DRIVING STEWARDSHIP

2019 Comprehensive
Annual Financial Report

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

Fiscal Years Ended
June 30, 2019 and 2018

AN INDEPENDENT SPECIAL DISTRICT OF THE STATE OF FLORIDA

Prepared by Central Florida Expressway Authority's Finance Office

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

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COMMUNITY STEWARDSHIP
CFX

CFX believes that being a good community partner means working together to meet the needs of our region. Just last year, our local schools saved nearly $300,000 in annual travel costs thanks to CFX's School Bus Rebate Program.

Vision & Mission Statements

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

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

Introductory Section

November 22, 2019

Board Members
Central Florida Expressway Authority

The Comprehensive Annual Financial Report (CAFR) for the Central Florida Expressway Authority (CFX) for the fiscal year ended June 30, 2019, is hereby submitted.

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

CFX established an audit committee to assist the CFX Board in fulfilling its oversight responsibilities by reviewing the financial information, systems of internal controls and the audit process. In fiscal year 2019 there were seven voting members; six were staff members from Brevard County, Lake County, Orange County, City of Orlando, Osceola County and Seminole County, as selected by their respective commissions; and one citizen representative appointed by the CFX Board.

The financial operations of CFX are independently audited on an annual basis. For the fiscal year 2019, Moore Stephens Lovelace, P.A. conducted the audit and issued an unmodified ("clean") opinion on CFX's financial statements. Their report is presented in the financial section of the CAFR.

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

CFX Profile

CFX is an agency of the state of Florida, created by the Florida Legislature. On June 20, 2014, the Governor of Florida signed the bill to create CFX, which assumed the governance and control of the former Orlando-Orange County Expressway Authority, including its assets, personnel, contracts, obligations, liabilities, facilities and tangible and intangible property. CFX was given responsibility for the construction, maintenance and operation of toll roads in Lake, Orange, Osceola and Seminole Counties, and may also acquire, construct and equip rapid transit, trams and fixed guideways within the rights-of-way of the expressway system. On July 1, 2017 CFX expanded to include Brevard County and added an additional seat to the governance board for the respective county. As of June 30, 2019, the CFX Board was made up of ten voting 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 owned and operated 118 centerline miles of roadway in Orange County in Fiscal Year 2019. The roadways include 22 centerline miles on the State Road (SR) 408 (Spessard L. Holland East-West Expressway), 23 centerline miles on SR 528 (Martin B. Andersen Beachline Expressway), 33 centerline miles on SR 417 (Central Florida GreeneWay), 30 centerline miles on SR 429 (Daniel Webster Western Beltway), six centerline miles on SR 414 (John Land Apopka Expressway), two centerline miles on SR 451 and two centerline miles on SR 453.

Economic Conditions

The population in the Orlando metropolitan statistical area (MSA), which includes Lake, Orange, Osceola and Seminole counties, grew 24% over the last 10 years and was approximately 2.6 million in 2018. According to the Bureau of Labor Statistics the Orlando MSA has been number one in the nation for job growth four years in a row when compared to similar sized regions. The 12-month job growth rate has seen a 3.74% increase. The Metro Orlando Economic Development Commission reports that a significant portion of this growth is attributable to Professional and Business Services, combining for almost 40% of the recent gains. Growth in construction jobs came in at number two with 18% of the increase. Forbes magazine listed Orlando as the sixth best city for jobs, and even predicted Central Florida as a serious tech competitor over the next few years. These statistics showcase that Central Florida is more than just a service industry driven region and is showing strong economic growth across a variety of sectors.

The Florida Research and Economic Information Database Application reports the unemployment rate for the Orlando-Kissimmee-Sanford MSA (Orlando MSA) in September 2019 was 2.8%. The unemployment rate has steadily fallen over the past five years. The five-year annual average unemployment rate for the years 2014-2018 was 4.5%. According to the tourism association Visit Orlando, Orlando welcomed 75 million visitors in 2018. This ranks Orlando as the number one travel destination in the U.S.

According to the Orlando Development Commission, "Orlando is proving itself to be among the most progressive, forward-looking regions in the country, currently completing or planning investments of approximately $10 billion in transportation infrastructure, competitive products and quality of life features." These investments include expansions to interstate, airport, seaport and commuter rail.

Lake County is earning a strong reputation for manufacturing and innovation. In 2019 Kroger and Ocado had a groundbreaking for a high-tech customer fulfillment center in Lake County. Additionally, in 2019 it was announced that a new project called Olympus is coming to the county, the innovative 243-acre planned community will combine sports, wellness and entertainment within a residential development.

Seminole County has seen growth in the creation of high paying jobs. Recently the software company Superion announced it was planning some significant growth in their office investing over $12 million in the region for its expansion.

Brevard County has seen a couple of recent significant announcements. Boeing announced it is relocating its space and launch division to Brevard County. Lockheed Martin also announced they would be transitioning the headquarters of one of their divisions from California to Brevard County.

In Osceola County the southern expansion for the SunRail extension was recently completed which is a 17.2-mile segment that connects Orange County to Osceola County. In addition, CFX is looking at several transportation project opportunities that will enhance the mobility of travelers in Osceola County.

Orlando has seen a significant increase in new attractions since the start of 2018. These expansions include Star Wars Galaxy's Edge and Lighting McQueen's Race Academy at Hollywood Studios, a Harry Potter Themed Roller Coaster at Universal Islands of Adventure and Sesame Street Land at SeaWorld just to name a few. Camping World Stadium in the heart of downtown Orlando has also been a bright spot, hosting the NFL Pro Bowl, college football bowl games, Monster Jam, and several big-ticket concerts.

Orlando is home to the University of Central Florida (UCF), one of the largest public universities in the nation, with more than 68,000 students and 13,000 employees. UCF received $183 million last year in research funding. UCF opened a downtown campus in the heart of Orlando in fall of 2019. Partnering with Valencia College, this 68-acre mixed-use site is welcoming 7,000 students to downtown Orlando.

