATION	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**
Administrative Services (E)	4	4	4	5	5	5	4	4	9	9
Legal	2	2	2	3	3	2	2	3	3	3
Accounting	12	12	12	12	12	10	11	11	9	10
Procurement (F)	5	5	5	5.4	5.1	6	6	6	4	4
Human Resources	1	1	1	1	1	1	1	1	1	1
Supplier Diversity (G)	1	1	1	1	1	1	1	1	1	1
Communications (H)	2	3	3	3	3	3	3	3	3	3
Construction Administration	2	3	3	3	3	3	3	3	3	2
Internal Audit (I)	1	0	0	0	0	0	0	0	0	0
Plans Production (J)	1	1	1	1	1	2	2	2	3	4
Records Management (K)	0	0	0	0	0	0	0	0	2	2
TOTAL EMPLOYEES	**50**	**56**	**56**	**58.4**	**58.1**	**57**	**56**	**59**	**65**	**67**

(A) Changed name from Headquarters to Toll Operations in FY 2010.
(B) Special Projects was established in FY 2016.
(C) Public Outreach/Education was established in FY 2017.
(D) Changed name from Expressway Operations to Traffic Operations in 2017.
(E) Changed name from Executive to Administrative Services in FY 2017.
(F) Changed name from Purchasing & Contracts to Procurement in FY 2009.
(G) Changed name from Business Development to Supplier Diversity in FY 2015.
(H) Changed name from Marketing & Communications to Communications in FY 2013.
(I) Internal Audit was established in FY 2008.
(J) Plans Production was established in FY 2008.
(K) Records Management was established in FY 2016.

Source: Central Florida Expressway Authority Payroll Registers

OTHER REPORTS | D

‘Since relocating to Central Florida I have come to rely on CFX’s expressways because they are well maintained and seldom congested with traffic.’

MY NAME Steve
I AM A Retiree
MY HOME The Villages
E-PASS CUSTOMER SINCE 2016

D | Other Reports

MSL
Certified Public Accountants

Independent Auditor's Report

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 *GOVERNMENT AUDITING STANDARDS*

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, 2017, and have issued our report thereon dated October 30, 2017.

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*.

Pursuant to provisions of Chapter 10.550, *Rules of the Auditor General*, we reported certain matters to management in a separate management letter and Independent Accountant's Report dated October 30, 2017.

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
October 30, 2017

MSL
Certified Public Accountants

Independent Auditor's Report
On Compliance With Bond Covenants

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, 2017, and have issued our report thereon dated October 30, 2017.

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
October 30, 2017

MSL Certified Public Accountants

Independent Accountant's Report

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, 2017. 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, 2017.

Moore Stephens Lovelace, P.A

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida
October 30, 2017

MSL Certified Public Accountants

Management Letter

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, 2017, and have issued our report thereon dated October 30, 2017.

Auditor's Responsibility
We conducted our audit in accordance with auditing standards generally accepted in the 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 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*, AT-C Section 315, regarding compliance requirements in accordance with Chapter 10.550, Rules of the Auditor General. Disclosures in those reports, which are dated October 30, 2017, 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
Sections 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.

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.

Annual Financial Report
Sections 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, 2017, 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, 2017. 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, 2017.

Other Matters
Section 10.554(1)(i)3., *Rules of the Auditor General*, requires us to communicate 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 note 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
October 30, 2017

Continuing Disclosure Supplement I E

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Continuing Disclosure Supplement

Concerning Certain Operating Data and Financial Information of 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, 2017 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 (1)

CFX EXPRESSWAY	MOTORCYCLE & 2 AXLES		3 AXLES		4 AXLES		5 AXLES	
SR 408 (EAST WEST EXPRESSWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
Hiawassee Main Plaza	$ 0.82	$ 1.00	$ 1.64	$ 1.75	$ 1.91	$ 2.00	$ 2.46	$ 2.50
Good Homes Road	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50
Hiawassee Road	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Pine Hills Main Plaza	$ 1.09	$ 1.25	$ 1.64	$ 1.75	$ 1.91	$ 2.00	$ 2.46	$ 2.50
Old Winter Garden Road	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
John Young Parkway (SR 423)	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Orange Blossom Trail	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Mills Avenue	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Conway Main Plaza	$ 1.09	$ 1.25	$ 1.64	$ 1.75	$ 1.91	$ 2.00	$ 2.46	$ 2.50
Bumby Avenue	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Conway Road	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Andes/Semoran Blvd	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25
Semoran Boulevard (SR 436)	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Dean Main Plaza	$ 0.82	$ 1.00	$ 1.64	$ 1.75	$ 1.91	$ 2.00	$ 2.46	$ 2.50
Dean Road	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Rouse Road	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
SR 414 (APOPKA EXPRESSWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
Coral Hills Main Plaza	$ 1.09	$ 1.25	$ 1.64	$ 1.75	$ 2.18	$ 2.25	$ 2.73	$ 2.75
Keene Road	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Hiawassee Road	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50
SR 417 (CENTRAL FLORIDA GREENEWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
John Young Main Plaza	$ 1.37	$ 1.50	$ 1.91	$ 2.00	$ 2.46	$ 2.50	$ 3.00	$ 3.00
John Young Parkway (SR 423)	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Orange Blossom Trail	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Landstar Boulevard	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50
Boggy Creek Main Plaza	$ 1.37	$ 1.50	$ 1.91	$ 2.00	$ 2.46	$ 2.50	$ 3.00	$ 3.00
South Access Rd/Int'l Airport	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25
Boggy Creek Road	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25
Lake Nona Boulevard	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Narcoossee Road	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Moss Park Road	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Innovation Way	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Curry Ford Main Plaza	$ 0.82	$ 1.00	$ 1.64	$ 1.75	$ 1.91	$ 2.00	$ 2.46	$ 2.50
Lee Vista Boulevard	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
Curry Ford Road (SR 552)	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
University Main Plaza	$ 0.82	$ 1.00	$ 1.64	$ 1.75	$ 1.91	$ 2.00	$ 2.46	$ 2.50
Colonial Drive (SR 50)	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
University Boulevard	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75

