

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

AGENDA
CENTRAL FLORIDA EXPRESSWAY AUTHORITY
AUDIT COMMITTEE MEETING
October 30, 2018
3:00 PM

Meeting location: Central Florida Expressway Authority
Pelican Room #107
4974 ORL Tower Road
Orlando, FL 32807

- A. CALL TO ORDER
- B. PUBLIC COMMENT – Pursuant to Florida Statute 286.0114 the Audit Committee will allow public comment on any matter either identified on this meeting agenda as requiring action, or anticipated to come before the Committee for action in reasonable proximity to this meeting. Speakers shall be limited to three minutes per person and the assignment of one person's time to another or designation of group spokesperson shall be allowed at the discretion of the Committee Chairman.
- C. APPROVAL OF THE JUNE 20, 2018 MINUTES – (Action Item)
- D. EXTERNAL AUDIT MATTERS – Moore, Stephens, Lovelace
 - 1. Review and Acceptance of Audit of Fiscal 2018 Financial Statements and Required Communications – (Action Item)
- E. INTERNAL AUDIT MATTERS - Protiviti
 - 1. Status Update: Fiscal 2019 Internal Audit Plan – (Info Item)
 - 2. Review and Acceptance of Internal Audit Reports- (Action Items)
 - a. Fiscal 2018 Physical Security Assessment
 - b. Fiscal 2018 Penetration Testing
 - c. Prior Audit Recommendations Follow-Up
 - 3. Upcoming Internal Audits:
 - a. Procurement and Contract Audit Selections – (Info Item)
 - b. Customer Service Center Performance Review
 - 1. Approval for Subject Matter Expert Travel Expenses - (Action Item)
- F. OTHER BUSINESS
- G. ADJOURNMENT

This meeting is open to the public.

Note: Any person who decides to appeal any decision made at this meeting will need record of the proceedings and for that purpose, may need to ensure that a verbatim record of the proceedings is made which includes the testimony any evidence upon which the appeal is to be based, per Florida Statute 286.0105.

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodation to participate in this proceeding, then not later than two (2) business days prior to the proceeding, he or she should contact the Central Florida Expressway Authority at (407) 690-5000.

Persons who require translation services, which are provided at no cost, should contact CFX at (407) 690-5000 x5316 or by email at Iranetta.dennis@CFXway.com at least three business days prior to the event.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

DRAFT MINUTES

CENTRAL FLORIDA EXPRESSWAY AUTHORITY AUDIT COMMITTEE MEETING June 20, 2018

Location: Central Florida Expressway Authority
4974 ORL Tower Road
Orlando, FL 32807
Pelican Conference Room 107

Committee Members Present:

Kaye Dover, Osceola County Representative, Chairman
Bruce McMenemy, Seminole County Representative
Brian Battles, City of Orlando Representative
Eric Gassman, Orange County Representative
Megan Zee, Citizen Representative

Committee Members Not Present:

Kristy Mullane, Lake County Representative

Also Present:

Ruth Valentin, Recording Secretary/Administrative Coordinator
Laura Kelley, Executive Director
Lisa Lombard, CFO
Joe Passiatore, General Counsel
Linda Lanosa, Deputy General Counsel
Corey Quinn, Chief of Technology/Operations
Aneth Williams, Director of Procurement
Phil Fretwell, Protiviti
Teresa Mallery, Protiviti
David Taylor, Protiviti
Chris Porter, Protiviti

A. CALL TO ORDER

The meeting was called to order at approximately 9:28 a.m. by Chairman Kaye Dover.

B. PUBLIC COMMENT

There was no public comment.

C. APPROVAL OF MINUTES

The minutes of the February 21, 2018 Audit Committee Meeting were presented for approval. Eric Gassman advised of a typographical error in the spelling of Mr. Gassman's name.

A motion was made by Mr. Gassman and seconded by Mr. Battles to approve the February 21, 2018 minutes with the corrections as discussed. The motion carried unanimously with four (4) members present voting AYE by voice vote; Ms. Mullane and Mr. McMenemy were not present.

D. RECOMMENDATION OF INTERNAL AUDITOR

Lisa Lombard, CFO, presented the Recommendation of Internal Auditor.

A motion was made by Mr. Battles and seconded by Mr. Gassman to accept the Recommendation of Internal Auditor as presented. The motion carried unanimously with four (4) members present voting AYE by voice vote; Ms. Mullane and Mr. McMenemy were not present.

E. INTERNAL AUDIT MATTERS

1. Status Update: Fiscal 2018 Internal Audit Plan

Teresa Mallary of Protiviti presented an update on the Status of the Fiscal Year 2018 Internal Audit Plan.

(This item was presented for information only. No formal committee action was taken.)

2. Review and Acceptance of 2018 Internal Audit Reports

a. Ethics Policy Audit

Ms. Mallary of Protiviti presented the Ethics Policy Audit for review and acceptance.

A motion was made by Mr. Gassman and seconded by Mr. Battles to accept the Ethics Policy Audit as presented. The motion carried unanimously with four (4) members present voting AYE by voice vote; Ms. Mullane and Mr. McMenemy were not present.

Bruce McMenemy arrived at this time 9:45 a.m.

b. Tolling System Replacement Review Phase III Vulnerability Scanning

Chris Porter of Protiviti presented the Tolling System Replacement Review Phase III Vulnerability Scanning for review and acceptance.

A motion was made by Ms. Zee and seconded by Mr. Gassman to accept the Tolling System Replacement Review Phase III Vulnerability Scanning as presented. The motion carried unanimously with five (5) members present voting AYE by voice vote; Ms. Mullane was not present.

c. IT General Controls Review

Mr. Porter presented the IT General Controls Review Audit for review and acceptance.

A motion was made by Mr. Battles and seconded by Mr. McMenemy to accept the IT General Controls Review Audit as presented. The motion carried unanimously with five (5) members present voting AYE by voice vote; Ms. Mullane was not present.

d. Pay By Plate Audit

Ms. Mallary presented the Pay By Plate Audit for review and acceptance.

A motion was made by Mr. Gassman and seconded by Ms. Zee to accept the Pay By Plate Audit as presented. The motion carried unanimously with five (5) members present voting AYE by voice vote; Ms. Mullane was not present.

3. Physical Security Assessment

Ms. Mallary informed the committee that the Physical Security Assessment has been added to the FY 2018 audit plan. This audit should be completed by June 30, 2018.

(This item was presented for information only. No formal committee action was taken.)

4. Review and Acceptance of the Fiscal 2019 Internal Audit Plan

Phil Fretwell of Protiviti presented the Fiscal 2019 Internal Audit Plan for review and acceptance.

A motion was made by Mr. McMenemy and seconded by Ms. Zee to accept the Fiscal 2019 Internal Audit Plan as presented. The motion carried unanimously with five (5) members present voting AYE by voice vote; Ms. Mullane was not present.

5. Annual Confirmation of No Disagreements with Management

Mr. Fretwell informed the Audit Committee members that Protiviti had no disagreements with management for Fiscal Year 2018.

6. Annual Discussion Regarding Internal Audit Performance and Effectiveness

Discussion was had regarding the Internal Audit Performance and Effectiveness. The committee stated Protiviti has done a great job with communicating and reporting.

F. ANNUAL MANAGEMENT OF INTERNAL CONTROL MATTERS

1. Effectiveness of the Internal Control System, Including IT Security and Control

Ms. Lumbard spoke regarding the effectiveness of internal control.

2. Process for Assessing, Monitoring and Controlling Significant Risks

Ms. Lumbard informed the Audit Committee members the process for assessing, monitoring and controlling significant risks.

3. System for Monitoring Compliance with Laws and Regulations

Joe Passiatore, General Counsel, spoke regarding monitoring compliance.

4. Adequacy, Administration and Compliance with the Authority's Code of Ethics

Mr. Passiatore spoke regarding effectiveness of the system for monitoring compliance with ethics code.

5. Procedures for "Hotline" Reporting

Laura Kelley, Executive Director, informed the committee that no calls have been received through the hotline.

G. ANNUAL DISCUSSION REGARDING AUDIT COMMITTEE AND INDIVIDUAL MEMBER PERFORMANCE

Discussion was had regarding the Audit Committee and individual member performance.

H. CONFIRMATION OF COMPLETION OF RESPONSIBILITIES IN THE AUDIT COMMITTEE CHARTER

Mr. Fretwell provided the Audit Committee Charter to the committee. All responsibilities have been completed for fiscal year 2018. A matrix has been provided to confirm completion of responsibilities.

I. OTHER BUSINESS

None.

J. ADJOURNMENT

Chairman Dover adjourned the meeting at approximately 10:52 a.m.

Minutes approved on _____, 2018.

Pursuant to the Florida Public Records Law and CFX Records Management Policy, audio tapes of all Board and applicable Committee meetings are maintained and available upon request to the Records Management Liaison Officer at publicrecords@CFXway.com or 4974 ORL Tower Road, Orlando, FL 32807.



Moore Stephens Lovelace
CPAs & ADVISORS

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

REQUIRED AUDITOR COMMUNICATIONS FISCAL YEAR ENDED JUNE 30, 2018

Presented by:
Daniel J. O'Keefe, CPA, MBA, CFE
Shareholder





Moore Stephens Lovelace
CPAs & ADVISORS

AUDIT OVERVIEW



Services and Deliverables

- **Engaged to audit CFX's financial statements for the year ended June 30, 2018.**
- **Issue an opinion as to whether or not CFX's financial statements are presented fairly, in all material respects, in conformity with GAAP (Pages 1-2)**

Other Reports

- **Report on Internal Control Over Financial Reporting and on Compliance and Other Matters**
- **Report on Compliance with Bond Covenants**
- **Examination Report on Investment Compliance**
- **Management Letter**

Management Responsibilities

Management Responsibilities included:

- **Establishing and maintaining internal controls, as well as monitoring internal controls**
- **Selecting and applying appropriate accounting and reporting principles**
- **Making all financial records and related information available to us**
- **Disclosing any related parties**
- **Adjusting the financial statements for material misstatement**
- **Designing and implementing programs to prevent and detect fraud**
- **Informing us of any known or suspected fraud or illegal acts or allegations of same without regard to materiality**

Auditor Responsibilities

Auditor Responsibilities included:

- **Performing our audit in accordance with generally accepted auditing standards and the standards applicable to financial audits contained in *Government Auditing Standards* and the Rules of the Auditor General.**

These standards are designed to provide reasonable, but not absolute, assurance that the financial statements are free of material misstatement.

Internal Controls

We considered CFX's internal controls over financial reporting as a basis for designing our audit procedures.

We did not express an opinion on the effectiveness of CFX's internal controls.



Compliance

We performed tests of the CFX's compliance with laws, regulations, contracts, bond covenants, and grant agreements, as applicable.



Communication of Significant Matters

There were no audit adjustments made during the course of the audit.

There were no unreported or unadjusted differences.

We had no disagreements with management.

As far as we know, management did not receive opinions from other accountants.

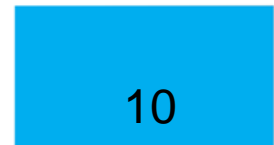


Risk-Based Audit Approach

A Risk-Based Audit Approach requires the use of our professional judgment in determining materiality and audit areas of significance.

Our procedures included:

- Testing transactions on a sample basis
- Verifying account balances we deemed significant
- Analysis of relevant controls
- Inquiry
- Analytics
- Other procedures we deemed necessary



Management Representations

We obtained certain representations from management, including:

- **Records provided complete**
- **No known communications from regulatory agencies concerning noncompliance**
- **Responsible for internal controls**
- **No undisclosed knowledge of fraud or suspected fraud**
- **Financial statements complete**
- **Responsible for compliance**
- **Complied with contractual obligations**



Assigned Individuals

CFX identified Lisa Lumbard, CFO, as the management-level individual to oversee our work and take responsibility for CFX's financial statements.

Our Team was made up of:

- **Governmental Specialists**
- **IT Specialists**



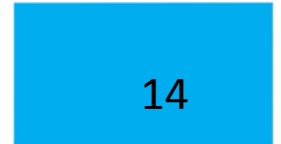
Audit Schedule

Audit Stage	Dates
Interim fieldwork	June 2018
Year-end fieldwork	Aug. 2018 – Sept. 2018
Review of Financial Statements	Oct. 2018
Presentation to the Audit Committee	October 30, 2018
Presentation to the Board	November 8, 2018
Submission of CAFR to GFOA	December 2018



Moore Stephens Lovelace
CPAs & ADVISORS

FINANCIAL HIGHLIGHTS



Financial Highlights - Overview

(in thousands)

	Year Ended 6/30/18
Total Assets and Deferred Outflows	\$ 5,320,000
Total Liabilities and Deferred Inflows	\$ 3,110,000
Net Position	\$ 2,210,000
Operating Revenue	\$ 452,000
Operating Expenses	\$ 137,000
Operating Income	\$ 315,000
Change in Net Position	\$ 213,000
% Increase in Operating Revenue	4.3%
% Increase in Operating Expense	25.4%

Financial Highlights – Balance Sheets

(in thousands)

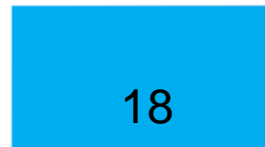
	2018	2017
Unrestricted Assets	\$ 254,000	\$ 380,000
Restricted Assets	189,000	211,000
Capital Assets	4,547,000	4,237,000
Deferred Outflows of Resources	<u>330,000</u>	<u>354,000</u>
Total Assets and Deferred Outflows	<u>\$ 5,320,000</u>	<u>\$ 5,182,000</u>
Revenue Bonds Outstanding	2,822,000	2,867,000
Other Liabilities	282,000	312,000
Deferred Inflows of Resources	<u>6,000</u>	<u>6,000</u>
Total Liabilities and Deferred Inflows	3,110,000	3,185,000
Total Net Position	<u>2,210,000</u>	<u>1,997,000</u>
Total Liabilities, Deferred Inflows, and Net Position	<u>\$ 5,320,000</u>	<u>\$ 5,182,000</u>

Financial Highlights – Operation Overview

(in thousands)

	2018	2017
Operating Revenues	\$ 452,000	\$ 434,000
Investment and Other Income	<u>4,000</u>	<u>22,000</u>
Total Revenues	<u>456,000</u>	<u>456,000</u>
Operating Expenses	137,000	109,000
Interest Expense	106,000	109,000
Other Expense	<u>-</u>	<u>2,000</u>
Total Expenses	<u>243,000</u>	<u>220,000</u>
Change in Net Position	213,000	236,000
Net Position, Beginning of Year	<u>1,997,000</u>	<u>1,761,000</u>
Net Position, End of Year	<u>\$ 2,210,000</u>	<u>\$ 1,997,000</u>
Debt Service Ratio	2.32	2.26

Questions or Comments



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**CENTRAL FLORIDA
EXPRESSWAY AUTHORITY**

**Financial Statements and
Supplementary Information**

For Years Ended June 30, 2018 and 2017

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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Certified Public Accountants

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, 2018 and 2017, 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, 2018 and 2017, 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.

To the Members of the
Central Florida Expressway Authority

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, trend data on infrastructure condition information, and pension schedules, as listed in the table of contents, 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 audits were conducted for the purpose of forming an opinion on the financial statements that collectively comprise CFX's basic financial statements. The calculation of composite debt service ratio, as listed in the table of contents, is presented for purposes of additional analysis and is not a required part of the financial statements. This information 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.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated [DATE], 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.
Certified Public Accountants

Orlando, Florida
[DATE]

MANAGEMENT'S DISCUSSION AND ANALYSIS

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, 2018 and 2017. 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 \$315,272,000 (a decrease of 3%) and \$324,560,000 (an increase of 6%) for fiscal years 2018 and 2017, respectively. The decrease in operating income in fiscal year 2018 is due to increases in operating and preservation expenses as well as a loss of approximately \$19,000,000 in toll revenue due to a suspension of tolls for Hurricane Irma in September 2017. The increase in operating income in fiscal year 2017 is primarily due to higher toll traffic.

Net income produced an increase in net position of \$212,683,000 and \$235,598,000 for fiscal years 2018 and 2017, 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 2018, CFX had a net position of \$2,209,657,000, an increase of 11% over fiscal year 2017. 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. 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 \$2,209,657,000 at the close of the most recent fiscal year. This represents an increase of \$212,683,000 (11%) over the previous year, which is attributable to operations. Unrestricted net position decreased from \$457,901,000 at June 30, 2017 to \$308,241,000 at June 30, 2018, a decrease of \$149,660,000 (33%). This decrease was due to the funding of our capital plan with cash from operations.