Orlando has seen a large influx of new high paying jobs over the last year. Forbes ranked Orlando as the highest rate of STEM job growth in the country. These new jobs range from expansions in companies that already have a presense such as Deloitte Consulting, Lockheed Martin and Florida hospital, to new companies putting down roots such as a new fulfillment center by Amazon and Johnson & Johnson Human Performance Institute building their headquarters in Orlando.

Long-Term Financial Planning

CFX's capital projects are budgeted and planned for in its five-year work plan. Renewal and replacement projects, intelligent transportation systems projects, information technology projects and projects from the 2040 Master Plan are prioritized according to critical need. The 2040 Master Plan was approved by the Board in 2016 and is CFX's first regional master plan. The cost of the projects is then compared with revenue projections compiled by CFX's Traffic and Revenue consultant and CFX's debt policy, which requires staff to utilize a 1.60x debt service coverage ratio as a target. Once the Finance Department deems the plan fundable, it is brought before the board for approval.

During fiscal year 2019 CFX was operating under the FY2019 to FY2023 five-year work plan with an amount of $1.9 billion. Projects in the plan include, but are not limited to, existing system widenings, several interchange projects and multiple PD&E studies in the region. CFX's total investment in capital assets, at historical cost less depreciation, is $4.8 billion.

CFX utilizes the modified approach for infrastructure reporting. In lieu of recording depreciation on infrastructure, CFX reports preservation expense, which is the actual cost of maintaining the roadway in good condition. This expense varies from year to year as can be seen in this year's Statements of Revenues, Expenses and Changes in Net Position. Preservation expense decreased from $33 million in fiscal year 2018 to $22 million in fiscal year 2019.

In addition to the five-year work plan, CFX has an annual Operations, Maintenance and Administration (OM&A) budget. Budgets are prepared at departmental/cost center level and compiled by the Finance Department. After financial review at several levels, the entire budget is presented to the board for approval. The Executive Director can make transfers between funds (Operations, Maintenance and Administration) in the budget, but amendments of additional money must be approved by the board. The board's policy requires that the net OM&A budget not exceed 25% of the projected toll revenues. The fiscal year 2019 net OM&A budget was $88.4 million.

Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Central Florida Expressway Authority for its CAFR for the fiscal year ended June 30, 2018. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both U.S. generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current CAFR continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

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

Respectfully submitted,

Laura Kelley
Executive Director

Lisa Lumbard
Chief Financial Officer

GOVERNING BOARD

As of June 30, 2019

Jay Madara
Chairman

Brenda Carey
Vice Chairman,
Seminole County
Commissioner

Buddy Dyer
Treasurer,
Mayor of Orlando

Leslie Campione
Board Member,
Lake County
Commissioner

Jerry Demings
Board Member,
Orange County
Mayor

Fred Hawkins, Jr.
Board Member,
Osceola County
Commissioner

Andria Herr
Board Member

S. Michael Scheeringa
Board Member

Curt Smith
Board Member,
Brevard County
Commissioner

Betsy VanderLey
Board Member,
Orange County
Commissioner

Paul Wai
Non-Voting Advisor

Laura Kelley
Executive
Director

Joseph Passiatore
General Counsel

Joseph Berenis, P.E.
Chief of Infrastructure

Lisa Lumbard
Chief Financial
Officer

Michelle Maikisch
Chief of Staff/Public
Affairs Officer

Jim Greer
Chief of
Technology/Operations

SYSTEM MAP

As of June 30, 2019

LEGEND

- Existing CFX System
- CFX Toll Plaza
- Florida's Turnpike System
- Future FDOT Section
- Florida's Turnpike Toll Plaza
- E-PASS Service Center
- Reload Lanes
- CFX Toll Gantry
- Wekiva Parkway Gantry

E-PASS, SunPass, LeeWay, Georgia Peach Pass and North Carolina Quick Pass are accepted at all plazas. E-ZPass is accepted on the CFX System (as of Sept. 1, 2018). If paying with cash, mainline plazas can provide change and ramp plazas require exact change in coins. Wekiva Parkway features All Electronic Tolling.

TOLL 408 | TOLL 414 | TOLL 417 | TOLL 429 | TOLL 451 | TOLL 453 | TOLL 528

RESPONDING TO AREA'S FAST-PACED GROWTH

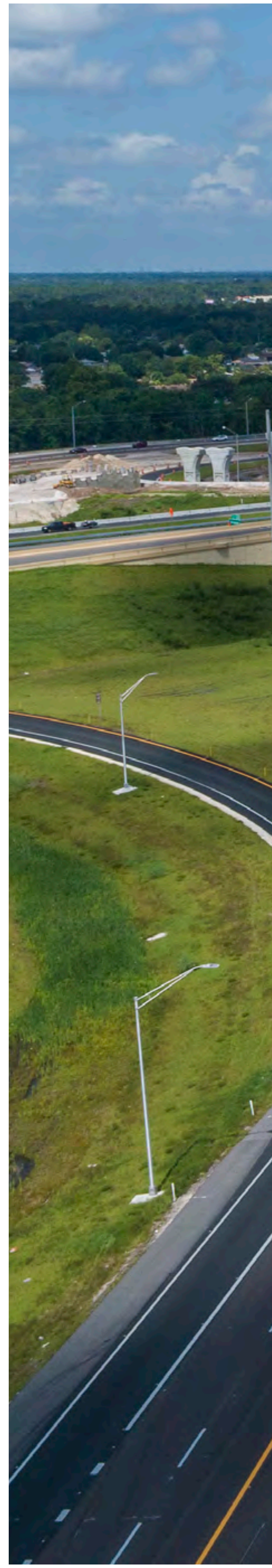
Central Florida is undergoing a growth surge fueled by about 1,000 new residents moving here each week. Over the next 20 years that number is expected to hover closer to 1,500. To support the rapid growth in population and travel, CFX's Governing Board on June 26, 2019 unanimously approved a record $2.5 billion, **Five-Year Work Plan** to address the need for increased capacity across the expressway network.