Existing System Toll Structure (1) CONTINUED

CFX EXPRESSWAY	MOTORCYCLE & 2 AXLES		3 AXLES		4 AXLES		5 AXLES	
SR 429 (WESTERN BELTWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
Forest Lake Main Plaza	$ 1.37	$ 1.50	$ 1.91	$ 2.00	$ 2.46	$ 2.50	$ 3.00	$ 3.00
CR 437A	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
West Road	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
SR 438	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50
Independence Mainline Plaza	$ 1.37	$ 1.50	$ 1.91	$ 2.00	$ 2.46	$ 2.50	$ 3.00	$ 3.00
CR 535	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
New Independence Parkway	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00	$ 0.82	$ 1.00
Schofield Road	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75	$ 0.55	$ 0.75
SR 528 (BEACHLINE EXPRESSWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
Boggy Creek Road/McCoy Road	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25
Conway Road/Tradeport Drive	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25	$ 1.09	$ 1.25
Beachline Main Plaza	$ 0.87	$ 1.00	$ 1.71	$ 1.75	$ 2.00	$ 2.00	$ 2.55	$ 2.75
International Corporate Park	$ 0.59	$ 0.75	$ 0.59	$ 0.75	$ 0.59	$ 0.75	$ 0.59	$ 0.75
Dallas Main Plaza (B)	$ 0.50	$ 0.50	$ 0.75	$ 0.75	$ 1.00	$ 1.00	$ 1.00	$ 1.00
Dallas Boulevard	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50

Notes
(1) The CFX Board has the authority to set all toll rates.
(2) 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.

Historical Total System Toll Revenues | Shown in Thousands ($000's)[1]

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
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
2016	(5)	147,029	69,003	133,718	47,394	12,453	18,695	390,902
2017	(5)	150,241	75,676	147,095	53,701	13,590	16,555	423,748

(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) Effective May 2016, the E-PASS discount is given to all E-PASS customers that use 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. The CFX Beltway Discount went into effect July 1, 2015 and is given to any electronic toll collection customer that uses their transponder on SR 414, SR 417, and SR 429 more than 20 times in a calendar month. Also starting in FY2016 the school bus rebate went into effect, giving a 99% refund to all public school busses in the seven county area around Orlando that travel the system with an E-PASS transponder.
(4) A toll increase took effect in Fiscal Year 2009 and the second one in Fiscal Year 2013.
(5) "Total System Toll Revenues" include recaptured unpaid toll notices, Pay By Plate invoices and account adjustments. Adjustments can occur throughout the Fiscal Year.

*Numbers may not add due to rounding.
Source: Central Florida Expressway Authority

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

Fiscal Year	Operating Expenses (1)	Plus Maintenance Expenses	Plus Administrative Expenses	Less Department Participation	Total Net Expenses (2)
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
2016	42.5	13.6	6.4	7.7	54.8
2017	49.5	15.1	7.1	6.7	65.0

Notes:
(1) Does not include depreciation or preservation expenses.
(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 | Shown in Thousands ($000)

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)
2008	$ 209,046	$ 25,191	$ 57,803	$ 8,812	$ 0	$ 185,246	$ 193,986	$ 121,664	1.52	1.59
2009	208,806	10,697	53,292	8,340	0	174,551	182,760	110,248	1.58	1.66
2010	256,047	4,101	52,988	8,616	0	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
2016	400,860	3,677	62,553	7,699	972	348,711	358,108	143,882	2.42	2.49
2017	433,942	4,954	71,687	6,694	1,073	372,830	372,830	165,163	2.26	2.26

(1) The "Operating Revenues" figures reflect toll revenues plus actual receipts from other non-toll revenue sources, less the E-PASS discount; however, 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. The Series 1990 Bonds were paid off in Fiscal Year 2017.

Source: Central Florida Expressway Authority

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

CFXway.com