CFX's current liabilities exceeded its current assets by approximately \$27 million as of June 30, 2018. This financial position was expected due to the 2015 Bond Anticipation Note (BAN) coming due on January 1, 2019 which required the liability to be reported as current at June 30, 2018. Subsequent to June 30, 2018, CFX received federal loan proceeds in the amount of \$193,695,000 through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program to pay off the 2015 BAN in full. The TIFIA loan is payable over 30 years and will be reported as a noncurrent liability in fiscal year 2019.

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 \$4,546,615,000 in capital assets, net of accumulated depreciation, \$40,209,000 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.

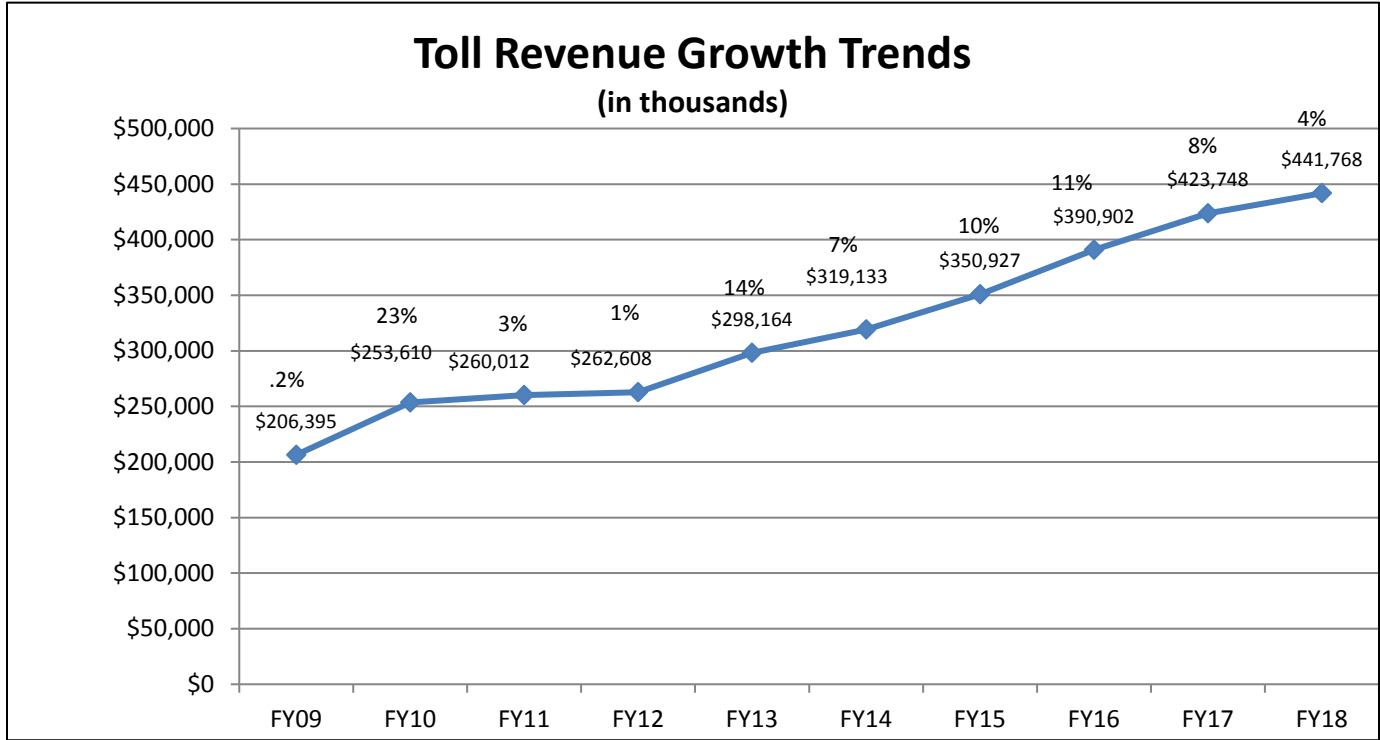
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Central Florida Expressway Authority's Net Position

	June 30,		
	2018	2017	2016
	(in thousands)		
Current and other assets	\$ 361,336	\$ 490,400	\$ 632,260
Non-current restricted assets	81,362	100,678	207,795
Capital assets	4,546,615	4,236,701	3,945,600
Total assets	4,989,313	4,827,779	4,785,655
Deferred outflows of resources	330,640	354,354	358,712
Total assets and deferred outflows	5,319,953	5,182,133	5,144,367
Current liabilities:			
Payable from unrestricted assets	278,013	77,564	245,321
Payable from restricted assets	107,610	110,550	84,815
Revenue bonds outstanding (net of current portion)	2,569,820	2,808,115	2,800,991
Other long-term liabilities	148,944	183,097	245,256
Total liabilities	3,104,387	3,179,326	3,376,383
Deferred inflows of resources	5,909	5,833	6,608
Total liabilities and deferred inflows	3,110,296	3,185,159	3,382,991
Net position:			
Net investment in capital assets	1,881,712	1,509,862	1,318,726
Restricted	19,704	29,211	40,949
Unrestricted	308,241	457,901	401,701
Total net position	\$ 2,209,657	\$ 1,996,974	\$ 1,761,376

CFX's toll revenues increased 4% and 8% during the fiscal years ended June 30, 2018 and 2017, 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

Central Florida Expressway Authority's Changes in Net Position

	Years Ended June 30,		
	2018	2017	2016
	(in thousands)		
Revenues:			
Toll revenues	\$ 441,768	\$ 423,748	\$ 390,902
Transponder sales	297	236	167
Other operating revenue	10,370	9,959	9,791
Investment income	2,847	3,760	5,977
Goldenrod Road Extension - net	546	1,530	1,400
Other non-operating revenue	318	331	403
Capital Contribution	-	16,377	13,036
Total revenues	<u>456,146</u>	<u>455,941</u>	<u>421,676</u>
Expenses:			
Operations	53,373	46,371	40,716
Maintenance	17,606	15,118	13,602
Administrative	7,743	7,090	6,429
Depreciation	13,438	13,765	14,263
Preservation	33,837	22,447	15,964
Other	11,166	4,592	2,329
Interest expense	105,865	108,513	124,064
Loss on capital assets	435	2,447	694
Total expenses	<u>243,463</u>	<u>220,343</u>	<u>218,061</u>
Change in net position	212,683	235,598	203,615
Net position, beginning of year	<u>1,996,974</u>	<u>1,761,376</u>	<u>1,557,761</u>
Net position, end of year	<u>\$ 2,209,657</u>	<u>\$ 1,996,974</u>	<u>\$ 1,761,376</u>

CFX's Operations, Maintenance and Administration ("OM&A") expenses for fiscal year 2018 increased 14.8% from fiscal year 2017 and ended the year 5.3% under budget. CFX came in under budget due primarily to the following reasons: 1) There was a program budgeted for a full year in operations that was delayed; 2) multiple departments had positions that were budgeted for but not filled.

Transponder sales increased by 26% between fiscal years 2017 and 2018 largely because of a continued focus on increasing E-PASS market share.

Investment income decreased by 24% between fiscal years 2017 and 2018 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 2% between fiscal years 2016 and 2017 and by another 4% between fiscal

years 2017 and 2018. 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.

Capital Contributions decreased from \$16,377,000 in fiscal year 2017 to \$0 in fiscal year 2018. This is because we recognized the last of a contribution received in conjunction with the SR 528 and Innovation Way interchange project in fiscal year 2017.

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 41% in fiscal year 2017 and then increased an additional 51% in fiscal year 2018. 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 increased 97% between fiscal years 2016 and 2017 and then increased by 143% between fiscal year 2017 and 2018. These increases are due to program support and a rise in new pilot programs and feasibility studies that are not eligible to be capitalized.

There were losses in capital assets in fiscal year 2017 and 2018 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 2018 loss is the replacement of a large number of signs.

Capital Asset and Debt Administration

Capital Assets - CFX's investment in capital assets amounted to \$4,546,615,000 net of accumulated depreciation as of June 30, 2018, an increase of \$309,914,000 (7%) over that of June 30, 2017. CFX's investment in capital assets amounts 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. 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 2018 included the following:

- Widening of SR 408 from SR 417 to Alafaya has begun.
- All 5 construction projects associated with Wekiva were completed.
- Phase 1 of the widening of the SR 408/SR 417 interchange was completed.
- Phase 2 of the widening of the SR 408/SR 417 interchange has begun.
- The SR 528 Innovation Way interchange 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 2018 that all of its

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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 \$38,487,000 with \$22,447,000 being spent. For fiscal year 2018, projected expenses for preservation were \$31,850,000 with \$33,837,000 being spent. The expenses were slightly higher than projected in fiscal year 2018 due to slower than anticipated project start dates in the prior year and catching up some in the current year.

Long-term Debt - CFX has outstanding bonds payable of \$2,822,435,000 (net of unamortized bond premiums and discounts) as of June 30, 2018.

During fiscal year 2018 CFX issued \$341,210,000 of fixed rate revenue refunding bonds (Series 2017) for the purpose of refunding all of the of the 2007A Bonds, 2010A Bonds and 2010C Bonds and portions of the 2010B Bonds.

The annual requirements to amortize all revenue bonds and revenue refunding bonds outstanding as of June 30, 2018, along with more detailed information on long-term debt activity, can be found in Note 5, Long-Term Debt, which begins on page 31 of the financial statements. Of the approximately \$2.8 billion in outstanding bonds, \$496,620,000 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, 2018, CFX would have to make an estimated termination payment of approximately \$137,200,311 on the swaps related to the Series 2008B Bonds.

	<u>June 30, 2018</u>	<u>June 30, 2017</u>
Series 2008B	<u>\$ 135,832,422</u>	<u>\$ 170,873,269</u>

CFX's debt service ratio changed to 2.32 for fiscal year 2018 from 2.26 for fiscal year 2017 and 2.42 in fiscal year 2016. The decrease in fiscal year 2017 is due to an increase in debt service payments and the increase in fiscal year 2018 is due to an increase in toll revenue.

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 bond ratings as of June 30, 2018 are as follows:

	<u>Ratings</u>
Standard & Poor's	A+
Moody's	A1
Fitch	A

Requests for Information

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

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BASIC FINANCIAL STATEMENTS

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CENTRAL FLORIDA EXPRESSWAY AUTHORITY
Balance Sheets

Assets and Deferred Outflows of Resources	June 30,	
	2018	2017
	<i>(in thousands)</i>	
Current assets:		
Cash and cash equivalents	\$ 59,076	\$ 94,510
Investments	155,023	260,044
Accrued interest and accounts receivable	8,526	6,482
Prepaid expenses	3,009	3,493
Due from governmental agencies	22,862	8,568
Inventory	2,109	2,648
Total current unrestricted assets	250,605	375,745
Restricted assets:		
Current restricted assets:		
Cash and cash equivalents	44,740	110,550
Investments	62,870	-
Total current restricted assets	107,610	110,550
Total current assets	358,215	486,295
Noncurrent assets:		
Restricted assets:		
Cash and cash equivalents	-	26,255
Investments	80,276	73,861
Accrued interest receivable and prepaid expenses	1,086	562
Total noncurrent restricted assets	81,362	100,678
Prepaid bond insurance	3,121	4,105
Total noncurrent assets before capital assets	84,483	104,783
Capital assets not being depreciated:		
Infrastructure	4,173,404	3,472,105
Construction in progress	231,576	615,956
Capital assets - net of accumulated depreciation:		
Property and equipment	141,635	148,640
Total capital assets - net of accumulated depreciation	4,546,615	4,236,701
Total noncurrent assets	4,631,098	4,341,484
Total assets	4,989,313	4,827,779
Deferred outflow of resources	330,640	354,354
Total assets and deferred outflows of resources	\$ 5,319,953	\$ 5,182,133

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CENTRAL FLORIDA EXPRESSWAY AUTHORITY
Balance Sheets (continued)

Liabilities, Deferred Inflows of Resources, and Net Position	June 30,	
	2018	2017
	(in thousands)	
Current liabilities payable from unrestricted assets:		
Accounts payable and accrued liabilities	\$ 47,284	\$ 37,781
Unearned toll revenue	12,459	17,383
Unearned other revenue	15,661	16,314
Current portion of bond anticipation note	193,695	-
Current portion of due to governmental agencies	8,914	6,086
Total current liabilities payable from unrestricted assets	278,013	77,564
Current liabilities payable from restricted assets:		
Accounts payable and accrued liabilities	2,761	3,805
Interest payable	45,929	48,035
Current portion of revenue bonds payable	58,920	58,710
Total current liabilities payable from restricted assets	107,610	110,550
Total current liabilities	385,623	188,114
Noncurrent liabilities:		
Derivative financial instrument	135,832	170,873
Revenue bonds payable - less current portion	2,569,820	2,808,115
Due to governmental agencies - less current portion	5,133	5,394
Net pension liability	7,979	6,830
Total noncurrent liabilities	2,718,764	2,991,212
Total liabilities	3,104,387	3,179,326
Deferred inflow of resources	5,909	5,833
Total liabilities and deferred inflows of resources	3,110,296	3,185,159
Net position:		
Net investment in capital assets	1,881,712	1,509,862
Restricted for:		
Operation, maintenance and administrative reserve	10,709	9,974
Renewal and replacement reserve	8,995	19,237
Total restricted net position	19,704	29,211
Unrestricted	308,241	457,901
Total net position	2,209,657	1,996,974
Total liabilities, deferred inflows of resources, and net position	\$ 5,319,953	\$ 5,182,133

See notes to financial statements.

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CENTRAL FLORIDA EXPRESSWAY AUTHORITY
Statements of Revenues, Expenses and Changes in Net Position

	<u>June 30,</u>	
	<u>2018</u>	<u>2017</u>
	(in thousands)	
Operating revenues:		
Toll revenues	\$ 441,768	\$ 423,748
Transponder sales	297	236
Fees and other	10,370	9,959
	<hr/>	<hr/>
Total operating revenues	452,435	433,943
	<hr/>	<hr/>
Operating expenses:		
Operations	53,373	46,371
Maintenance	17,606	15,118
Administrative	7,743	7,090
Depreciation	13,438	13,765
Preservation	33,837	22,447
Other expenses	11,166	4,592
	<hr/>	<hr/>
Total operating expenses	137,163	109,383
	<hr/>	<hr/>
Operating income	315,272	324,560
	<hr/>	<hr/>
Nonoperating revenues (expenses):		
Investment income	2,847	3,760
Loss on capital assets	(435)	(2,447)
Other nonoperating	318	331
Goldenrod Road Extension - net	546	1,530
Interest expense	(105,865)	(108,513)
	<hr/>	<hr/>
Total nonoperating revenues (expenses)	(102,589)	(105,339)
	<hr/>	<hr/>
Income before contributions	212,683	219,221
	<hr/>	<hr/>
Capital contribution	-	16,377
	<hr/>	<hr/>
Change in net position	212,683	235,598
	<hr/>	<hr/>
Net position at beginning of year	1,996,974	1,761,376
	<hr/>	<hr/>
Net position at end of year	<u>\$ 2,209,657</u>	<u>\$ 1,996,974</u>

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CENTRAL FLORIDA EXPRESSWAY AUTHORITY
Statements of Cash Flows

	June 30,	
	2018	2017
	(in thousands)	
Operating activities:		
Receipts from customers and users	\$ 446,117	\$ 435,010
Payments to suppliers	(117,334)	(94,936)
Payments to employees	(5,480)	(5,002)
	<u>323,303</u>	<u>335,072</u>
Capital and related financing activities:		
Acquisition and construction of capital assets	(313,479)	(304,241)
Proceeds from issuance of refunding revenue bonds	341,210	631,330
Interest paid on revenue bonds	(106,776)	(119,105)
Payment of principal on revenue bonds	(408,355)	(647,835)
Payment of principal and interest on State Infrastructure Bank Loan	(1,071)	(1,031)
Payment of principal on government advances	(259)	(151,110)
	<u>(488,730)</u>	<u>(591,992)</u>
Investing activities:		
Purchase of investments	(149,218)	(472,095)
Proceeds from sales and maturities of investments	184,954	567,740
Interest received	2,192	3,923
	<u>37,928</u>	<u>99,568</u>
Net increase (decrease) in cash and cash equivalents	(127,499)	(157,352)
Cash and cash equivalents at beginning of year	<u>231,315</u>	<u>388,667</u>
Cash and cash equivalents at end of year	<u>\$ 103,816</u>	<u>\$ 231,315</u>
Cash and cash equivalents - unrestricted	\$ 59,076	\$ 94,510
Restricted cash and cash equivalents - current	44,740	110,550
Restricted cash and cash equivalents - noncurrent	-	26,255
	<u>\$ 103,816</u>	<u>\$ 231,315</u>

See notes to financial statements.