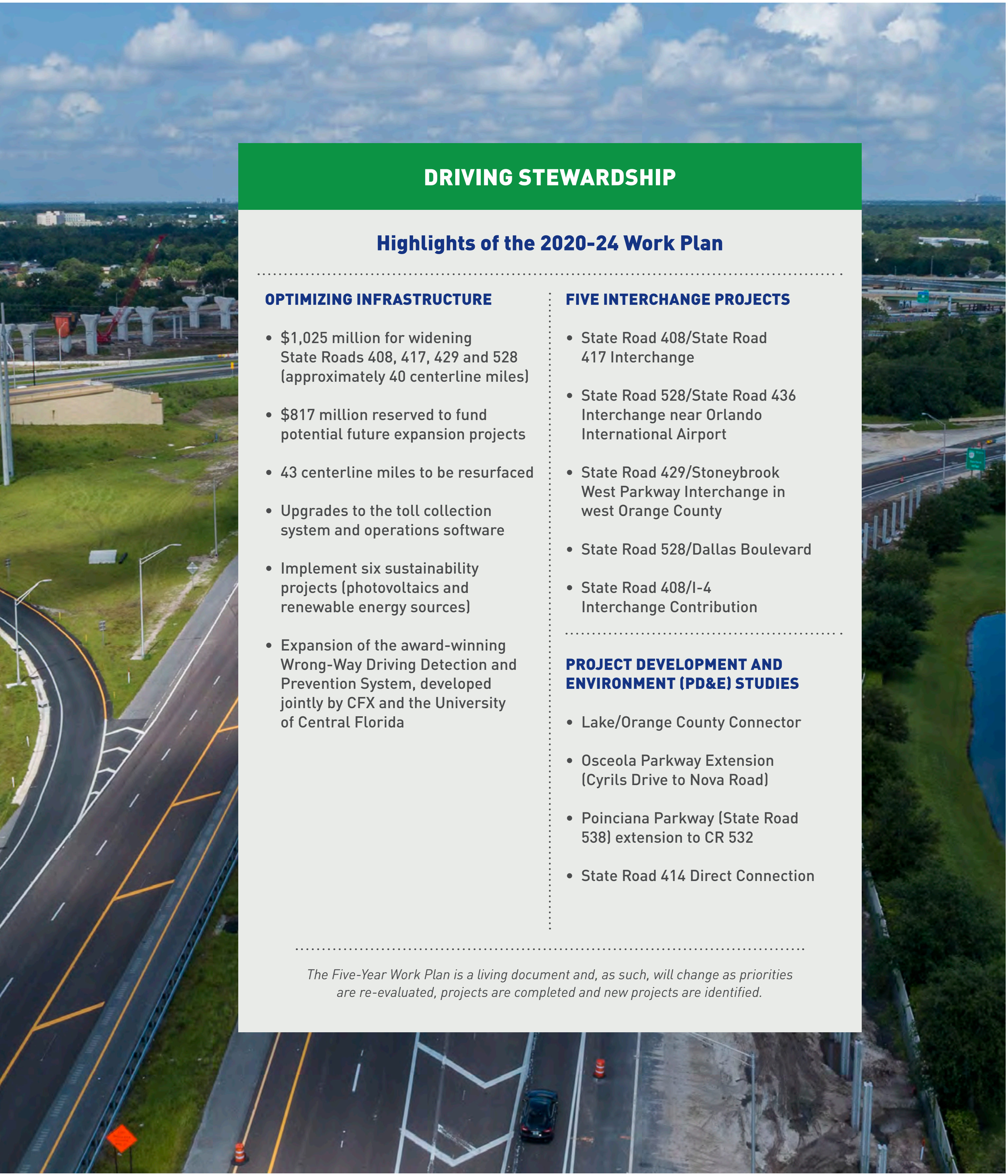
Covering fiscal 2020-24, the Five-Year Work Plan reflects a $600 million increase in spending over the 2019-23 plan and supports a robust approach to upgrade and optimize the existing network while planning for the possibility of building new expressways within CFX's five-county footprint.

VISION STATEMENT

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

— Central Florida Expressway Authority





DRIVING STEWARDSHIP

Highlights of the 2020-24 Work Plan

OPTIMIZING INFRASTRUCTURE

- $1,025 million for widening State Roads 408, 417, 429 and 528 (approximately 40 centerline miles)
- $817 million reserved to fund potential future expansion projects
- 43 centerline miles to be resurfaced
- Upgrades to the toll collection system and operations software
- Implement six sustainability projects (photovoltaics and renewable energy sources)
- Expansion of the award-winning Wrong-Way Driving Detection and Prevention System, developed jointly by CFX and the University of Central Florida

FIVE INTERCHANGE PROJECTS

- State Road 408/State Road 417 Interchange
- State Road 528/State Road 436 Interchange near Orlando International Airport
- State Road 429/Stoneybrook West Parkway Interchange in west Orange County
- State Road 528/Dallas Boulevard
- State Road 408/I-4 Interchange Contribution

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDIES

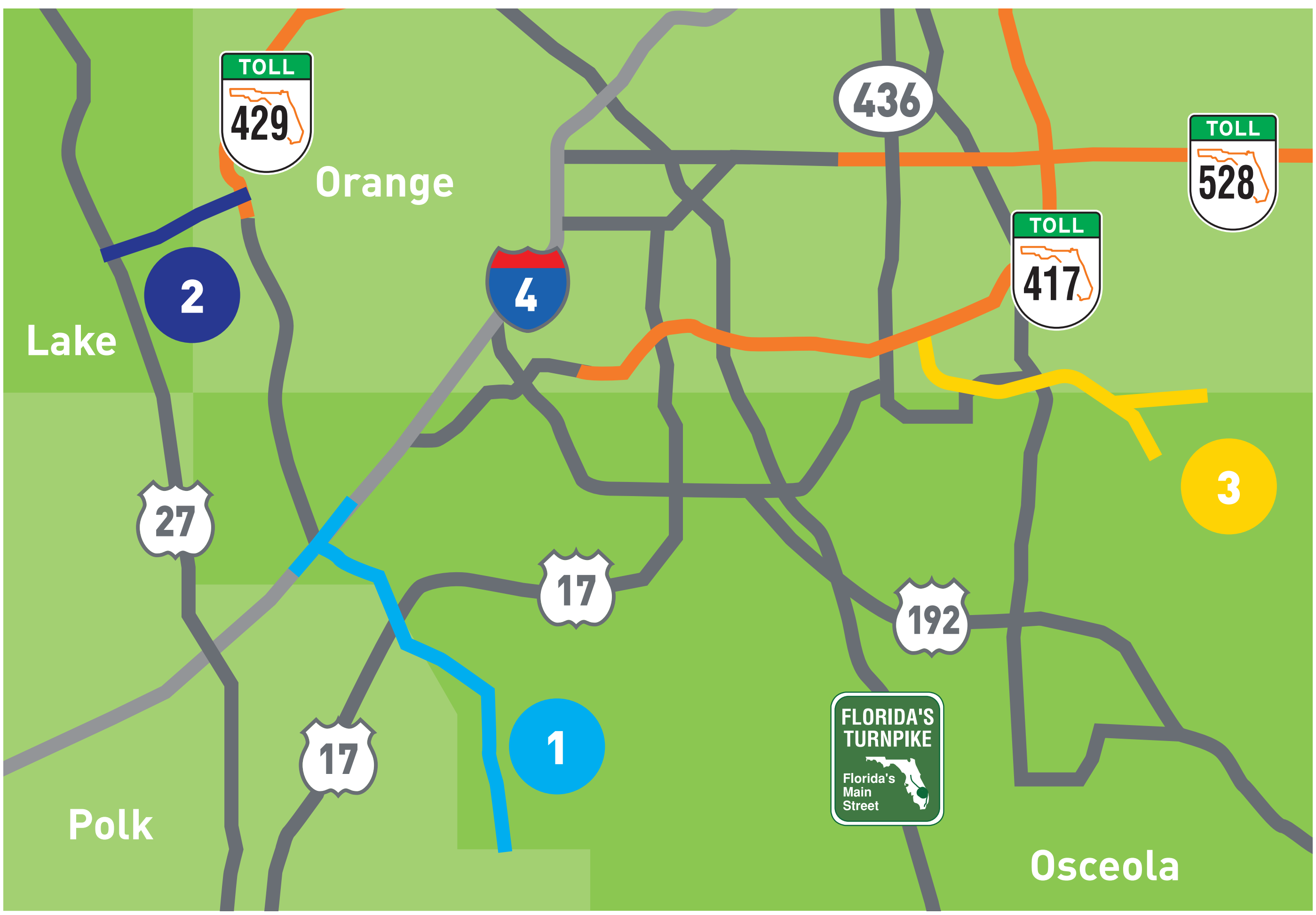
- Lake/Orange County Connector
- Osceola Parkway Extension (Cyrils Drive to Nova Road)
- Poinciana Parkway (State Road 538) extension to CR 532
- State Road 414 Direct Connection

The Five-Year Work Plan is a living document and, as such, will change as priorities are re-evaluated, projects are completed and new projects are identified.

OPERATING ACROSS JURSDICTIONAL BOUNDARIES

CONNECTING PEOPLE AND COMMUNITIES

Throughout Fiscal Year 2019, CFX continued to study three corridors in parts of Lake, Orange and Osceola counties. Together, it could add up to 17 miles to the CFX system. Here's an overview of each proposal under consideration.



Existing CFX System · Poinciana Parkway Extension · Lake/Orange County Connector · Osceola Parkway Extension

1 Poinciana Parkway Extension

In July 2018, Central Florida Expressway (CFX) launched the Project Development and Environmental (PD&E) Study for the proposed three-mile Poinciana Parkway Extension stretching from the north end of the parkway to County Road 532, also known as Osceola-Polk County Line Road. The PD&E study sought to address the Poinciana area's growing population by relieving congestion on local roads.

Over the last year, CFX held six advisory group meetings and two public meetings, the later drawing more than 250 people. Three study alternatives were presented for public review and comments. Based on the analysis and public input, the study team identified the preferred alternative that would bridge over the Reedy Creek Mitigation Bank and the Upper Lakes Basin watershed and include a full interchange at U.S. Highway 17-92.

2 Lake/Orange County Connector

CFX held several meetings with advisory groups, stakeholders and the public while continuing a PD&E Study on the proposed five-mile connector between U.S. Highway 27 in Lake County and State Road 429 (Daniel Webster Western Beltway) in Orange County. Nearly 300 people participated in three meetings conducted to gather public comment on the study.

The study yielded a preferred alternative alignment that would extend from U.S. Highway 27 of the Lake Louisa State Park entrance to State Road 429 at the Schofield Road interchange. Included in the proposal are plans to build a full interchange with the future extension of County Road 455 in Lake County and a partial interchange with the future Valencia Parkway in Orange County.

3 Osceola Parkway Extension

Extensive stakeholder engagement continued during the PD&E Study Re-evaluation of the proposed nine-mile extension between State Road 417 (Central Florida GreeneWay) near Boggy Creek Road in Orange County and the proposed Sunbridge Parkway in Osceola County. If built, the proposed Osceola Parkway Extension would increase east-west travel capacity, relieve congestion on local roads and consider opportunities for future transit options along the limited-access corridor.