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CENTRAL FLORIDA EXPRESSWAY AUTHORITY
Statements of Cash Flows (continued)

	<u>June 30,</u>	
	<u>2018</u>	<u>2017</u>
	(in thousands)	
Reconciliation of operating income to net cash provided by operating activities:		
Income from operations	\$ 315,272	\$ 324,560
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	13,438	13,765
Goldenrod Road Extension and other miscellaneous	1,170	1,860
Changes in assets and liabilities:		
Accounts receivable	(1,911)	(1,858)
Due from governmental agencies	(14,294)	(711)
Prepaid expenses	484	(2,818)
Inventory	539	275
Deferred outflows - pension-related	(672)	(1,875)
Accounts payable and accrued liabilities	9,503	18,251
Due to governmental agencies	3,897	(19,875)
Unearned toll revenue	(4,924)	477
Unearned other revenue	(654)	587
Net pension liability	1,149	2,978
Deferred inflows - pension-related	306	(544)
Net cash provided by operating activities	<u>\$ 323,303</u>	<u>\$ 335,072</u>
Noncash investing and financing activities:		
Increase (decrease) in fair value of investments	\$ (1,667)	\$ (2,332)
Contributions for capital projects	\$ -	\$ 16,377
Increase (decrease) in fair value of derivative financial instrument	\$ 35,041	\$ 63,816

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

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 ten members, consisting of: (a) one member each appointed by the respective chairs of the county commissions of Brevard, 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.

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 1 - Organization and Summary of Significant Accounting Policies (Continued)

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 \$135,832,000 and \$170,873,000 at June 30, 2018 and 2017, 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.

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 1 - Organization and Summary of Significant Accounting Policies (Continued)

Deferred Outflows / Inflows of Resources (Continued)

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, 2018 and 2017 as a deferred outflow of resources in the amount of \$190,153,000 and \$179,497,000, 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 \$4,655,000 and \$3,984,000 at June 30, 2018 and 2017, 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, 2018 and 2017 as a deferred inflow of resources in the amount of \$5,539,000 and \$5,770,000, 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, 2018 and 2017 totaled \$370,000 and \$63,000, 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.

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 1 - Organization and Summary of Significant Accounting Policies (Continued)

Capital Assets (Continued)

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

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

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

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

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

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

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

Compensated Absences - Accumulated vacation pay, vested sick pay, and other compensation payable to employees is recorded and included in accounts payable and accrued liabilities. The balance of compensated absences had a net increase of \$164,000 from June 30, 2017 to June 30, 2018.

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 1 - Organization and Summary of Significant Accounting Policies (Continued)

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.

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.

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 1 - Organization and Summary of Significant Accounting Policies (*Continued*)

Budgets and Budgetary Accounting (Continued)

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 2017 financial statements have been reclassified to conform to the 2018 classifications.

Note 2 - Deposits and Investments

Cash and Cash Equivalents, and Investment Portfolio

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

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

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Permitted Investments

Sector	Sector Maximum (%)	Per Issuer Maximum (%)	Minimum Ratings Requirement¹	Maximum Maturity	Master Bond Resolution Permitted Investments
U.S. Treasury	100%	100%	N/A	5.50 Years (5.50 Years avg. life ⁴ for GNMA)	X
GNMA		40%			X
Other U.S. Government Guaranteed (e.g. AID, GTC)		10%			X
Federal Agency/GSE: FNMA, FHLMC, FHLB, FFCB*	75%	40% ³	N/A	5.50 Years	X
Federal Agency/GSE other than those above		10%			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	

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Sector	Sector Maximum (%)	Per Issuer Maximum (%)	Minimum Ratings Requirement ¹	Maximum Maturity	Master Bond Resolution Permitted Investments
Florida Local Government Surplus Funds Trust Funds ("Florida Prime")	25%	N/A	Highest Fund Rating by all NRSROs who rate the fund (AAAm/Aaa-mf, or equivalent)	N/A	X

Notes:

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

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

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

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

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

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

Deposits

On June 30, 2018, the carrying amount of CFX's various deposits accounts was \$103,815,729. 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, 2018 and 2017:

Issuer	2018	2017
Federal Home Loan Bank	N/A	13.04%
Federal National Mortgage Association	5.49%	12.67%
U.S Treasury Notes	48.24%	12.53%
Cooperatieve Rabobank Centrale CP	N/A	5.96%

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

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 2 - Deposits and Investments (Continued)

CFX uses the distribution of maturities to manage interest rate risk. As of June 30, 2018, 34% of CFX's investments had a maturity of less than 6 months, 7% had a maturity of 6 to 12 months, 29% had a maturity of 1 to 2 years, 21% had a maturity of 2 to 3 years, 3% had a maturity of 3 to 4 years, and 6% had a maturity of over 4 years. 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.

Total distributions of maturities are as follows:

	As of June 30, 2018					
	(in thousands)					
	Less than 6 months	6 - 12 months	1 - 2 years	2 - 3 years	3+ years	Total
US Treasury Securities	\$ 86,722	\$ -	\$ 40,645	\$ 16,466	\$ 1,141	\$ 144,974
Federal Instruments	3,484	9,083	8,614	4,216	7,211	32,608
Corporate Note	-	10,869	32,823	33,613	-	77,305
Commercial Paper	11,936	-	-	-	-	11,936
Municipal Bond Note	-	-	3,240	-	-	3,240
Corp. Asset Backed Sec.	-	355	2,029	8,393	17,329	28,106
Total	<u>\$ 102,142</u>	<u>\$ 20,307</u>	<u>\$ 87,351</u>	<u>\$ 62,688</u>	<u>\$ 25,681</u>	<u>\$ 298,169</u>

	As of June 30, 2017					
	(in thousands)					
	Less than 6 months	6 - 12 months	1 - 2 years	2 - 3 years	3+ years	Total
US 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	<u>\$ 81,764</u>	<u>\$ 49,735</u>	<u>\$ 100,819</u>	<u>\$ 77,542</u>	<u>\$ 24,045</u>	<u>\$ 333,905</u>

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 2 - Deposits and Investments (Continued)

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

	June 30, 2018	Fair Value Measurements Using (in thousands)	
		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	\$ 144,974	\$ 144,974	
Commercial Paper	11,936	11,936	
Federal Instrumentalities	32,609	32,609	
Money Market Mutual Funds	36,730	36,730	
Municipal Bond Note	3,240	3,240	
Corporate Note	77,305	77,305	
Corporate Asset Backed Securities	28,105	-	\$ 28,105
Total investments by fair value measure	334,899	\$ 306,794	\$ 28,105
Total deposits	67,086		
Total deposits and investments	401,985		
Restricted	187,886		
Unrestricted	\$ 214,099		

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 2 - Deposits and Investments (Continued)

	June 30, 2017	Fair Value Measurements Using (in thousands)	
		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	118,766	118,766	
Municipal Bond Note	4,924	4,924	
Corporate Note	78,355	78,355	
Corporate Asset Backed Securities	21,528	-	\$ 21,528
Total investments by fair value measure	452,670	\$ 431,142	\$ 21,528
Total deposits	112,550		
Total deposits and investments	565,220		
Restricted	210,666		
Unrestricted	\$ 354,554		

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.

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.

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 2 - Deposits and Investments (Continued)

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, 2018 and 2017, 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:

	June 30,	
	2018	2017
	(in thousands)	
Reserve funds:		
Operations, maintenance and administrative reserve	\$ 10,709	\$ 9,974
Renewal and replacement reserve	8,995	19,237
Total reserve funds	<u>19,704</u>	<u>29,211</u>
Bond funds:		
Principal and interest accounts	153,964	121,978
Reserve accounts	14,217	59,477
Total bond funds	<u>168,181</u>	<u>181,455</u>
Total restricted cash, cash equivalents and investments	187,885	210,666
Portion related to cash and cash equivalents	44,740	136,805
Portion related to investments	<u>\$ 143,145</u>	<u>\$ 73,861</u>

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 3 - Due From Governmental Agencies

Due from governmental agencies consists of the following:

	June 30,	
	2018	2017
	<i>(in thousands)</i>	
Florida Department of Transportation - Operations and Maintenance Reimbursement	\$ 1,021	\$ 1,008
Florida Department of Transportation - SunPass Customers' use of E-PASS Roads	21,357	5,948
Florida's Turnpike Enterprise - Road Ranger Joint Contract	89	89
Florida's Turnpike Enterprise - SR 417 Widening Reimbursement	80	333
Lee County - LeeWay Customers' use of E-PASS	19	5
Orange County - Fines/Fees	207	163
Orange County - Fiber Optic Network Access	-	4
Orange County - Innovation Way Utilities Reimbursement	-	1,006
Osceola County Expressway Authority - Interlocal Agreement	84	-
Osceola County Expressway Authority - Maintenance Reimbursement	5	12
	<u>\$ 22,862</u>	<u>\$ 8,568</u>
Less current portion	<u>(22,862)</u>	<u>(8,568)</u>
	<u>\$ -</u>	<u>\$ -</u>

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 4 - Capital Assets

Capital assets are summarized as follows (in thousands):

	<u>June 30, 2017</u>	<u>Additions</u>	<u>Reductions</u>	<u>Transfers</u>	<u>June 30, 2018</u>
Infrastructure (non-depreciable):					
Right-of-way	\$ 704,091	\$ 105	\$ (18)	\$ 201,196	\$ 905,374
Highways and bridges	<u>2,768,014</u>	<u>1,085</u>	<u>(463)</u>	<u>499,394</u>	<u>3,268,030</u>
Total infrastructure (non-depreciable)	<u>3,472,105</u>	<u>1,190</u>	<u>(481)</u>	<u>700,590</u>	<u>4,173,404</u>
Construction in progress (non-depreciable):					
Right-of-way	176,945	33,500	-	(201,196)	9,249
Highways and bridges	406,780	270,251	-	(499,394)	177,637
Buildings and toll facilities	1,125	889	-	(818)	1,196
Toll equipment	25,780	11,023	-	(58)	36,745
Furniture, equipment and other	<u>5,326</u>	<u>6,142</u>	<u>-</u>	<u>(4,719)</u>	<u>6,749</u>
Total construction in progress (non-depreciable)	<u>615,956</u>	<u>321,805</u>	<u>-</u>	<u>(706,185)</u>	<u>231,576</u>
Property and equipment (depreciable):					
Toll equipment	103,006	-	(440)	58	102,624
Buildings and toll facilities	161,317	63	-	818	162,198
Furniture, equipment and other	<u>62,824</u>	<u>1,035</u>	<u>(1,084)</u>	<u>4,719</u>	<u>67,494</u>
Total property and equipment (depreciable)	<u>327,147</u>	<u>1,098</u>	<u>(1,524)</u>	<u>5,595</u>	<u>332,316</u>
Less accumulated depreciation for:					
Toll equipment	(85,525)	(4,727)	218	-	(90,034)
Buildings and toll facilities	(61,172)	(5,367)	-	-	(66,539)
Furniture, equipment and other	<u>(31,810)</u>	<u>(3,344)</u>	<u>1,045</u>	<u>-</u>	<u>(34,109)</u>
Total accumulated depreciation	<u>(178,507)</u>	<u>(13,438)</u>	<u>1,263</u>	<u>-</u>	<u>(190,682)</u>
Total property and equipment being depreciated, net	<u>148,640</u>	<u>(12,340)</u>	<u>(261)</u>	<u>5,595</u>	<u>141,634</u>
Total capital assets	<u>\$ 4,236,701</u>	<u>\$ 310,655</u>	<u>\$ (742)</u>	<u>\$ -</u>	<u>\$ 4,546,614</u>

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 4 - Capital Assets (Continued)

	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	<u>2,707,363</u>	<u>602</u>	<u>(728)</u>	<u>60,777</u>	<u>2,768,014</u>
Total infrastructure (non-depreciable)	<u>3,364,742</u>	<u>2,195</u>	<u>(760)</u>	<u>105,928</u>	<u>3,472,105</u>
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	<u>2,467</u>	<u>16,573</u>	<u>-</u>	<u>(13,714)</u>	<u>5,326</u>
Total construction in progress (non-depreciable)	<u>435,123</u>	<u>304,387</u>	<u>(154)</u>	<u>(123,400)</u>	<u>615,956</u>
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	<u>61,243</u>	<u>211</u>	<u>(11,025)</u>	<u>12,395</u>	<u>62,824</u>
Total property and equipment (depreciable)	<u>320,159</u>	<u>730</u>	<u>(11,214)</u>	<u>17,472</u>	<u>327,147</u>
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	<u>(38,664)</u>	<u>(2,639)</u>	<u>9,493</u>	<u>-</u>	<u>(31,810)</u>
Total accumulated depreciation	<u>(174,424)</u>	<u>(13,765)</u>	<u>9,682</u>	<u>-</u>	<u>(178,507)</u>
Total property and equipment being depreciated, net	<u>145,735</u>	<u>(13,035)</u>	<u>(1,532)</u>	<u>17,472</u>	<u>148,640</u>
Total capital assets	<u>\$ 3,945,600</u>	<u>\$ 293,547</u>	<u>\$ (2,446)</u>	<u>\$ -</u>	<u>\$ 4,236,701</u>

Total bond interest cost incurred amounted to approximately \$117,523,000 and \$123,603,000 during the years ended June 30, 2018 and 2017, respectively, of which \$11,658,000 and \$15,090,000 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	\$ 38,008,887

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 4 - Capital Assets (Continued)

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

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

Note 5 - Long-Term Debt

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

	June 30, 2017	Additions	Deletions	June 30, 2018
Series 2007A	\$ 185,885	\$ -	(185,885)	\$ -
Series 2008B1	130,535	-	(175)	130,360
Series 2008B2	118,020	-	(155)	117,865
Series 2008B3	149,200	-	(140)	149,060
Series 2008B4	99,475	-	(140)	99,335
Series 2010A	120,760	-	(120,760)	-
Series 2010B	109,745	-	(36,105)	73,640
Series 2010C	12,905	-	(12,905)	-
Series 2012	201,925	-	(21,555)	180,370
Series 2012A	59,060	-	(5,245)	53,815
Series 2013A	242,320	-	-	242,320
Series 2013B	172,360	-	(18,040)	154,320
Series 2013C	105,485	-	(855)	104,630
Series 2015 Senior Lien BANs	193,695	-	-	193,695
Series 2016A	151,695	-	(710)	150,985
Series 2016B	631,330	-	(5,685)	625,645
Series 2017	-	341,210	-	341,210
	2,684,395	341,210	(408,355)	2,617,250
Add unamortized bond premium	182,430	41,428	(18,673)	205,185
Less current portion of revenue bonds payable and BAN	(58,710)	(252,615)	58,710	(252,615)
Revenue bonds payable - net of current	\$ 2,808,115	\$ 130,023	\$(368,318)	\$ 2,569,820

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

	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
	<hr/> 2,700,900	<hr/> 631,330	<hr/> (647,835)	<hr/> 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)
	<hr/> (20,360)	<hr/> (58,710)	<hr/> 20,360	<hr/> (58,710)
Revenue bonds payable - net of current portion	<hr/> \$ 2,800,991	<hr/> \$ 655,699	<hr/> \$ (648,575)	<hr/> \$ 2,808,115

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.

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

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 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 2017, were originally issued on December 28, 2017 and were outstanding in the aggregate principal amount of \$341,210,000 on June 30, 2018, all of which were serial bonds. The outstanding serial bonds are due in annual installments beginning on July 1, 2018 through July 1, 2042 in amounts ranging from \$610,000 to \$61,935,000, plus interest. The 2017 Bonds are payable from, and secured by, a pledge of net revenues from the operation of the expressway System. Interest on the 2017 Bonds is due and paid semiannually. The purpose of the Series 2017 Bonds was to refund all of the Series 2007A, 2010A, and 2010C Bonds and a portion of the 2010B Bonds, for net present value savings of \$39,795,910, which represents \$61,030,269 of lower debt service payments over the life of the debt. The deferred outflow on the refunding for accounting purposes was \$26,266,627.

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 \$625,645,000 and \$631,330,000 on June 30, 2018 and 2017 respectively, all of which were serial bonds. The outstanding serial bonds are due in annual installments beginning on July 1, 2018 through July 1, 2040 in amounts ranging from \$1,860,000 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 \$92,180,668.91 of lower debt service payments over the life of the debt. The deferred outflow on the refunding for accounting purposes was \$75,028,080.