POINCIANA PARKWAY TRANSFERS TO CFX

The Central Florida Expressway Authority (CFX) expanded its operational scope on Dec. 31, 2018 when it officially took control of the Poinciana Parkway from the Osceola County Expressway Authority (OCX). The transfer stemmed from the 2014 state law that created CFX as a regional transportation operator.

Senate Bill 230, Ch. 2014-171, empowered CFX to take over projects in OCX's Master Plan and assume control of the 7.2-mile Poinciana Parkway, a toll road that also goes by the designation State Road 538. Per a provision in the law, the Poinciana Parkway is a "non-system project," meaning its own toll revenues pay for operational and maintenance expenses.

Also noteworthy is the Poinciana Parkway Project Development & Environment (PD&E) Study of a proposed three-mile extension with an estimated cost of $280 million. If approved and advanced to design and construction, CFX would then refinance the Poinciana Parkway's bonds and assume ownership of the parkway (See 1 on map).

MAKING THE GRADE

CFX's financial stewardship chalked up a new vote of confidence as Fiscal Year 2019 got underway. Citing the CFX "system's continued strong operating and financial performance," Fitch Ratings, on Aug. 16, 2018, upgraded to "A+" and "A" the credit ratings on $2.3 billion in senior revenue bonds and approximately $194 million in subordinated Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loans, respectively.

"The upgrades to 'A+' on the Senior Lien and 'A' on the Junior Lien reflect the system's strong traffic growth, unlimited legal rate-making authority and robust debt service coverage," Fitch said in a news release. The bond rating service added that CFX's revenue growth reflected "the underlying strength of the economy of Central Florida, supported by robust population and employment growth."

Fitch's optimistic outlook of CFX's financial strength followed similar moves by the two other members of the Big Three credit rating agencies. Moody's Investors Services and S&P Global upgraded CFX's debt service ratings on the senior and junior revenue bonds.

SR 408/SR 417 Interchange

INTEROPERABILITY PROGRESS

In October 2019, the Central Florida Expressway Authority (CFX) introduced the E-PASS Xtra, Florida's first dual-protocol transponder that seamlessly works everywhere E-PASS and E-ZPass is accepted.

Customers can travel in any of 18 states with only one device and only one account from which to pay their bills.

E-PASS Xtra is in response to customer demand, joining the E-ZPass Group in November 2017, and complying with the Moving Ahead for Progress in the 21st Century Act (Map-21). MAP-21 requires all U.S. highway toll facilities to adopt interoperable technologies or best practices so drivers can travel nationwide on toll roads without having to change transponders, stop to pay tolls with cash or maintain multiple toll collection accounts.

E-PASS Xtra is interoperable and fully compatible with Florida's SunPass and LeeWay, Georgia PeachPass, North Carolina QuickPass, RiverLink, I-PASS and E-ZPass. The 18 compatible states include: Florida, Georgia, North Carolina, Virginia, West Virginia, Maryland, Delaware, New Jersey, New York, Pennsylvania, Massachusetts, Rhode Island, New Hampshire, Maine, Ohio, Indiana, Illinois and Kentucky.

E-ZPASS ACCEPTED ON CFX EXPRESSWAYS

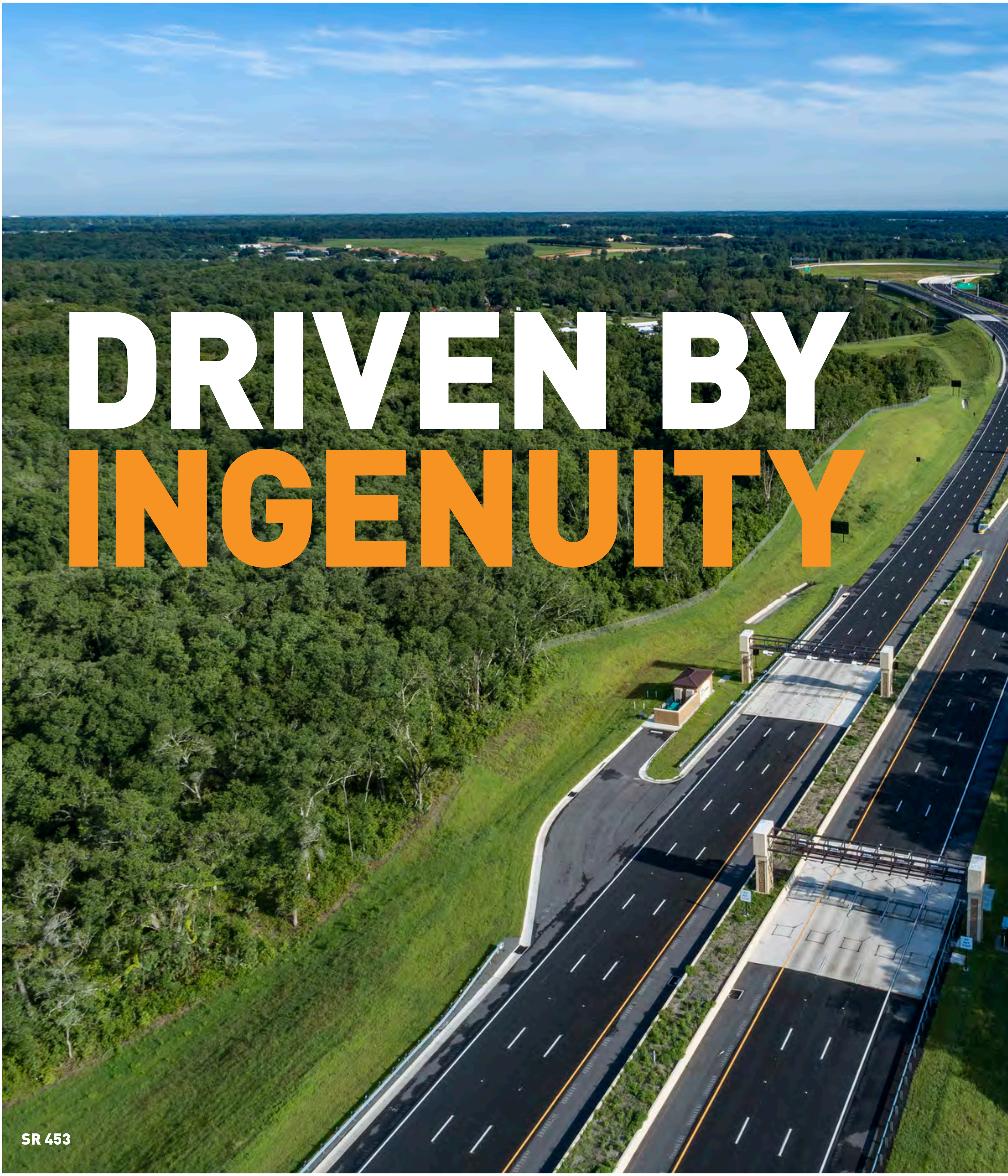
In November 2017, CFX joined forces with the largest toll road operation in the United States, the E-ZPass Group. Almost a year later, the more than 35 million E-ZPass customers got the green light to use their E-ZPass transponder on CFX's 118-mile toll road network. CFX is the only toll operator in Florida that accepts E-ZPass.

NON-STOP TRAVEL IN 18 STATES

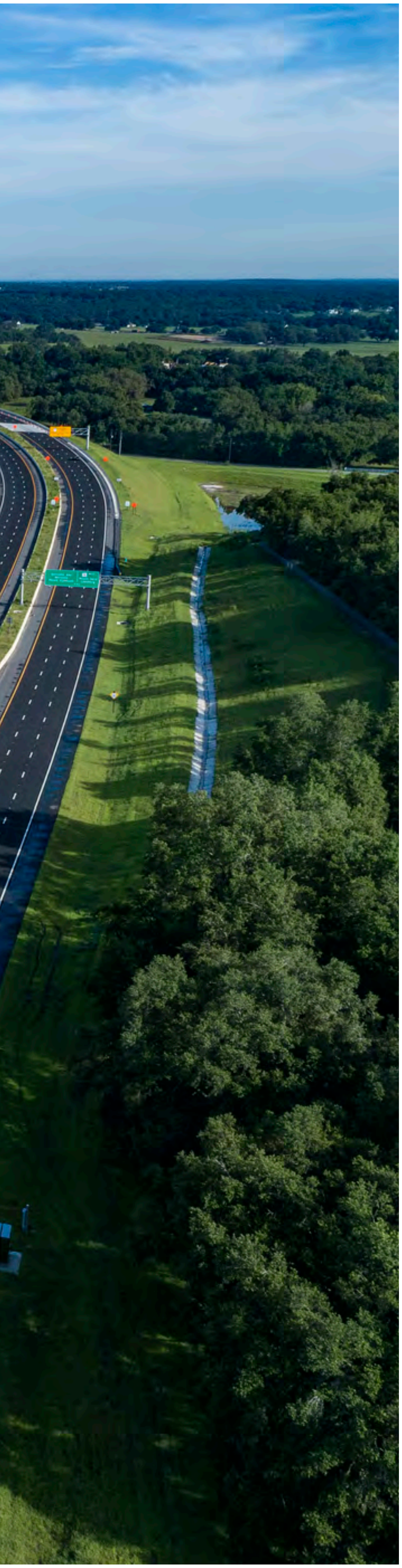
- One account with no monthly fees
- Portability among multiple vehicles, including motorcycles
- Discounted tolls for frequent travelers on CFX expressways
- Autopay at Orlando International Airport parking facilities

E-PASS Xtra was launched as a solution to simplify interstate travel for millions of people who drive to and from Florida each year.

DRIVEN BY INGENUITY



SR 453



The Central Florida Expressway Authority (CFX) scored another first in the U.S. toll road industry when, on May 1, 2019, it introduced an automated toll payment solution specifically aimed at visitors using rental cars. With Visitor Toll Pass™, customers can, as the product's slogan goes, "Travel like a local. Pay tolls. Skip fees."

Available only to visitors arriving at Orlando International Airport (OIA), Visitor Toll Pass™ debuted as a pilot program originally scheduled to end Aug. 1. CFX extended the pilot period in response to growing interest and demand for this service.

Besides being accepted on all toll roads and most bridges in Florida, Visitor Toll Pass™ offers customers a peace of mind with no additional fees plus travel benefits, including:

- Up to 80% savings compared with rental car toll programs
- E-PASS discounted toll rates
- Travel in express lanes for nonstop travel
- Online account access to monitor toll transactions
- Timely receipt of invoice

VISITOR TOLL PASS™

PUTTING VISITORS IN THE DRIVER'S SEAT

Central Florida is the nation's top tourist destination drawing 72 million visitors last year. Of these annual visitors, more than 49 million arrive at Orlando International Airport (OIA).

For many of those visitors renting cars and using local expressways, they have limited options to pay tolls electronically without incurring excessive fees for the rental car companies to process their toll payments.

As responsible stewards of service excellence, CFX took action and collaborated with OIA about an opportunity to offer loanable transponders to arriving passengers for a trial period. With that, Visitor Toll Pass™ was launched, putting visitors in the driver's seat.