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

Fixed Rate Debt (Continued)

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 \$150,985,000 and \$151,695,000 on June 30, 2018 and 2017 respectively, all of which were serial bonds. The outstanding serial bonds are due in annual installments beginning on July 1, 2018 through July 1, 2032 and July 1, 2036 through July 1, 2037 in amounts ranging from \$735,000 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, 2018 and 2017. 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 \$104,630,000 and \$105,485,000 on June 30, 2018 and 2017, 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, 2018 through July 1, 2032 in amounts ranging from \$890,000 to \$15,740,000, plus interest. The 2013C Bond is payable from, and secured by, a pledge of net revenues from the operation of the expressway System. Interest on the 2013C Bond is due and paid semiannually. The Series 2013C Bond was issued for the purpose of refunding the Series 2003D and to fund the termination payment related to the associated swap. The refunding resulted in a deferred outflow of \$15,599,396, most of which was related to the swap termination payment. The difference between the cash flow of the old debt and the cash flow of the new debt was \$3,440,975 lower post-refunding, which represents \$2,500,470 on a net present value basis. The purpose of this refunding was to lower the risk profile of CFX's debt at an attractive rate. 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 \$9,168,844.91 on a net present value basis.

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

Fixed Rate Debt (Continued)

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 \$154,320,000 and \$172,360,000 on June 30, 2018 and 2017, respectively, all of which were serial bonds. The outstanding serial bonds are due in annual installments on July 1, 2018 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, 2018 and 2017, 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 \$180,370,000 and \$201,925,000 on June 30, 2018 and 2017 respectively, all of which were serial bonds. The serial bonds are due beginning on July 1, 2018 through July 1, 2025 in amounts ranging from \$22,535,000 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 \$53,815,000 and \$59,060,000 on June 30, 2018 and 2017 respectively. 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, 2018 through July 1, 2025 in amounts ranging from \$5,615,000 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.

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

Fixed Rate Debt (Continued)

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 \$0 and \$12,905,000 on June 30, 2018 and 2017 respectively, including \$8,155,000 of serial bonds and a \$4,750,000 term bond. A portion of the Series 2010C Bonds was refunded by the Series 2016B Bond, and the remainder was refunded by the Series 2017 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 \$73,640,000 and \$109,745,000 on June 30, 2018 and 2017, respectively. The bonds were issued as serial bonds and the outstanding bonds are due in annual installments on July 1, 2018 through July 1, 2021 in amounts ranging from \$6,310,000 to \$53,880,000, plus interest. Interest on the 2010B Bonds is due and paid semiannually. Portions of the Series 2010B Bonds was refunded by the Series 2016B Bond and Series 2017 Bond as stated above.

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 \$0 and \$120,760,000 and on June 30, 2018 and 2017 respectively, including \$15,265,000 of serial bonds and \$105,495,000 of term bonds. A portion of the Series 2010A Bonds was refunded by the Series 2016B Bond, and the remainder was refunded by the Series 2017 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 \$0 and \$185,885,000 on June 30, 2018 and 2017 respectively, including term bonds. Portions of the Series 2007A Bonds were refunded by both the Series 2016A and Series 2016B Bonds and the remainder was refunded by the Series 2017 Bond as stated above.

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

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 \$130,360,000, \$117,865,000, \$149,060,000, \$99,335,000 and \$130,535,000, \$118,020,000, \$149,200,000, \$99,475,000 was outstanding on June 30, 2018 and 2017, 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 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, 2018, are summarized as follows (all amounts in thousands). The totals below are net of capitalized interest funds available for debt service. For purposes of this note, the interest rate applicable to variable rate bonds is the synthetic fixed rate of 4.7753% for the 2008 Bonds. None of the fees associated with liquidity, letters of credit, or remarketing arrangements are included in the chart below, nor are the incremental rates paid on any floating rate note arrangements.

	Principal	Interest	Total P&I Due	Capitalized Interest	Net Due
2019	\$ 252,615	\$ 109,295	\$ 361,910	\$ 3,148	\$ 358,762
2020	61,015	103,607	164,622	-	164,622
2021	64,100	100,629	164,729	-	164,729
2022	67,130	97,742	164,872	-	164,872
2023	69,315	94,702	164,017	-	164,017
2024-2028	445,030	415,884	860,914	-	860,914
2029-2033	579,900	297,578	877,478	-	877,478
2034-2038	629,860	160,750	790,610	-	790,610
2039-2043	448,285	35,425	483,710	-	483,710
	<u>\$ 2,617,250</u>	<u>\$ 1,415,612</u>	<u>\$ 4,032,862</u>	<u>\$ 3,148</u>	<u>\$ 4,029,714</u>

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

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, 2018 and 2017, are as follows:

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

Hedging Derivative Instruments – Cash Flow Hedges (Continued)

	<u>Series 2005A</u>	<u>Series 2005B</u>	<u>Series 2005C</u>	<u>Series 2005D</u>	<u>Series 2005E</u>
<i>Notional Value (as of 6/30/2018)</i>	\$198,648,000	\$149,008,000	\$99,324,000	\$24,820,000	\$24,820,000
<i>Fixed Rate</i>	4.7753%	4.7753%	4.7753%	4.7753%	4.7753%
<i>Fixed Payer</i>	CFX	CFX	CFX	CFX	CFX
<i>Floating Rate</i>	SIFMA Weekly Index	SIFMA Weekly Index	SIFMA Weekly Index	SIFMA Weekly Index	SIFMA Weekly Index
<i>Maturity Date</i>	1-Jul-40	1-Jul-40	1-Jul-40	1-Jul-40	1-Jul-40
<i>Settlement</i>	Monthly	Monthly	Monthly	Monthly	Monthly
<i>Premium Paid</i>	None	None	None	None	None
<i>Counterparty</i>	UBS AG	Citibank	Morgan Stanley Capital Services Inc.	RBC Dain	JP Morgan*
<i>Ratings 6/30/2017 (S&P/Moody's/Fitch)</i>	A/A1/A	A+/A1/A+	BBB+/A3/A	AA-/A1/AA	A+/Aa3/AA-
<i>Ratings 6/30/2018 (S&P/Moody's/Fitch)</i>	A/Aa3/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.

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, 2018 or June 30, 2017, of \$135,832,423 and \$170,873,269, respectively. The change in fair value at FYE 2018 was \$35,040,846 lower than at FYE 2017 and the change in fair value at FYE 2017 was \$63,815,192 lower than at the prior year end.

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

Hedging Derivative Instruments – Cash Flow Hedges (Continued)

The table below provides the fair value of the Swaps:

Estimated Termination Payments Based on Net Present Value

	<u>June 30, 2018</u>	<u>June 30, 2017</u>
Series 2008B	<u>\$ 135,832,423</u>	<u>\$ 170,873,269</u>

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, 2017 and 2018, 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, 2018 and 2017, 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.

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

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 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.

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

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 \$13,061,942 as of June 30, 2018. 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, 2018 or June 30, 2017.

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, 2018 and 2017, 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, 2018, the expirations of the respective contracts were as follows:

<u>Bond Series</u>	<u>Type/Provider</u>	<u>Expiration Date</u>
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

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

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):

	<u>2003 Series</u>	<u>2005 Series</u>	<u>2008 Series</u>	<u>Total</u>
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	-	-	-	-
FY 2018	-	-	-	-
Total	<u>\$ (11,300,108)</u>	<u>\$ (2,252,834)</u>	<u>\$ (1,094,034)</u>	<u>\$ (14,646,976)</u>

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. The purpose of this defeasance 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 for the 1988 Bonds was \$23,140,000 and \$44,640,000 on June 30, 2018 and 2017, respectively.

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

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.

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.

On December 28, 2017 CFX utilized proceeds from the issuance of the Series 2017 Refunding Bonds to fund an escrow to provide the for the payment of principal and interest on the refunded Series 2007A, 2010A, and 2010C Bonds and a portion of the 2010B Bonds as of the call date of July 1, 2018.

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
2019	\$ 23,140	\$ -	\$ -	\$ -	\$ -	\$ 23,140
2020	-	-	120,760	30,095	12,905	163,760
2021	-	185,885	213,805	59,870	270,705	730,265
	<u>\$ 23,140</u>	<u>\$185,885</u>	<u>\$ 334,565</u>	<u>\$ 89,965</u>	<u>\$ 283,610</u>	<u>\$ 917,165</u>

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 5 - Long-Term Debt (Continued)

Due to Governmental Agencies

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

	<u>June 30, 2017</u>	<u>Additions</u>	<u>Deletions</u>	<u>June 30, 2018</u>
Advances from FDOT for construction, operations and maintenance of certain plazas and roadways	\$ 1,674	\$ 1,377	\$ (1,674)	\$ 1,377
Loans and advances for specific projects	6,725	-	(1,331)	5,394
Toll revenue due to other state agencies	3,081	90,029	(85,834)	7,276
	<u>11,480</u>	<u>91,406</u>	<u>(88,839)</u>	<u>14,047</u>
Less current portion	(6,086)	(8,914)	6,086	(8,914)
Due to other governments, net of current portion	<u>\$ 5,394</u>	<u>\$ 82,492</u>	<u>\$ (82,753)</u>	<u>\$ 5,133</u>

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

<u>Year Ending June 30,</u>	<u>Amount</u>
2019	\$ 8,914
2019	-
2020	-
2021	-
2023	-
Thereafter	<u>5,133</u>
	<u>\$ 14,047</u>

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

Included in the Loans and Advances for specific projects is \$5,133,000 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.

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

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 three fiscal years are \$464,640 per year for two years and \$425,920 for the third year, for a total of \$1,355,200.

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. The tenant has provided a 360-day notice for termination on June 22, 2018. CFX will receive \$307,763 for fiscal year 2019.

Note 7 - Commitments and Contingencies

Commitments - Outstanding construction and other significant commitments for improvements, maintenance and operation of the System totaled approximately \$452,081,000 at June 30, 2018.

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

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

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 2018 and 2017 were 6.3% for regular class and 7.67% for senior management class.

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 8 - Retirement Plans (Continued)

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 2018 contribution rate applied to regular employee salaries was 7.92%, including 1.66% for a post-retirement health insurance subsidy ("HIS"). The fiscal year 2017 contribution rate was 7.52%, which included 1.66% for HIS. The fiscal year 2018 contribution rate applied to senior management salaries was 22.71%, including 1.66% HIS. The fiscal year 2017 contribution rate was 21.77%, which included 1.66% for HIS. The fiscal year 2018 contribution rate applied to the salaries of the employees in DROP was 13.26%, including 1.66% for HIS. The fiscal year 2017 contribution rate was 12.99%, which included 1.66% for HIS.

CFX's actual contributions to the FRS for the fiscal years ended June 30, 2018 and 2017 were \$790,000 and \$710,000, respectively. Employee contributions were \$195,000 and \$177,000 for the fiscal years ended June 30, 2018 and 2017, respectively.

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

CFX reported a liability of \$7,979,000 and \$6,830,000, at June 30, 2018 and 2017, respectively, for its proportionate share of the net pension liability of FRS and HIS. The net pension liability as of June 30, 2018 and 2017 was measured as of June 30, 2017 and 2016, 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 2016 and 2017 relative to the historical contributions of all participating employers. At June 30, 2017, CFX's proportion was 0.0201% and 0.0189% for FRS and HIS, respectively, which was an increase of 0.001% and an increase of 0.0016% from its respective proportion measured as of June 30, 2016.

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 8 - Retirement Plans (Continued)

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 a decrease of 0.0016% from its respective proportion measured as of June 30, 2015.

For the year ended June 30, 2018, CFX recognized pension expense of \$1,278,000 and \$200,000, for FRS and HIS, respectively. For the year ended June 30, 2017, CFX recognized pension expense of \$993,000 and \$192,000, for FRS and HIS, respectively.

At June 30, 2018 and June 30, 2017, CFX reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

	As of June 30, 2018	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 547	\$ 37
Changes of assumptions	2,286	175
Differences between projected and actual earnings on pension plan investments	1	148
Changes in proportion	1,127	10
CFX contributions subsequent to the measurement date	694	-
Total	<u>\$ 4,655</u>	<u>\$ 370</u>

	As of June 30, 2017	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 368	\$ 49
Changes of assumptions	608	-
Differences between projected and actual earnings on pension plan investments	1,245	0
Changes in proportion	1,138	13
CFX contributions subsequent to the measurement date	624	-
Total	<u>\$ 3,984</u>	<u>\$ 63</u>

\$694,000 and \$624,000 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, 2019 and June 30, 2018 respectively.

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

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
2019	\$ 710
2020	710
2021	583
2022	502
2023	463
Thereafter	623

Actuarial Assumptions – The actuarial assumptions that determined the total pension liability as of June 30, 2018 and June 30, 2017, were based on the results of an actuarial experience study for the period July 1, 2008 – June 30, 2013.

Valuation date	July 1, 2016	July 1, 2017
Measurement date	June 30, 2016	June 30, 2017
Inflation	2.60%	2.60%
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 7.10% and 7.60% as of June 30, 2017 and June 30, 2016 respectively. 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%	4.5%
Global equity	53%	7.8%
Real Estate (property)	10%	6.6%
Private equity	6%	11.5%
Strategic investments	12%	6.1%
Total	<u>100.00%</u>	

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 8 - Retirement Plans (Continued)

Discount Rate – The discount rate used to measure the total pension liability was 7.10% and 7.60% for FRS for June 30, 2017 and June 30, 2016 respectively. The discount rate used to measure the total pension liability was 3.58% and 2.85% for HIS as of June 30, 2017 and June 30, 2016 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 7.10% and 7.60% for FRS for June 30, 2017 and June 30, 2016 respectively. The discount rate of 3.58% and 2.85% was used for HIS for June 30, 2017 and June 30, 2016 respectively. The following also presents what CFX's proportionate share of the net pension liability would be at June 30, 2018 and 2017 if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the respective current rate:

	As of June 30, 2018		
	FRS		
	1% Decrease 6.1%	Current Discount Rate 7.1%	1% Increase 8.1%
CFX's proportionate share of the net pension liability (asset)	\$ 10,783,597	\$ 5,957,987	\$ 1,951,626
	HIS		
	1% Decrease 2.58%	Current Discount Rate 3.58%	1% Increase 4.58%
CFX's proportionate share of the net pension liability (asset)	\$ 2,305,742	\$ 2,020,574	\$ 1,783,044
	As of June 30, 2017		
	FRS		
	1% Decrease 6.6%	Current Discount Rate 7.6%	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%	Current Discount Rate 2.85%	1% Increase 3.85%
CFX's proportionate share of the net pension liability (asset)	\$ 2,314,782	\$ 2,017,719	\$ 1,771,173

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 8 - Retirement Plans (Continued)

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

	<u>June 30, 2017</u>	<u>Additions</u>	<u>Deletions</u>	<u>June 30, 2018</u>	<u>Due Within One year</u>
Net pension liability	\$ 6,830	\$ 5,489	\$ 4,340	\$ 7,979	\$ -

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

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

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 2016, 2017 and 2018.

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.

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
NOTES TO FINANCIAL STATEMENTS
Years Ended June 30, 2018 and 2017**

Note 10 - Subsequent Events

On July 30, 2018 CFX opened a \$125,000,000 line of credit with Bank of America and withdrew \$75,000,000 to pay current liabilities.

On July 30, 2018 CFX restructured the credit facility associated with the 2008B2 bonds. These bonds have an original par value of \$117,865,000 and a maturity date of July 1, 2040. The restructure keeps the credit cost the same and has a 5-year expiration.

On September 17, 2018 CFX received a federal loan of \$193,695,000 in relation to the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. The TIFIA loan was awarded to CFX in 2015 to cover qualified expenses on the Wekiva Parkway. At that time CFX took out a 2015 Bond Anticipation Notice (BAN) to begin the work, with a maturity date of January 1, 2019. On October 19, 2018 CFX paid \$194,639,263 satisfying all outstanding debt associated with the 2015 BAN.

On October 15, 2018 CFX restructured the credit facility associated with the 2008B3 bonds, these bonds have an original par value of \$149,060,000 and a maturity date of July 1, 2040. The restructure lowers the credit cost by 7.5 basis points and has a 3-year expiration.