"This is one tourism development that leaves me ecstatic."
— Frommer's, May 2019

SETTING THE STANDARDS

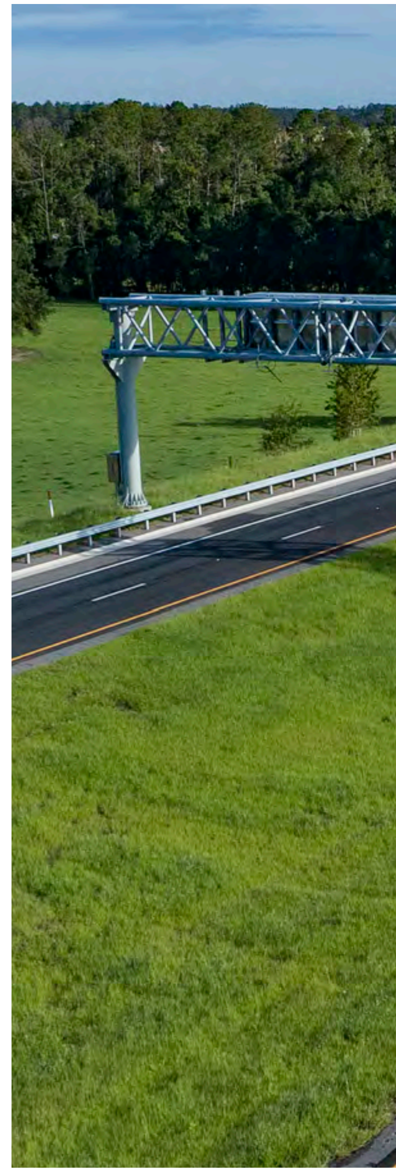
SUSTAINABILITY EXCELLENCE

The Sustainability Study findings identified six sustainability projects that were incorporated into the FY 2020-2024 Five-Year Work Plan to be implemented. These projects include:

- Evaluating Photovoltaic (PV) systems in suitable locations for solar power
- Installing electric vehicle charging stations
- Replacing gas-powered fleet vehicles with electric vehicles and hybrids

In April 2019, the CFX Governing Board approved a Sustainability Study that identified opportunities to elevate sustainability into the planning, maintenance, and operations of its expressways and facilities. The study is part of a multi-year program to pursue new, innovative approaches to reduce reliance on traditional energy sources, curb greenhouse gas emissions and improve upon environmentally responsible practices already in place.

CFX has a history of integrating sustainable approaches and being responsible stewards of the environment. Perhaps, no project makes this point better than the Wekiva Parkway. An environmental priority of the parkway was to minimize impacts to Wekiva River Basin resources and improve wildlife habitat connectivity between conservation lands. Environmentalists have hailed the Wekiva Parkway as a shining example for transportation planning through environmentally sensitive areas.



SR 453


SR 417: Boggy Creek Interchange


SR 408: Ramp at Lake Underhill/Andes Avenue

CHAMPIONING A CULTURE OF COMMUNITY

Through toll rebates to school systems, employee volunteerism and other goodwill activities in Fiscal Year 2019, CFX engaged in causes to give back to communities in Central Florida.

CFX SCHOOL BUS REBATE PROGRAM

The program offers a 99 percent rebate for public school buses using CFX expressways to transport students from Orange, Seminole, Osceola, Lake, Brevard, Polk and Volusia counties.

Returned a record **$294,482.39** to participating public school districts in FY19.

Since 2016, given back nearly **$1 million** in tolls.

Since 2016, **outfitted 3,411** school buses with free E-PASS transponders.

FY19 COMMUNITY SERVICE HIGHLIGHTS

Fourth of July clothing drive benefitting American Veterans Orlando, an organization that supports military veterans

Packed meals for Protiviti's "i on Hunger," a global initiative addressing food insecurity

Collected and donated toys for the **U.S. Marine Corps Reserve Toys for Tots** Program

Third Annual Chili Cook Off, a fundraiser benefitting a different local nonprofit every year.

CFX raised $1,000 for Gliding Stars of Central Florida, an ice-skating program for individuals with disabilities.

AWARDS AND ACKNOWLEDGEMENTS

CERTIFICATE FOR ACHIEVEMENT IN EXCELLENCE IN FINANCIAL REPORTING
Government Finance Officers Association of the United States and Canada

2019 TOLL EXCELLENCE AWARD FOR SOCIAL RESPONSIBILITY
The International Bridge, Tunnel and Turnpike Association

CERTIFICATE OF MERIT
The International Bridge, Tunnel and Turnpike Association

2018 STRUCTURES AWARD
Orlando Business Journal

2019 BEST IN CONSTRUCTION AWARD
Florida Transportation Builders Association

2019 GRAND ENGINEERING EXCELLENCE AWARD
American Council of Engineering Companies of Florida

CFX SENIOR LIEN UPGRADED TO A+
Fitch Ratings

CFX JUNIOR LIEN UPGRADED TO A
Fitch Ratings

Paul Wai, former Executive Director of Florida's Turnpike Enterprise; Laura Kelley, Executive Director of the Central Florida Expressway Authority; Joe Waggoner, Executive Director (CEO) of the Tampa Hillsborough Expressway Authority; and Kevin Thibault, Secretary of the Florida Department of Transportation.