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REQUIRED SUPPLEMENTARY INFORMATION

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
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
2018	92%
2017	89%
2016	89%

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

Fiscal Year	Budget	Actual
	<i>(in thousands)</i>	
2018	\$ 31,850	\$ 33,837
2017	38,487	22,447
2016	42,406	15,964
2015	26,085	3,975
2014	2,998	468

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CENTRAL FLORIDA EXPRESSWAY AUTHORITY
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 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
2018	2017	0.0201%	\$ 5,958	\$ 4,093	145.57%	83.89%
2017	2016	0.0191%	4,812	3,746	128.46%	84.88%
2016	2015	0.0174%	2,249	3,212	70.02%	92.00%
2015	2014	0.0157%	959	2,987	32.11%	96.09%
2014	2013	0.0091%	1,566	2,985	52.46%	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 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
2018	2017	0.0189%	\$ 2,021	\$ 6,023	33.55%	1.64%
2017	2016	0.0173%	2,018	5,345	37.75%	0.97%
2016	2015	0.0157%	1,603	4,769	33.61%	0.50%
2015	2014	0.0152%	1,418	4,507	31.46%	0.99%
2014	2013	0.0154%	1,343	4,482	29.96%	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.

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**CENTRAL FLORIDA EXPRESSWAY AUTHORITY
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 Payroll	FRS Contributions as a Percentage of Covered Payroll
2018	\$ 585	\$ 585	\$ -	\$ 4,250	13.76%
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 Payroll	HIS Contributions as a Percentage of Covered Payroll
2018	\$ 109	\$ 109	\$ -	\$ 6,585	1.66%
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.

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OTHER SUPPLEMENTARY INFORMATION

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

	<u>Years Ended June 30,</u>	
	<u>2018</u>	<u>2017</u>
	(in thousands)	
Schedule 1		
Revenues:		
Tolls	\$ 441,768	\$ 423,748
Fees collected via PBPs and UTCs	7,728	7,475
Transponder sales	297	236
Other operating	1,631	1,486
Interest	3,642	4,954
Miscellaneous	1,011	997
Total revenues	<u>456,077</u>	<u>438,896</u>
Expenses:		
Operations	53,373	46,371
Maintenance	17,606	15,118
Administration	7,743	7,090
Other operating	2,248	3,108
Total expenses	<u>80,970</u>	<u>71,687</u>
Add deposits into OMA reserve	735	1,073
Less advances allowable for operations and maintenance expenses received from FDOT	<u>(6,930)</u>	<u>(6,694)</u>
Net expenses	<u>74,775</u>	<u>66,066</u>
Net revenues, as defined, inclusive of advances received from the FDOT	<u>\$ 381,302</u>	<u>\$ 372,830</u>
Senior lien debt service payments	<u>\$ 164,563</u>	<u>\$ 165,163</u>
Senior lien debt service ratio of net revenues to debt service payments	<u>2.32</u>	<u>2.26</u>
Subordinate Payments		
SIB Loan Payment	\$ -	\$ 1,031
FDOT Lease Purchase Agreement Payment*	20,000	20,000
SunTrust Bank Loan Payment	6,851	6,645
Total Subordinate Payments	<u>\$ 26,851</u>	<u>\$ 27,676</u>
Subordinate Debt Service Ratio**	<u>1.99</u>	<u>1.93</u>

*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.

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**REPORTS ON COMPLIANCE
AND INTERNAL CONTROL**

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Certified Public Accountants

**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, 2018, and have issued our report thereon dated [DATE].

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.

To the Members of the
Central Florida Expressway Authority

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 [DATE].

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.
Certified Public Accountants

Orlando, Florida
[DATE]

"DRAFT"



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, 2018, and have issued our report thereon dated [DATE].

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.
Certified Public Accountants

Orlando, Florida
[DATE]

"DRAFT"



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, 2018. 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, 2018.

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida

[DATE]

"DRAFT"



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, 2018, and have issued our report thereon dated [DATE].

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 [DATE], 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.

To the Members of the
Central Florida Expressway Authority

Financial Condition (Continued)

Pursuant to Sections 10.554(1)(i)5.c. and 10.556(8), *Rules of the Auditor General*, we applied financial condition assessment procedures for CFX. 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.

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, 2018.

Additional 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

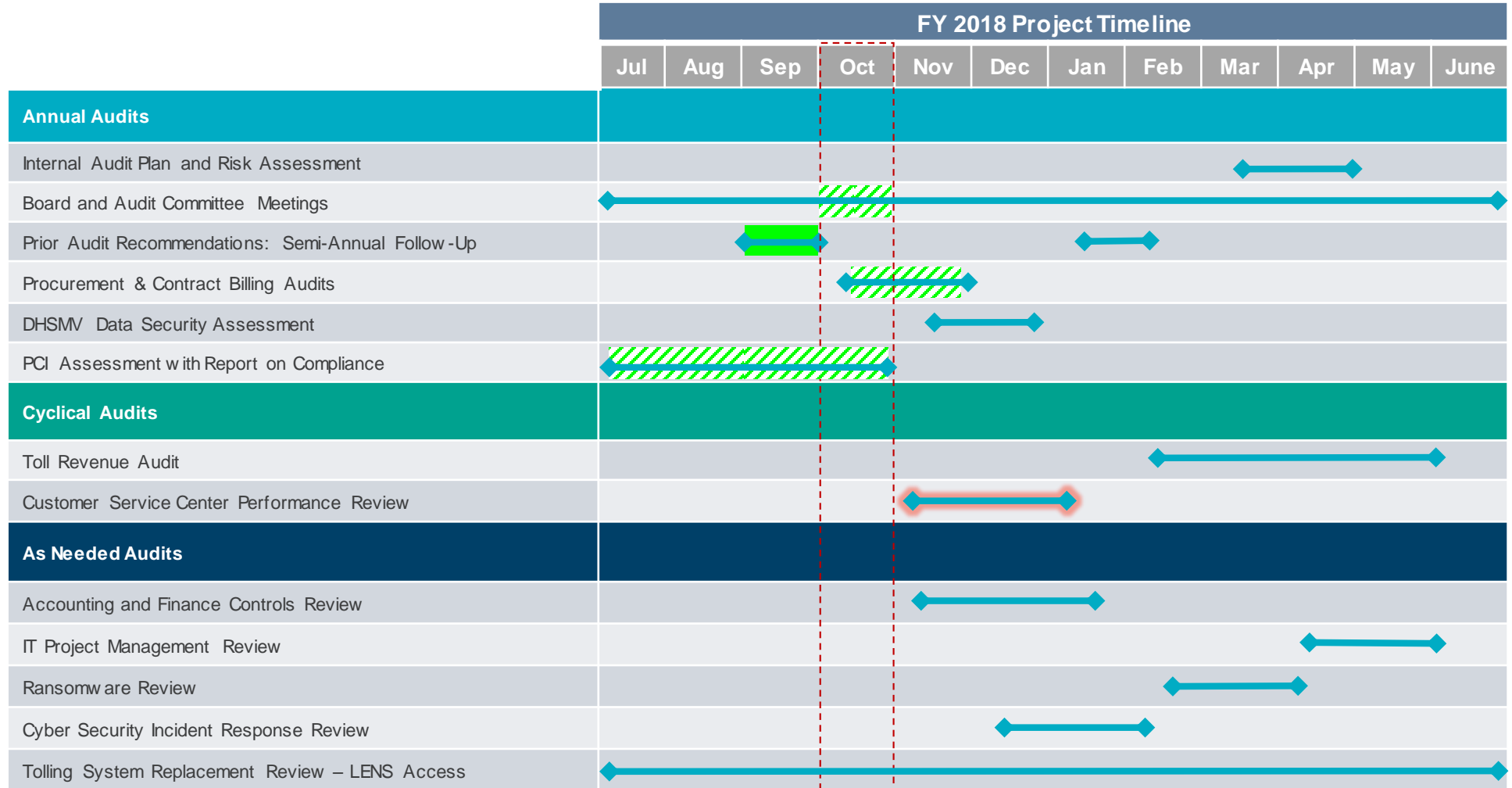
Our management letter is intended solely for the information and use of the Legislative Auditing Committee, members of the Florida Senate and the Florida House of Representatives, the Florida Auditor General, federal and other granting agencies, the members of CFX's Board, and applicable management,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

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida
[DATE]

FY 2019 Internal Audit Dashboard

As of October 30, 2018



◆ Plan ◆ Revised Plan ◆ Canceled ● Complete ▨ In-Process

Central Florida Expressway Authority

PHYSICAL SECURITY ASSESSMENT REPORT SUMMARY

June 30, 2018

Disclaimer

This report is intended solely for the use of management of Central Florida Expressway Authority (“Client” or “CFX”) and is not to be used or relied upon by others for any purpose whatsoever. This report and the related findings and recommendations detailed herein provide management with information about the condition or risks and internal controls at one point in time. Future changes in environmental factors and actions by personnel may significantly and adversely impact these risks and controls in ways that this report did not and cannot anticipate.

Additionally, The Physical Security Assessment report contains information concerning potential physical security vulnerabilities. As such, the information within the report is exempt from public records disclosure pursuant to F.S. 282.318.

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- I. Executive Summary
- Background.....
- Objectives, Scope, and Approach.....
- Summary of Results

I. Executive Summary

Background

During the period of June 18, 2018 through June 30, 2018 Protiviti conducted a physical security assessment of the Central Florida Expressway Authority (CFX) headquarters building located at 4974 Orl Tower Road, Orlando, FL 32807. This assessment was specifically targeted to identify areas of potential vulnerability or compromise and determine the current level of threat to the facility.

Objectives, Scope, and Approach

The objectives of the assessment were to provide guidance developing policies and procedures to improve the physical security practices for the headquarters office building, property, and seek to identify physical security practices commensurate with leading practices in the state of Florida. The assessment also included a review of workplace safety laws and legally permissible practices to control weapons on CFX property. This assessment was specifically targeted to identify areas of potential vulnerability or compromise and determine the current level of threat to the facility, with a focus on controlling weapons legally and illegally entering the building premises. Furthermore, Protiviti identified Best Practice Standards which could be implemented at the CFX headquarters office building and property.

During the assessment Protiviti focused on the following:

- Perimeter area of the facility to include all access control points, outside facility parking lot areas, external facility lighting; and shipping/receiving area.
- All internal areas of the building to include access control points from the lobby into the heart of the facility, CCTV System (cameras, alarm/intrusion)
- Review of Policy and Procedures pertaining to workplace safety laws and legally permissible practices to control weapons on CFX property.
- Review of current plans, drawings, and other related documents pertaining to the facility, to include any proposed construction projects.
- Review of current crisis response policies and procedures including evacuation plans, emergency preparedness plans, disaster recovery plans, visitor/vendor escort procedures, staff/vendor due diligence procedures, and other pertinent corporate policies/procedures.
- Review pertinent employee training programs to include any training on workplace violence and active shooter response training.
- Interviews with outside law enforcement officials with a focus on “Best Practices” with respect to restricting weapons and reducing risk through the enhancement of current security practices.

Summary of Results

CFX has implemented multiple layers of security procedures and measures designed to protect their people, assets, proprietary information and organization brand. Areas where CFX is successfully utilizing best security practices were highlighted in the report. In addition, Internal Audit highlighted areas of potential vulnerability and considerations for CFX to further mitigate risk and improve its physical security posture, to help further enhance the existing measures already in place at its headquarters.

CENTRAL FLORIDA EXPRESSWAY AUTHORITY PENETRATION TEST REPORT SUMMARY

October 17, 2018

Disclaimer

This report is intended solely for the use of management of Central Florida Expressway Authority (“Client” or “CFX”) and is not to be used or relied upon by others for any purpose whatsoever. This report and the related findings and recommendations detailed herein provide management with information about the condition or risks and internal controls at one point in time. Future changes in environmental factors and actions by personnel may significantly and adversely impact these risks and controls in ways that this report did not and cannot anticipate.

This report presents the results of an External and Internal Penetration Test performed by Protiviti during June 2018. The scope of the review was limited to specific target systems which were agreed upon during project scoping. This executive summary report is designed for the reader to understand the level of security assessed, to identify security deficiencies, to identify areas of strength and weakness, and to develop a course of action to correct vulnerabilities and mitigate associated risks.

Penetration testing is an uncertain process which is based upon past experiences, currently available information, and known threats. It should be understood that all information security systems, which by their nature are dependent on their human operators, are vulnerable to some degree. Therefore, while the team believes to have identified the major security vulnerabilities on the systems analyzed, there can be no assurance that any exercise of this nature will identify all possible vulnerabilities or propose exhaustive and operationally viable recommendations to mitigate those exposures. This report identifies known vulnerabilities that were detected during the test period; new devices, configuration changes and new/future vulnerabilities were not tested. While the matters presented herein are the result of the review, had additional procedures been performed, other matters may have been identified that would have been reported to CFX.

Additionally, this report contains information concerning potential vulnerabilities of CFX's network(s)/system(s) and methods for exploiting them. The team recommends that special precautions be taken to protect the confidentiality of both this document and the information contained herein.

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I. Executive Summary

Background

As part of the 2018 Internal Audit plan, Protiviti performed both an internal and external penetration test against systems that were not within the Payment Card Industry (“PCI”) environment, nor within the Intelligent Transportation Systems (“ITS”) environment. The tests focused on simulating what actions an attacker would attempt both from the internet, and from within CFX’s internal network.

Fieldwork was performed remotely from Protiviti security lab in Philadelphia, PA between June 13, 2018 and June 29, 2018.

Objectives and Scope

The objective of the engagement was to present a reasonable example of what an attacker could accomplish in a similar scenario. As such, Protiviti attempted to identify security vulnerabilities, circumvent security controls, and execute authorized exploits within the organization’s environment. Emphasis was placed on assessing the configurations and controls that restrict unauthorized users from accessing CFX systems and the critical business data contained therein, along with testing controls that prevent users from escalating access to other areas of CFX technology environment.

The scope of the penetration test included the following:

- **External Penetration Test** – Performed network discovery and testing against CFX’s internet-facing (external) assets in an attempt to identify exploitable weaknesses by a user who did not have physical access to CFX’s office and/or internal network.
- **Internal Penetration Test** – Performed network discovery and testing against CFX’s internal network environment in an attempt to identify exploitable weaknesses to gain unauthorized access to systems and data.

Approach

Penetration testing is a goal-driven exercise where Protiviti attempts to emulate a real-world attacker in order to obtain a specific objective. Therefore, Protiviti worked with CFX to establish the following goal(s) and target(s) for this assessment:

- Access the internal network by compromising externally-accessible systems.
- Obtain Domain Administrator access to CFX's Active Directory domain(s).
- Obtain server-level access to CFX's internal systems.
- Obtain access to sensitive data on CFX systems including: intellectual capital, personally identifiable information (PII), financial data, etc.

Summary of Results

During this penetration test, Protiviti discovered Critical, High, and Medium priority vulnerabilities within the CFX environment. Management has already implemented actions to remediate the Critical and High priority vulnerabilities, and is currently working to remediate the Medium priority vulnerabilities.



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Prior Audit Recommendations Follow-Up

September 30, 2018

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EXECUTIVE SUMMARY



Overview

As part of the Fiscal Year 2019 Internal Audit plan, Internal Audit performed a review of open audit recommendations from prior audit reports to verify the implementation status reported by management. Open recommendations from the following audits were evaluated:



2013 Toll Revenue Audit	2018 TRAILS Program Review
2017 Public Records Review	2018 Safety and Maintenance Compliance
2017 Customer Service Center Performance Assessment	2018 Contracts Audit
2017 Human Resources Process Review	2018 Pay By Plate Audit
2017 Business Continuity Management Review	2018 IT General Controls Review
2017 Change Management - TSR Audit	2018 Ethics Policy Compliance Review
2018 Information Security Risk Assessment - Phase II	

Internal Audit last reviewed the status of open audit recommendations in January 2018. Results were reported to the Audit Committee at that time.



Objectives, Scope, and Approach

This review was completed as of September 30, 2018 and consisted of meetings with management to determine the status of open audit recommendations and testing of management's response and status. In addition, only those recommendations that remained open at the time of the last review have been included in this report. If a recommendation was completed as of January 15, 2018, no further work was performed and the recommendation was not included for review.

Testing performed included inquiry with the employees responsible for completing the recommendations and/or review of documentation evidence to confirm management's reported status and explanation. In instances where the evidence obtained did not agree with management's status, discussions with management were held and the differences were resolved. There were no instances where management and Internal Audit did not come to an agreement on the status of a prior audit recommendation.

EXECUTIVE SUMMARY



Recommendations Summary

Audit	Open as of January 15, 2018	New Action Plans	Completed as of September 30, 2018	In Progress as of September 30, 2018*	Past Due
2013 Toll Revenue Audit	1	0	0	1	1
2017 Public Records Review	3	0	3	0	0
2017 Customer Service Center Performance Assessment	2	0	1	1	1
2017 Human Resources Process Review	3	0	3	0	0
2017 Business Continuity Management Review	2	0	0	2	2
2017 Change Management - Tolling System Replacement Audit	1	0	0	1	0
2018 Information Security Risk Assessment – Phase II	0	3	3	0	0
2018 TRAILS Program Review	0	2	2	0	0
2018 Maintenance and Safety Compliance	0	1	1	0	0
2018 Contracts Audit	0	5	2	3	0
2018 Pay By Plate Audit	0	5	0	5	0
2018 IT General Controls Review	0	4	3	1	0
2018 Ethics Policy Compliance Review	0	2	2	0	0
Total	12	22	20	14	4

*14 recommendations are classified as "In Progress." 4 of these recommendations are considered "Past Due."

STATUS OF PAST DUE RECOMMENDATIONS

#	Audit	Management Action Plan	Responsible Party	Summary of Status	Due Date
1	2013 Toll Revenue Audit	<p>Potential Revenue Leakage/Toll Collections Audit:</p> <p>The Authority currently has this recommendation as a function in the planned Toll System Replacement project that is currently ongoing at this time. The Authority would expect to have the new system in place and operating by July 1, 2015.</p>	David Wynne, Director of Toll Operations	Internal Audit met with Dave Wynne, Director of Toll Operations on September 25, 2018 to inquire about the status of the automation of Toll Attendant's shift record logs. Per discussion with Dave Wynne, Director of Toll Operations, this recommendation is planned to be implemented as a function of the Toll System Replacement (TSR) project. However, given the delays surrounding the TRS project, CFX is currently reviewing this action plan to determine if it is among the critical priorities involved in the TSR project and if the automation of this process will continue to be included in the project scope. As it stands, management expects this action plan to be implemented by the second revised date or removed from scope of the project completely.	<p>Original: 7/1/15</p> <p>Revised: 12/31/17</p> <p>Revised: 12/31/19</p>
2	2017 Customer Service Center Performance Assessment	<p>Intelligent Voice Response (IVR) Solution:</p> <p>CFX has identified a Call Path Report within IVR that consists of historical graph, error reporting, and service utilization. CFX will work with the third party contact center vendor to provide data in an acceptable format and provide an internal link for Toll Operations to access the data.</p>	Corey Quinn, Chief of Technology and Operations	<p>Per discussion with Corey Quinn, Chief of Technology and Operations, CFX is currently working with a third party to provide IVR reporting/monitoring data. The scope has recently expanded on the project due to CFX's desire to analyze the IVR data to identify common issues and trends, including an optional customer survey.</p> <p>However, due to external factors, CFX has had to deprioritize the implementation of customer surveys. CFX expects these surveys to be implemented by the revised due date.</p>	<p>Original: 4/30/18</p> <p>Revised: 7/15/19</p>

STATUS OF PAST DUE RECOMMENDATIONS

#	Audit	Management Action Plan	Responsible Party	Summary of Status	Due Date
3	2017 Business Continuity Management Review	<p>Crisis Management Testing:</p> <p>Management will create a crisis management testing program.</p>	<p>Evelyn Wilson, Director of HR</p> <p>Michelle Maikisch, Chief of Staff</p>	<p>Per discussion with Michelle Maikisch, Chief of Staff and Public Affairs Officer, CFX has hired a Facilities Maintenance Supervisor, but due to delays caused by onboarding and by Hurricane Irma in 2017, the Supervisor was unable to complete the crisis management testing program by the original due date. The due date has been revised again to reflect the new expected completion date.</p>	<p>Original: 12/31/17</p> <p>Revised: 10/31/18</p> <p>Revised: 3/31/19</p>
4	2017 Business Continuity Management Review	<p>Crisis Management Plan:</p> <p>Management will formally document a Crisis Management Plan.</p>	<p>Evelyn Wilson, Director of Human Resources</p> <p>CFX Crisis Management Team ("CMT")</p> <p>CFX Executive Management</p>	<p>Per discussion with Michelle Maikisch, Chief of Staff and Public Affairs Officer, CFX has hired a Facilities Maintenance Supervisor, but due to delays caused by onboarding and Hurricane Irma in 2017, the Supervisor may not be able to complete the Crisis Management Plan by the original revised due date. The due date has been revised again to reflect the most up-to-date project timeline to complete a Crisis Management Plan.</p>	<p>Original: 12/31/17</p> <p>Revised: 10/31/18</p> <p>Revised: 3/31/19</p>

STATUS OF ALL OPEN RECOMMENDATIONS

STATUS OF ALL OPEN RECOMMENDATIONS

2013 Toll Revenue Audit

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Potential Revenue Leakage/Toll Collections Audit:</p> <p>The Authority currently has this recommendation as a function in the planned Toll System Replacement project that is currently ongoing at this time. The Authority would expect to have the new system in place and operating by July 1, 2015.</p>	David Wynne, Director of Toll Operations	In Progress (Past Due)	Internal Audit met with Dave Wynne, Director of Toll Operations on September 25, 2018 to inquire about the status of the automation of Toll Attendant's shift record logs. Per discussion with Dave Wynne, Director of Toll Operations, this recommendation is planned to be implemented as a function of the Toll System Replacement (TSR) project. Given the delays surrounding the TRS project, CFX is currently reviewing this action plan to determine if it is among the critical priorities involved in the TSR project and if the automation of this process will continue to be included in the project scope. As it stands, management expects this action plan to be implemented by the second revised date or removed from scope of the project completely.	<p>Original: 7/1/15</p> <p>Revised: 12/31/17</p> <p>Revised: 12/31/19</p>

STATUS OF ALL OPEN RECOMMENDATIONS

2017 Public Records Review

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Records Management Policy and Procedures:</p> <p>CFX will develop a revised policy and desktop procedures to clearly state the direction of the Records Management function and clearly define and document key aspects of CFX's records management activities currently in place.</p>	Michelle Maikisch, Chief of Staff	Complete	<p>Per discussion with Tim O'Toole, Records Administrator, desktop procedures have been produced and documented around all current records management processes. As new processes and procedures emerge regarding records management, the Public Records department creates new "How To" guides with step-by-step instructions on how information is to be handled.</p> <p>The revised policy was completed and reviewed by Internal Audit as part of the August 2017 Prior Audit Follow-Up review. See August 2017 Prior Audit Follow-Up for further detail.</p>	<p>Policy revision: 6/30/17 (Complete)</p> <p>Desktop procedures: 6/30/18</p>
<p>Records Management Database:</p> <p>CFX will research solutions to replace the records management database and will include the procurement of a new database in the budget for the next fiscal year.</p>	Michelle Maikisch, Chief of Staff Corey Quinn, Chief of Technology/ Operations	Complete	<p>Per discussion with Tim O'Toole, Records Administrator, CFX is currently utilizing Office 365's Exchange, SharePoint and OneDrive functions for the storage of data in electronic copy. An electronics communication policy has been implemented detailing the storage of all records on site. Currently all records are being stored for 10 years within Office 365. Items with discretionary saving periods longer than 10 years are maintained within CFX's archives.</p>	<p>Original: 6/30/18</p> <p>Revised: 9/30/18</p>
<p>Electronic Public Records Destruction:</p> <p>CFX will establish a systematic destruction process for each type of electronic technology. The process will be documented in the policies and desktop procedures. CFX will explore e-mail management tools available to assist with the destruction process.</p>	Michelle Maikisch, Chief of Staff	Complete	<p>Per discussion with Tim O'Toole, Records Administrator, CFX has recently implemented an Electronics Communication Management Policy that addresses the storage and destruction of all electronic information and communication retained by CFX. The policy calls for a minimum of 10 years retention and utilizes Office 365 to systematically destroy all records older than 10 years on a daily basis.</p>	<p>Original: 6/30/18</p>

STATUS OF ALL OPEN RECOMMENDATIONS

2017 Customer Service Center Performance Review

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Business Analytics/Performance Monitoring:</p> <p>CFX Toll Operations will identify a number of key performance indicators for performance monitoring that will be displayed on the dashboards within the contact center. CFX will also determine the frequency of measurement to be displayed on the dashboards (real-time, weekly, monthly metrics, etc.). In addition, CFX will work with the third party contact center vendor to create business analytics related to the content of the dashboards.</p>	<p>David Wynne, Director of Toll Operations</p> <p>Corey Quinn, Chief of Technology and Operations</p>	Complete	<p>Per discussion with Chief of Technology and Operations and Director of Toll Operations, a Business Intelligence analyst was hired by CFX in 2017 to explore options to automate the collection and reporting of KPIs. As of September 24, 2018, a Microsoft Power BI dashboard is being implemented by EGIS for CFX's Avaya phone system. The dashboard is produced by EGIS and feeds call data to the IVR system. EGIS utilizes the BI dashboard every month to determine the volume of incoming calls and wait times. Dashboards are able to be displayed on monitors within the contact center showing various KPIs based on management's preference, along with real time CSR statistics and queue times.</p> <p>Additionally, Customer Service Representatives have to ability to manually log metrics after every call.</p>	Original: 4/30/18
<p>Intelligent Voice Response (IVR) Solution:</p> <p>CFX has identified a Call Path Report within IVR that consists of historical graph, error reporting, and service utilization. CFX will work with the third party contact center vendor to provide data in an acceptable format and provide an internal link for Toll Operations to access the data.</p>	Corey Quinn, Chief of Technology/ Operations	In Progress (Past Due)	<p>Per discussion with Corey Quinn, Chief of Technology and Operations, CFX is currently working with a third party to provide IVR reporting/monitoring data. The scope has recently expanded on the project due to CFX's desire to analyze the IVR data to identify common issues and trends, including an optional customer survey.</p> <p>However, due to external factors, CFX has had to deprioritize the implementation of customer surveys. CFX expects these surveys to be implemented by the revised due date.</p>	Original: 4/30/18 Revised: 7/15/19

STATUS OF ALL OPEN RECOMMENDATIONS

2017 Human Resources Process Review

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Merit-Based Compensation:</p> <p>1. CFX will define which performance evaluation scores are considered above average, average, and below average.</p> <p>2. CFX will define the merit adjustment percentages to be assigned to above average, average, and below average performers annually. The merit adjustment percentages and the performance evaluation scores required to earn each adjustment will be communicated to employees in order to enhance the goal-setting process.</p> <p>3. CFX executive team will schedule the annual performance evaluation review prior to distribution of final performance evaluation scores to ensure the supervisor evaluation style is homogenized.</p>	<p>Evelyn Wilson, Director of HR</p> <p>Michelle Maikisch, Chief of Staff</p>	Complete	<p>1. CFX has informally defined a range of performance evaluation scores considered above average, average, and below average.</p> <p>2. CFX has defined the merit adjustment to be assigned to each range of performance evaluation scores as part of the budgeting process in April.</p> <p>3. The CFX executive team has reviewed all performance evaluations before results were distributed to employees.</p>	Original: 7/1/18

STATUS OF ALL OPEN RECOMMENDATIONS

2017 Human Resources Process Review (Continued)

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Document HR Redundancy Plan:</p> <p>CFX Management will develop a redundancy plan strategy based on the current organization structure. For all department heads and executives, CFX will determine the necessary expertise required to fill the role, and will designate a position to perform the role's critical duties on an interim basis in the event of a planned or unplanned vacancy.</p>	Michelle Maikisch, Chief of Staff	Complete	CFX has reviewed the organizational chart and identified positions requiring similar expertise to department head and executive positions. The HR department has performed further analysis to refine and formally document the redundancy plan.	Original: 7/1/18
<p>Knowledge Management Plan:</p> <p>CFX will conduct a risk assessment to determine the prioritization of department's implementation of a knowledge management plan. However, based on the most recent entity-wide risk assessment performed in FY2017, CFX will focus initial knowledge management efforts on the Information Technology (IT) department. Additionally, knowledge sharing will be included in the teamwork aspect of annual performance evaluations.</p>	Michelle Maikisch, Chief of Staff and Public Relations Corey Quinn, Chief of Technology & Operations Jim Greer, Director of IT	Complete	<p>Per discussion with Jim Greer, Director of IT, and Corey Quinn, Chief of Technology and Operations, the following items have been implemented to support the management action plan of knowledge sharing within the Information Technology (IT) department:</p> <ul style="list-style-type: none"> Utilized two current employees to diversify duties assigned to Manager of VES & Special Projects Hired two employees with specific responsibility for system administration duties Hired contractors as backup resources to ensure against duties being postponed due to absence Implemented Office 365 with knowledge sharing base Removed IT implementers from TransCore duties to allow for more specialized focus on CFX IT initiatives IT has begun including knowledge sharing in the teamwork aspect of annual performance reviews 	Original: 7/1/18

STATUS OF ALL OPEN RECOMMENDATIONS

2017 Business Continuity Management Review

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Crisis Management Testing:</p> <p>Management will create a crisis management testing program.</p>	<p>Evelyn Wilson, Director of HR</p> <p>Michelle Maikisch, Chief of Staff</p>	In Progress	<p>Per discussion with Michelle Maikisch, Chief of Staff and Public Affairs Officer, CFX has hired a Facilities Maintenance Supervisor, but due to delays caused by onboarding and by Hurricane Irma in 2017, the Supervisor was unable to complete the crisis management testing program by the original due date. The due date has been revised again to reflect the new expected completion date.</p>	<p>Original: 12/31/17</p> <p>Revised: 10/31/18</p> <p>Revised: 3/31/19</p>
<p>Crisis Management Plan:</p> <p>Management will formally document a Crisis Management Plan.</p>	<p>Evelyn Wilson, Director of Human Resources</p> <p>CFX Crisis Management Team ("CMT")</p> <p>CFX Executive Management</p>	In Progress	<p>Per discussion with Michelle Maikisch, Chief of Staff and Public Affairs Officer, CFX has hired a Facilities Maintenance Supervisor, but due to delays caused by onboarding and Hurricane Irma in 2017, the Supervisor may not be able to complete the Crisis Management Plan by the original revised due date. The due date has been revised again to reflect the most up-to-date project timeline to complete a Crisis Management Plan. Additionally, CFX has hired an armed security guard to survey the front desk area and address security concerns within the building.</p>	<p>Original: 12/31/17</p> <p>Revised: 10/31/18</p> <p>Revised: 3/31/19</p>

STATUS OF ALL OPEN RECOMMENDATIONS

2017 Tolling System Replacement Audit

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
TSR Vulnerability Scans: Management will remediate the Medium vulnerabilities near the completion of the TSR project.	Corey Quinn, Chief Technology Officer	In Progress	Per discussion with Corey Quinn, Chief of Technology and Operations, the remediation of these vulnerabilities is contingent upon the Toll System Replacement project completion. Due to external factors affecting the priorities of IT project completion, the due date of Tolling System Replacement has been revised to September 2020.	Original: 6/30/19 Revised: 9/30/20

2018 Information Security Risk Assessment – Phase II: **Exempt F.S.282.318**

STATUS OF ALL OPEN RECOMMENDATIONS

2018 TRAILS Program Review

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Starting Cash and Transponder Management:</p> <p>CFX will enhance the training of the Toll Service Supervisor to reinforce the dual signature policy. The Toll Service Supervisor and the Toll Tag Service Attendant will verify the starting cash and transponder inventory, reconcile ending cash and transponder inventory to the system generated sales report at the end of the shift, and sign the Daily Transponder Log, Change Fund and Receipt Log, and Sales Report as evidence.</p> <p>CFX will also review the contingency staffing procedures to determine the appropriate modifications required to ensure adequate supervision during each shift. In the rare event that another party is unavailable to provide a dual signature (e.g. emergency situation), the employee will be required to provide a fully documented written statement of why the logs could not be signed by a second party.</p>	David Wynne, Director of Toll Operations	Complete	Per discussion with David Wynne, Director of Toll Operations, updated standard operating procedures were implemented in February 2018 to address the findings related toll plaza staffing. Within the updated procedures, coverage over toll tag attendant check in/check out has been increased and a list of all items requiring dual signature has been included.	Original: 2/28/18

STATUS OF ALL OPEN RECOMMENDATIONS

2018 TRAILS Program Review (Continued)

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Accuracy of Customer Account Data:</p> <p>Management will continue to work with TransCore to develop and deploy a patch to remediate this issue</p>	<p>Corey Quinn, Chief of Technology and Operations</p> <p>Jim Greer, Director of IT</p>	Complete	<p>Per discussion with Jim Greer, Director of IT, CFX adjusted the timing of triggers within the tolling equipment's coding. This adjustment, made in June 2018, helps to reduce the instance of data lag.</p> <p>Additionally, per discussion Corey Quinn, Chief of Technology and Operations, additional cameras that are not part of the antenna system have been added to view license plates. These cameras' images display on an additional screen within the toll attendant's booth. These additional cameras act as a cross check so that the toll attendant can determine when the data is lagging based on the license image shown on the display.</p>	Original: 6/30/18

2018 Procurement and Contract Billing Audit

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Billing Compliance Checklist:</p> <p>CFX will ensure the Contract Support Specialist utilizes a billing compliance checklist to aide in the review of contractor invoices. CFX will leverage the billing compliance checklists already developed in the construction and engineering departments as a template..</p>	<p>Corey Quinn, Chief of Technology and Operations</p>	Complete	<p>Protiviti verified through inspection that a step-by-step manual has been implemented for the billing compliance process.</p>	Original: 6/30/18

STATUS OF ALL OPEN RECOMMENDATIONS

2018 Safety and Maintenance Compliance Audit

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Quality Assurance Procedures :</p> <p>The Director of Maintenance has included a Quality Assurance Program contractor within the fiscal 2019 budget request. The contractor would conduct quality assurance reviews of work performed by maintenance contractors, review Right of Entry permits, conduct daytime and nighttime inspections, oversee major repairs, and conduct field verification for compliance with utility permits in order to enhance the Maintenance and Safety Quality Assurance process.</p>	Donald Budnovich, Director of Maintenance	In Progress	Per discussion with Donald Budnovich, Director of Maintenance, the request for the Quality Assurance Program contractor was not approved as a part of the FY19 budget. The maintenance department was, however, given approval to hire an employee to assist in quality assurance efforts. The employee, Matt Lewis, was hired on 8/1/2018. With the addition of a third inspector, CFX has been able to reassign duties within the maintenance department and allow for the capacity to perform quality assurance duties in the field. The maintenance department is currently working to define a 3-tier quality assurance process that would be performed, ideally, 3 - 5 times per week. This process is expected to be finalized prior to the original due date.	Original: 12/31/18
<p>Internal Maintenance & Safety Policies and Procedures :</p> <p>The Director of Maintenance will document written policies and procedures for CFX's maintenance and inspection program in the Maintenance and Safety Procedures Manual. The Manual will be published on SharePoint and reviewed and updated at least annually.</p>	Donald Budnovich, Director of Maintenance	In Progress	<p>Per inspection of the CFX Maintenance Procedure Manual - 2018, obtained from Donald Budnovich, Director of Maintenance, Internal Audit verified that the manual contains a section designated to Maintenance Procedures for Roadways, addressing the following:</p> <ul style="list-style-type: none"> a. Incident Response Procedures b. Safety c. Incident Management Plan d. Bridge and Overhead Sign Inspection e. BrM and Electronic Document Management System Access f. FDOT Work Order Management e. QA/IA Program <p>Per the Director of Maintenance, the manual as a whole is currently in draft form but is expected to be finalized and available on SharePoint by the original due date.</p>	Original: 12/31/18

STATUS OF ALL OPEN RECOMMENDATIONS

2018 Safety and Maintenance Compliance Audit (Continued)

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>MRP Deduction Calculation Review:</p> <p>The Director of Maintenance will incorporate a procedure to document MRP deduction recommendations and actual deductions applied into the Maintenance and Safety Procedures Manual.</p>	Donald Budnovich, Director of Maintenance	Complete	Per inspection of the CFX Maintenance Procedure Manual - 2018, obtained from Donald Budnovich, Director of Maintenance, Internal Audit verified that a process flow depicting the Maintenance Rating Program Procedures has been incorporated into the latest version of the manual.	Original: 9/30/18
<p>Delinquent Work Order Review:</p> <p>The Director of Maintenance will incorporate a procedure into the Maintenance and Safety Procedures Manual for the Senior Roadway Inspector to review all completed work orders at quarter-end and provide recommendations of any penalties to the Director of Maintenance for review and sign-off. The review is anticipated to be completed by 30 days after each quarter-end.</p>	Donald Budnovich, Director of Maintenance	Complete	Per inspection of the CFX Maintenance Procedure Manual - 2018, obtained from Don Budnovich, Director of Maintenance, Internal Audit verified that the manual contains a section to address FDOT Work Order Management. The process is defined within the manual and is accompanied by a process flow depicting the work order review and penalty assessment process. Per discussion with the Director of Maintenance, work orders will be reviewed quarterly and penalties/deductions assessed bi-annually.	Original: 9/30/18

STATUS OF ALL OPEN RECOMMENDATIONS

2018 Safety and Maintenance Compliance Audit (Continued)

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Asset Tracking:</p> <p>CFX will develop an annual process to verify asset accuracy and update the asset tracking spreadsheet for ongoing construction projects. The process will be recorded in the Maintenance and Safety Procedures Manual.</p> <p>In addition, CFX will determine the best information management tool or options to store and maintain asset information.</p>	Donald Budnovich, Director of Maintenance	In Progress	Per discussion with Donald Budnovich, Director of Maintenance, each asset is being updated within the asset tracking spreadsheet as work orders for the asset are received. Each time the spreadsheet is updated, a new version is saved to increase the ease and accuracy of tracking from one period to the next.	Original: 6/30/19

2018 Pay by Plate Audit

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Image Processing Reports:</p> <p>TransCore is in the process of refining the image processing system reports that provide the data required to monitor the accuracy of the Q-Free system and VES Image Review Clerk blind reviews. Once the reports are finalized Toll Operations will incorporate the review of these reports into the department's monitoring procedures noted in observation 2.</p>	David Wynne, Director of Toll Operations	In Progress	Per discussion with David Wynne, Director of Toll Operations, the reports are in the development stages and are becoming more frequently available as the system's functionality increases. This management action plan is expected to be implemented by the original due date.	Original: 12/31/18 Revised: 12/31/19

STATUS OF ALL OPEN RECOMMENDATIONS

2018 Pay By Plate Audit (Continued)

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Pay By Plate Program Management Procedures:</p> <p>The Director of Toll Operations, the Manager of E-PASS and Plaza Operations, and the Manager of VES and Special Projects will document written procedures for CFX's Pay By Plate program to address the clearly define the review and monitoring control activity. The procedures will be reviewed and updated at least annually and published on SharePoint.</p>	<p>David Wynne, Director of Toll Operations</p> <p>Paul Schatz, Manager of VES and Special Projects</p>	In Progress	Per discussion with Paul Schatz, Manager of VES and Special Projects, the algorithms for the new system are currently being developed. Once the algorithms are finalized, CFX will be able to effectively document the process by which tolling transactions are reviewed and monitored. This management action plan is expected to be implemented by the due original due date.	Original: 6/30/19
<p>User Access Review:</p> <p>Redacted F.S.282.318</p>				

STATUS OF ALL OPEN RECOMMENDATIONS

2018 Pay By Plate Audit (Continued)

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
User Accounts: Redacted F.S.282.318				
Backup Job and Batch Job History: Redacted F.S.282.318				

STATUS OF ALL OPEN RECOMMENDATIONS

2018 Information Technology General Controls Review

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
User Reviews: Redacted F.S.282.318				
User Authentication: Redacted F.S.282.318				
System Accounts: Redacted F.S.282.318				
Job History: Redacted F.S.282.318				

STATUS OF ALL OPEN RECOMMENDATIONS

2018 Ethics Policy Compliance Review

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Potential Conflict Disclosure Requirements:</p> <p>1. CFX will develop formal, written procedures to outline ethics compliance management roles and responsibilities, consultants required to complete required disclosure forms, follow-up and escalation procedures for non-compliant parties, reporting to the Ethics Officer, and timely certification by the Ethics Officer that disclosure forms have been received and reviewed and that follow-up procedures were performed as necessary for non-compliant parties.</p> <p>2. Management will consider developing an online Potential Conflict Disclosure Form within the Procurement Portal. In the meantime, CFX will enhance the precision of the review to identify incomplete forms and inappropriate responses, and explore options to simplify the format of questions such as clarifying that responses should only address those within the consultants' organizations directly associated with the CFX contract.</p>	<p>Joe Passiatore, General Counsel</p> <p>Lisa Lumbard, CFO</p>	Complete	Internal Audit obtained a copy of formal written procedures surrounding the completion of annual CFX Potential Conflict Disclosure forms from Linda Lanosa, Deputy General Counsel. Internal Audit verified through inspection that the document effectively outlines ethics compliance management roles and responsibilities, consultants required to complete required disclosure forms, follow-up and escalation procedures for non-compliant parties, reporting to the Ethics Officer, and timely certification by the Ethics Officer that disclosure forms have been received and reviewed and that follow-up procedures were performed as necessary for non-compliant parties.	Original: 9/30/18

STATUS OF ALL OPEN RECOMMENDATIONS

2018 Ethics Policy Compliance Review (Continued)

Management Action Plan	Responsible Party	Status	Summary of Status	Due Date
<p>Communication and Awareness:</p> <p>1. CFX has updated the Code of Ethics published with the Legal page of the CFX website.</p> <p>2. The communications department will review the website user access rights and create a formal procedure for requesting and updating information published on the website.</p> <p>3. CFX will implement an annual review of all information, policies, and communications posted to the website. The Communications Manager will coordinate with department heads to verify that the external website contains the most up-to-date information.</p>	<p>Angela Melton, Communications Manager</p>	<p>Complete</p>	<p>Internal Audit obtained several documents detailing schedules and procedures around website content updating from Angela Melton, Communications Manager, and verified the following through inspection:</p> <p>1. CFX has updated the Code of Ethics published with the legal page of the CFX website.</p> <p>2. The Communications department reviewed all individuals with access to CFX's website. From the results of the review, the Communications department documented a listing of all users with access as well as their level of access to CFX's website. Additionally, the listing includes a written procedure regarding the review and approval requests for new user access.</p> <p>3. The Communications team has created a department-by-department schedule pertaining to all departments with pages on the CFX website. The schedule details the department name, each sub-page maintained for the department, recurring dates of review, and whether or not each department head needs assistance posting to the website. The schedule is maintained by Kelli Biandudi, Communications Coordinator, on the R-drive in the marketing directory, to which only the Communications team and C-level employees have access.</p>	<p>Original: 9/30/18</p>

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CFX
 FY19 Procurement and Contract Audit Selections
 Contracts >=\$500K and >= 50% complete

Contract number	Contractor name	Full description	Contract expiration	Contract total	Expenditures	Percent Complete	Previously Tested?	Year Tested	Notes
Contract Selection									
	SOUTHLAND CONSTRUCTION, INC.	S.R. 429 (WEKIVA PARKWAY) SYSTEMS INTERCHANGE PROJECT 429-204 TIFIA	4/1/2018	\$83,003,712.90	\$82,394,575.61	99.27%	Vendor previously selected (different contract)	2012	Construction audit that is in the close out phase. We have not tested the close out procedures in over 3 years. Good contract to audit although the possibility of retrieving overpayments is low give percentage complete. CFX also has other open contracts with this vendor.
	KAPSCH TRAFFICOM, TRANSPORTATION NA, INC	MAINTENANCE FOR ITS INFRASTRUCTURE (original contract #001113)	9/30/2018	\$2,374,387.82	\$2,044,052.06	86.09%	Not Previously Selected	N/A	ITS maintenance contract. Contract chosen for audit as we have not reviewed an ITS maintenance contract in the past.
Contracts Not Selected									
001049	FLORIDA DEPARTMENT OF, TRANSPORTATION	ILA BETWEEN FDOT AND OOCEA (CFX) FOR LOCAL FUNDING CONTRIBUTION TO THE INTERCHANGE PROJECT AT I-4 AND S.R. 408 ***SEE ALSO MEMORANDUM OF AGREEMENT, CFX (PARTICIPANT) AND STATE OF FL. DEPT OF FINANCIAL SVCS (FCFDD) AGENT	7/31/2019	\$230,000,000.00	\$149,986,000.00	65.21%			
000178	TRANSCORE, ATTN: LORI HOCKENBERRY	System Hardware Maintenance (SHM-01)	7/21/2019	\$84,585,683.62	\$76,452,302.15	90.38%	Previously audited - also included in current IT change management review.	2011	
001266	SEMA CONSTRUCTION, INC.	DESIGN /BUILD SERVICES FOR S.R. 408/ S.R. 417 INTERCHANGE IMPROVEMENTS PHASE II PROJECT 408-253G	10/17/2019	\$63,700,000.00	\$35,592,857.69	55.88%	Vendor previously selected (different contract)	2015	
001022	THE LANE CONSTRUCTION, CORPORATION	528-313 DESIGN BUILD 528 / INNOVATION WAY	4/8/2018	\$62,320,816.49	\$62,021,013.53	99.52%	Vendor previously selected (different contract)	2013	
001060	PRINCE	429-202 S.R. 429 (WEKIVA PKWY) FROM US 441 TO NORTH OF PONKAN RD	10/26/2017	\$56,699,473.13	\$55,798,357.83	98.41%	Vendor previously selected (different contract)	2013	
001138	GLF CONSTRUCTION CORPORATION	TIFIA PROGRAM S.R. 429 (Wekiva Parkway) from the Lake County Line to S.R. 46 Project No. 429-206 TIFIA	1/29/2018	\$51,375,128.82	\$51,032,422.86	99.33%	Previously audited	2018	
001061	SUPERIOR CONSTRUCTION COMPANY, SOUTHEAST LLC	CONSTRUCTION OF 429-203 WEKIVA 1B 429-203 S.R. (WEKIVA PRKY) FROM NORTH OF PONKAN RD TO NORTH OF KELLY PARK RD TIFIA PROGRAM	6/17/2017	\$45,290,527.97	\$45,033,657.76	99.43%	Previously Audited	2017	
001137	SUPERIOR CONSTRUCTION COMPANY, SOUTHEAST LLC	S.R. 429 (Wekiva Parkway) from the Systems Interchange East to Mt. Plymouth Road: Project No. 429-205	4/6/2018	\$39,422,040.52	\$39,223,999.75	99.50%	Vendor Previously Selected (Different Contract)	2017	
001004	SOUTHLAND CONSTRUCTION, INC.	PROJECT 528-405 -S.R. 528 AIRPORT MAINLINE PLAZA DEMOLITION	8/9/2016	\$39,334,296.09	\$39,334,296.09	100.00%	Vendor Previously Selected (Different Contract)	2012	

000260	STATE BOARD OF, ADMINISTRATION OF FLORIDA	Same contract as #000259. This is the payable side of the contract and #000259 is the receivable side. AP contract here covers payments made to FDOT for ROW originally paid by OOCEA and reimbursed by FDOT in #000259 for the Maitland Blvd. extension. Loan is for total of \$35m plus interest to begin	10/1/2017	\$37,870,478.62	\$37,870,478.62	100.00%			
001118	THE LANE CONSTRUCTION, CORPORATION	S.R. 408/S.R. 417 Interchange Improvements Phase 1 Project No. 253F	7/2/2017	\$36,938,794.31	\$35,525,162.77	96.17%	Vendor Previously Selected (Different Contract)	2013	
000820	ATKINS NORTH AMERICA, INC	GENERAL ENGINEERING CONSULTANT SERVICES (SEF CONTRACT 000423)	6/30/2018	\$29,087,689.09	\$29,046,261.98	99.86%	Previously Audited	2014	
001180	THE LANE CONSTRUCTION, CORPORATION	S.R. 408 Widening from Hiwassee Road to Good Homes Road: Project No. 408-127	5/26/2018	\$24,416,654.10	\$22,705,971.04	92.99%	Vendor previously selected (different contract)	2013	
001224	SEMA CONSTRUCTION, INC.	The project consists of a full replacement of the Eastbound and Westbound bridges on S.R. 528 over the Econlockhatchee River, and approximately 0.8 miles of existing S.R. 528 roadway reconstruction in Orange County, Florida	10/19/2018	\$17,817,434.55	\$14,563,829.11	81.74%	Vendor previously selected (different contract)	2015	
000179	TRANSCORE, ATTN: LORI HOCKENBERRY	System Software Maintenance (SSM-01) - (Formerly "Project 256 Contract")	7/31/2019	\$17,699,553.43	\$14,872,617.99	84.03%	Previously Audited	2011	
000039	FL DEPARTMENT OF HIGHWAY, SAFETY & MOTOR VEHICLES	Security & Safety Enhanced Traffic (F006-01)	12/31/3000	\$11,100,796.34	\$10,786,912.20	97.17%			
001188	THE LANE CONSTRUCTION, CORPORATION	SR 429 Seidel Road to CR 535 Milling and Resurfacing Project 429-739	12/8/2017	\$9,290,015.45	\$9,290,015.45	100.00%	Vendor Previously Selected (Different Contract)	2013	
000965	GROUNDTEK OF CENTRAL FLORIDA	LANDSCAPE MAINTENANCE SERVICES S.R. 408 & S.R. 417	11/14/2018	\$9,195,666.85	\$7,263,591.15	78.99%	Previously Audited	2018	
001355	PREFERRED MATERIALS INC	S.R. 408 Milling and Resurfacing From S.R. 50 To Ortman Drive Project 408-742A	9/21/2018	\$9,041,615.48	\$4,787,518.52	52.95%			Vendor not previously audited
001050	COMMERCIAL COMPANIES, INC.	SR 528, 429, 414 AND HQ LANDSCAPE MAINTENANCE	11/1/2019	\$8,740,366.66	\$5,019,557.95	57.43%			
001206	SEMA CONSTRUCTION, INC.	SOUTHBOUND SR 417 TO WESTBOUND SR 528 REALIGNMENT WETLAND IMPACTS MITIGATION AGREEMENT PROJECT 599-126	5/9/2018	\$8,667,491.86	\$8,669,010.05	100.02%	Vendor previously selected (different contract)	2015	
000964	FLORIDA TURNPIKE SERVICES, LLC	ROAD RANGER SAFETYSERVICE PATROL	1/14/2019	\$8,222,253.00	\$7,222,488.33	87.84%	Vendor previously selected (different contract)	2013	
000858	ATKINS NORTH AMERICA, INC	Design Services for SR 429 (Wekiva Parkway) Systems Interchange Project 429-204	7/22/2017	\$7,200,000.00	\$6,088,066.52	84.56%	Vendor previously selected (different contract)	2014	
000818	URS CORPORATION, D/B/A URS CORP. SOUTHERN	PROJECT 253F DESIGN SERVICES	1/9/2022	\$7,030,768.31	\$6,503,068.98	92.49%			
000976	MEHTA AND ASSOCIATES	CONSTRUCTION ENGINEERING AND INSPECTION SERVICES	1/5/2019	\$6,800,000.00	\$6,209,685.03	91.32%			
000817	WBO DESIGN & ENGINEERING, INC.	MISCELLANEOUS DESIGN CONSULTANT SERVICES	11/12/2018	\$6,650,000.00	\$6,234,973.26	93.76%	Previously audited	2017	
001033	STANTEC CONSULTING, SERVICES, INC.	CONSTRUCTION MANAGEMENT CONSULTANT	10/13/2018	\$6,000,000.00	\$3,266,418.52	54.44%			
001087	A2 GROUP, INC.	CEI SERVICESFO S.R 429 (WEKIVA PARKWAY) SYSTEMS INTERCHANGE PROJECT 429-204	12/6/2020	\$6,000,000.00	\$5,284,483.35	88.07%			
001268	PREFERRED MATERIALS INC	S.R. 408 MILLING AND RESURFACING FROM THE LAKE UNDERHILL BRIDGE TO YUCATAN DRIVE PROJECT 408-739	12/26/2017	\$5,871,185.67	\$5,841,518.05	99.49%			
001066	DYER, RIDDLE, MILLS & PRECOURT	S.R. 408 WIDENING FROM S.R. 417 TO ALAFAYA TRAIL Project 408-128	9/10/2020	\$5,649,955.18	\$4,692,850.48	83.06%			
000850	HNTB CORPORATION SOUTHEAST, DIVISION	WEKIVA PARKWAY CONSULTANTS 429-202 US441 to Ponkan Rd.	7/1/2018	\$5,410,000.00	\$5,321,659.26	98.37%	Previously Audited	2016	

000860	DYER, RIDDLE, MILLS & PRECOURT	DESIGN CONSULTANT SERVICES S.R. 429 (WEKIVA PARKWAY) FROM LAKE COUNTY LINE TO S.R. 46 (EAST OF ROUND LAKE ROAD)	1/14/2018	\$4,933,736.76	\$4,678,796.14	94.83%			
000821	ATKINS NORTH AMERICA, INC	Consultant to assist the Authority Staff in analyzing the existing system components, assist in determining hardware and software components to be replaced, assist in developing the scope of services for the future system upgrade, and work closely with Authority staff to develop the system acceptance criteria. (SEE CONTRACT 000709)	7/31/2020	\$4,660,521.41	\$2,361,896.18	50.68%	Vendor Previously Selected (Different Contract)	2014	
001054	TARGET ENGINEERING GROUP, INC.	CONSTRUCTION ENGINEERING AND INSPECTION SERVICES	4/21/2019	\$4,500,000.00	\$2,991,636.12	66.48%			
001304	UNITED SIGNS & SIGNALS, INC	S.R. 528/S.R. 417 INTERCHANGE LED LIGHTING CONVERSION PROJECT 599-137A	10/3/2018	\$4,446,257.63	\$3,819,250.62	85.90%	Vendor previously selected (different contract)	2013	
001019	ELIPSIS ENGINEERING &, CONSULTING, INC.	528-313 CEI SERVICES INNOVATION WAY INTERCHANGE	4/24/2021	\$4,300,000.00	\$3,602,419.48	83.78%			
001037	RUMMEL, KLEPPER & KAHL, LLP, D/B/A RK&K	CEI SERVICES 429-202- S.R 429 (WEKIVA PKWY) FROM US 441 TO NORTH OF PONKAN ROAD	4/9/2020	\$4,100,000.00	\$3,974,763.09	96.95%			
001089	JACOBS ENGINEERING GROUP, INC	CONSTRUCTION ENGINEERING & INSPECTION SERVICES PROJECT 429-206	4/4/2021	\$4,100,000.00	\$2,999,983.56	73.17%			
000819	THE BALMORAL GROUP, LLC	MISCELLANEOUS DESIGN CONSULTANT SERVICES	12/31/2018	\$4,000,000.00	\$3,715,560.81	92.89%			
001269	SOUTHLAND CONSTRUCTION, INC.	S.R.429/C.R. 535 NORTHBOUND ENTRANCE RAMP IMPROVEMENTS PROJECT 429-654D	9/22/2018	\$3,989,898.98	\$3,030,893.02	75.96%	Vendor previously selected (different contract)	2012	
001038	GAI CONSULTANTS, INC.	429-203 CEI SERVICES S.R. 429 (WEKIVA PKWY) FROM NORTH OF PONKAN ROAD TO NORTH OF KELLY PARK ROAD	7/19/2020	\$3,900,000.00	\$3,391,950.96	86.97%			
000981	DEWBERRY ENGINEERS, INC.	429-203 WEKIVA PARKWAY CONSULTANT- PONKAN RD TO KELLY PARK RD NOVATION AGREEMENT FOR 000851	5/31/2017	\$3,779,712.44	\$3,481,045.17	92.10%			
001153	DEWBERRY ENGINEERS, INC.	DESIGN CONSULTANT SERVICES S.R. 417 WIDENING FROM ECONLOCKHATCHEE TRAIL TO SEMINOLE COUNTY LINE Project 417-134	7/27/2021	\$3,412,225.39	\$2,718,603.76	79.67%			
001064	METRIC ENGINEERING, INC.	SR 408 EASTERN EXT PROJECT PD&E STUDY	4/19/2020	\$3,273,392.35	\$3,217,529.70	98.29%			
000859	PARSONS TRANSPORTATION GROUP,, INC.	DESIGN CONSULTANT SERVICES S.R. 429 (WEKIVA PARKWAY) SYSTEMS INTERCHANGE EAST TO MT. PLYMOUTH ROAD PROJECT 429-205	9/27/2017	\$3,181,776.68	\$3,108,519.23	97.70%			
001088	KCCS INC.	CEI SVCS S.R. 429 (WEKIVA PARKWAY) FROM THE SYSTEMS INTERCHANGE TO EAST OF MT. PLYMOUTH RD PROJECT 429-205	7/4/2021	\$3,100,000.00	\$2,624,696.65	84.67%			
001069	CDM SMITH, INC.	CEI SERVICES FOR S.R. 408/ S.R 417 INTERCHANGE IMPROVEMENTS PROJECT 253E	12/6/2020	\$3,000,000.00	\$2,986,752.88	99.56%			
001289	LAFLEUR NURSERIES AND, GARDEN CENTER LLC	S.R. 429 Wekiva Parkway Landscape 429-824	3/10/2020	\$2,990,343.50	\$2,492,513.50	83.35%			
000982	KCCS INC.	CEI SERVICES AIRPORT PLAZA DEMOLITION AND RAMP PLAZA CONSTRUCTION	4/6/2019	\$2,800,000.00	\$2,741,989.41	97.93%			
001158	METRIC ENGINEERING, INC.	Miscellaneous Construction Engineering and Inspection (CEI) Services For Intelligent Transportation Systems Projects	1/11/2019	\$2,600,000.00	\$2,166,752.57	83.34%			
001161	PEGASUS ENGINEERING	MISCELLANEOUS DESIGN CONSULTANT SERVICES SSBF	6/26/2019	\$2,500,000.00	\$1,674,124.48	66.96%			

001225	ENGLAND-THIMS & MILLER, INC.	The work will consist of providing CEI services related to CFX projects: S.R. 528/Econlockhatchee River Bridge Replacement, Project No. 528-131; S.R. 528/S.R. 436 Bridge Deck Replacement and Rehabilitation, Project No. 528-130; S.R. 417/S.R. 528 Ramp Improvements, Project No. 528-133.	2/9/2022	\$2,300,000.00	\$1,661,715.07	72.25%			
001068	SOUTHWEST RESEARCH INSTITUTE	MAINTENANCE & SUPPORT OF DATA SERVER (Single Source)	1/31/2019	\$1,978,399.29	\$1,665,705.03	84.19%			
000974	ARDAMAN & ASSOCIATES, INC	SYSTEMWIDE MATERIALS TESTING & GEOTECHNICAL SERVICES	1/22/2019	\$1,950,000.00	\$1,358,430.90	69.66%			
001131	REYNOLDS, SMITH & HILLS, INC.	Construction Engineering and Inspection (CEI) Services for SR 417 Resurfacing I Drive to Moss Park Project No. 417-733	12/13/2020	\$1,850,000.00	\$1,849,482.04	99.97%	Vendor Previously Selected (Different Contract)	2013	
001065	TLP ENGINEERING CONSULTANTS, INC	SR 408 DESIGN WIDENING GOOD HOMES TO HIWASSEE ROAD Project 408-127	4/19/2020	\$1,813,544.19	\$1,737,671.10	95.82%			
001187	GREGORI CONSTRUCTION &, ENGINEERING, INC.	SR 417 Curry Ford Southbound On-Ramp Improvements Project 417-133	7/29/2017	\$1,802,039.00	\$1,802,039.00	100.00%			
001085	TC DELIVERS	Toll Operations Printing and Mailing Services	6/30/2019	\$1,753,143.58	\$1,236,169.17	70.51%			
000392	FLORIDA MUNICIPAL INSURANCE, TRUST	GENERAL LIABILITY, AUTO, PROPERTY, WORKERS COMP FLORIDA LEAGUE OF CITIES - AGENT	9/30/2019	\$1,716,118.00	\$1,582,049.50	92.19%			
000033	TYLER TECHNOLOGIES, INC.	Accounting Software- Systems Project #25603	12/31/3000	\$1,524,331.78	\$1,524,250.36	99.99%			
001098	PARSONS BRINCKERHOFF, INC	S.R. 528 Econlockhatchee River Bridge Replacement Project No. 528-131	9/10/2020	\$1,502,048.01	\$1,399,855.41	93.20%			
001127	KISINGER CAMPO & ASSOCIATES	BRIDGE INSPECTION SERVICES	6/30/2019	\$1,475,354.92	\$1,126,696.96	76.37%			
001249	INWOOD CONSULTING ENGINEERS, INC	OCX Concept, Feasibility & Mobility Studies - "Northeast Connector Expressway from Florida's Turnpike to Osceola Parkway Extension Project 599-222	4/5/2022	\$1,438,000.00	\$859,039.45	59.74%			
001311	LAFLEUR NURSERIES AND, GARDEN CENTER LLC	S.R. 417/BOGGY CREEK ROAD SYSTEMS INTERCHANGE LANDSCAPE IMPROVEMENTS 417-301D	1/14/2020	\$1,410,713.00	\$1,473,250.60	104.43%			
001182	MTN RESOURCES, LLC	Construction Contractor Compliance Consultant Ref. Contract No. 001072	3/21/2019	\$1,341,832.77	\$1,296,722.10	96.64%			
000988	AYRES ASSOCIATES INC.	SYSTEMWIDE OVERHEAD SIGN INSPECTION SERVICES FDOT CONTACT C-9B40	8/6/2018	\$1,285,000.00	\$1,239,650.76	96.47%			
001116	MATEER & HARBERT P.A.	RIGHT OF WAY COUNSEL SERVICES	6/10/2019	\$1,240,500.00	\$750,041.14	60.46%			
001261	ARAZOZA BROTHERS CORPORATION	S.R. 429/S.R. 414 SYSTEMS INTERCHANGE LANDSCAPE IMPROVEMENTS PHASE II PROJECT NO. 429-200G	7/2/2019	\$1,191,744.50	\$1,103,204.51	92.57%			
001202	GENERX GENERATORS INC.	Project 599-735, Generator Replacement at 16 ramp plazas and 2 mainline toll plazas on SR 417 ****Pending - for COI***	11/25/2017	\$1,141,893.53	\$1,096,651.09	96.04%			

001248	CH2M HILL, INC.	OCX Concept, Feasibility & Mobility Studies Osceola Parkway Extension from Boggy Creek Road to Northeast District Project 599-221	4/6/2022	\$1,141,000.00	\$1,058,249.81	92.75%	Vendor Previously Selected (Different Contract)	2015	
000990	PRECISION CONTRACTING SVCS	MAINTENANCE OF FIBER OPTIC NETWORK INFRASTRUCTURE	3/31/2019	\$974,590.00	\$761,057.90	78.09%	Previously Audited	2017	
001003	SOUTHERN AQUATIC MANAGEMENT, INC.	AQUATIC VEGETATION CONTROL	10/6/2018	\$926,199.47	\$590,373.41	63.74%			
001317	PREFERRED MATERIALS INC	GOLDENROD ROAD MILLING AND RESURFACING FROM LEE VISTA BOULEVARD TO NARCOOSSEE ROAD PROJECT 800-903E	4/17/2018	\$852,895.42	\$852,895.42	100.00%			
001284	ARTHUR J. GALLAGHER RISK, MANAGEMENT SERVICES, INC.	INSURANCE BROKER SERVICES	8/31/2020	\$840,995.00	\$807,752.00	96.05%			
000078	PINAR CENTER, LLC, PINAR PLAZA	E-Pass Service Center Goldenrod	6/30/2019	\$832,001.13	\$732,974.07	88.10%			
001211	IMG COLLEGE, LLC	IMG SPORTS MARKETING AGREEMENT The use of University of Florida and Florida State University Trademarks on stickers and transponders for electronic toll travel on CFX and State of Florida toll roads and turnpikes	6/30/2019	\$750,000.00	\$500,000.00	66.67%			
001172	GREENMAN-PEDERSEN INC	SURFACE PREPARATION AND PAINTING CONSULTANT Contract No. C-9A63	1/13/2019	\$750,000.00	\$386,443.07	51.53%			
000102	WELLS FARGO BANK, N.A.	SINKING FUND TRUSTEE, REGISTRAR AND PAYING AGENT FOR DEBT SERVICE ACCOUNTS	6/30/2035	\$705,150.00	\$424,451.00	60.19%			
001357	MASCI GENERAL CONTRACTOR, INC	S.R. 528 / BOGGY CREEK ROAD INTERCHANGE IMPROVEMENTS PROJECT 528-145	9/9/2018	\$683,936.93	\$586,420.62	85.74%			
001247	KENYON & PARTNERS	SR408 & SR429 TOLL PLAZA A/C REPLACEMENT 599-732A	8/28/2018	\$592,735.00	\$557,309.00	94.02%			
001262	TECTA AMERICA SOUTHEAST, LLC	Project 417-744: Roof Replacement for Toll Plazas on S.R. 417	7/1/2018	\$533,925.21	\$533,925.21	100.00%			
001407	TRAFFIC CONTROL DEVICES, INC	TOLL INFRASTRUCTURE FOR THE GREATER ORLANDO AVIATION AUTHORITY (GOAA) RENTAL CAR PROJECT PROJECT 599-546	9/16/2018	\$501,111.90	\$352,528.90	70.35%			