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

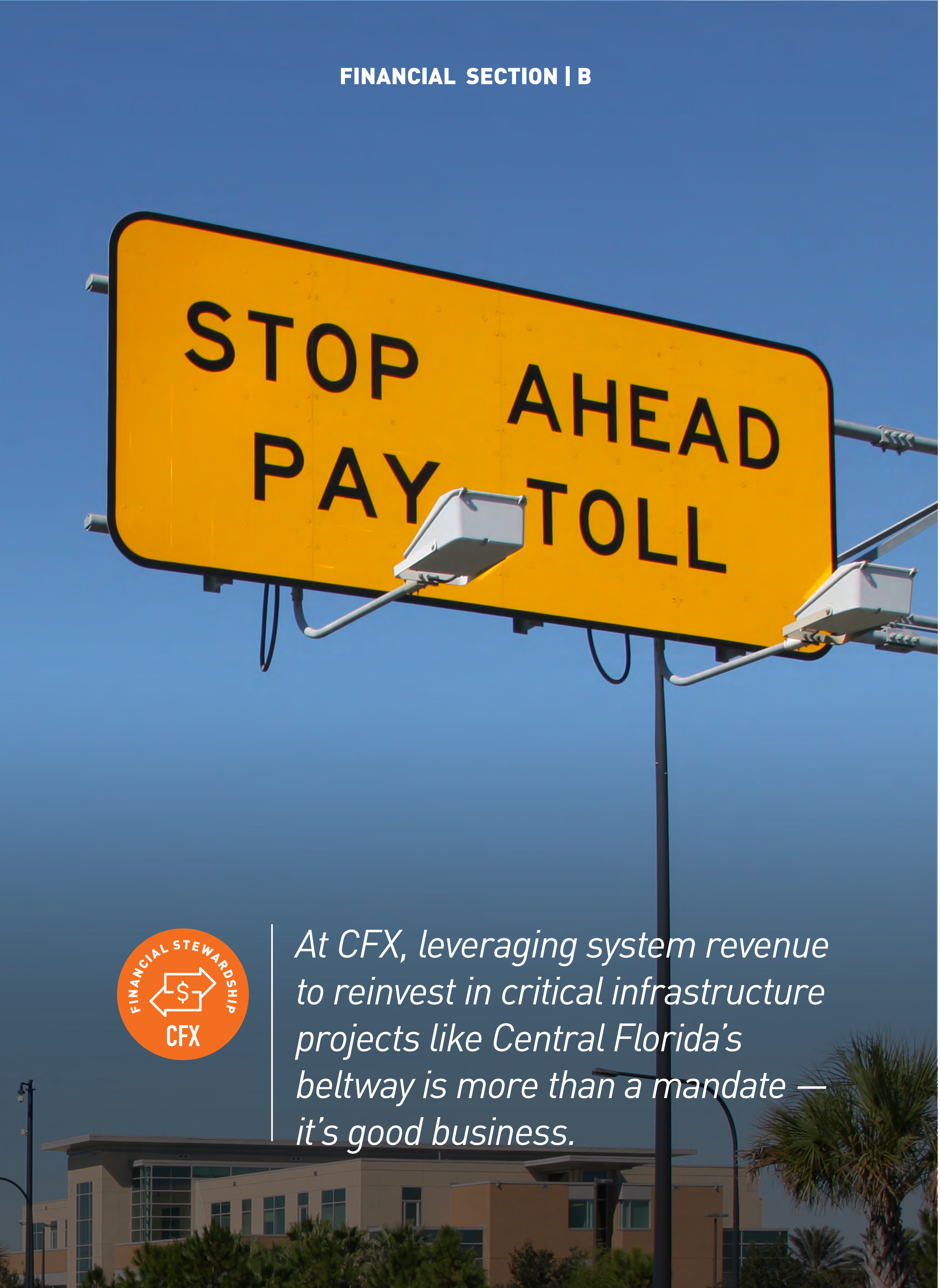
Central Florida Expressway Authority

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

June 30, 2018

Christopher P. Morrill

Executive Director/CEO



FINANCIAL STEWARDSHIP
CFX

At CFX, leveraging system revenue to reinvest in critical infrastructure projects like Central Florida's beltway is more than a mandate — it's good business.

Financial Section

MSL Certified Public Accountants

Independent Auditors' 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, 2019 and 2018, 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, 2019 and 2018, 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.

OTHER MATTERS

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages B-4 through B-9, trend data on infrastructure condition information on page B-46, and pension schedules on pages B-46 through B-47, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Independent Auditors' Report (continued)

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise CFX's basic financial statements. The introductory section, calculation of composite debt service ratio on page B-48, statistical section, and the continuing disclosure supplement, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the financial statements. The calculation of the composite debt service ratio is the responsibility of management and was derived from, and relates directly to, the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the financial statements as a whole.

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

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated October 31, 2019, on our consideration of CFX's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering CFX's internal control over financial reporting and compliance.

Moore Stephens Lovelace, P.A

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida
October 31, 2019

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, 2019 and 2018. 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 $340,026,000 (an increase of 8%) and $315,272,000 (a decrease of 3%) for fiscal years 2019 and 2018, respectively. The increase in operating income in fiscal year 2019 is primarily due to higher toll traffic. The decrease in operating income in fiscal year 2018 is due to increases in operating and preservation expenses.

Net income produced an increase in net position of $247,242,000 and $212,683,000 for fiscal years 2019 and 2018, 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 2019, CFX had a net position of $2,456,899,000, an increase of 11% over fiscal year 2018. 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. 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 $2,456,899,000 at the close of the most recent fiscal year. This represents an increase of $247,242,000 (11%) over the previous year, which is attributable to operations. Unrestricted net position increased from $308,241,000 at June 30, 2018 to $534,296,000 at June 30, 2019, an increase of $226,055,000 (73%). This increase was also due to operations and funding CFX's capital plan with bond construction funds.

On September 17, 2018 CFX received a federal loan in the amount of $193,695,000 through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. These proceeds were used to pay off the 2015 BAN debt in full. This TIFIA loan is a non-current due to governmental agencies liability and will be paid off over 30 years.

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 $4,831,730,000 in capital assets, net of accumulated depreciation, $40,148,000 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.

Also included in total capital assets is $82,559,000 representing roadway, toll plazas and equipment for the Poinciana Parkway in Osceola County. Effective December 31st, 2018, control of the Poinciana Parkway was transferred from the Osceola County Expressway Authority to CFX. Poinciana Parkway is a 7.2-mile roadway stretching from the Polk-Osceola County line to the Cypress Parkway (CR 580).

Since these projects are non-system projects, they are accounted for on individual lines in the statements of revenues, expenses and changes in net position, in the non-operating revenues (expenses) section. The toll revenues on these non-system projects are not pledged to CFX's bond indebtedness.

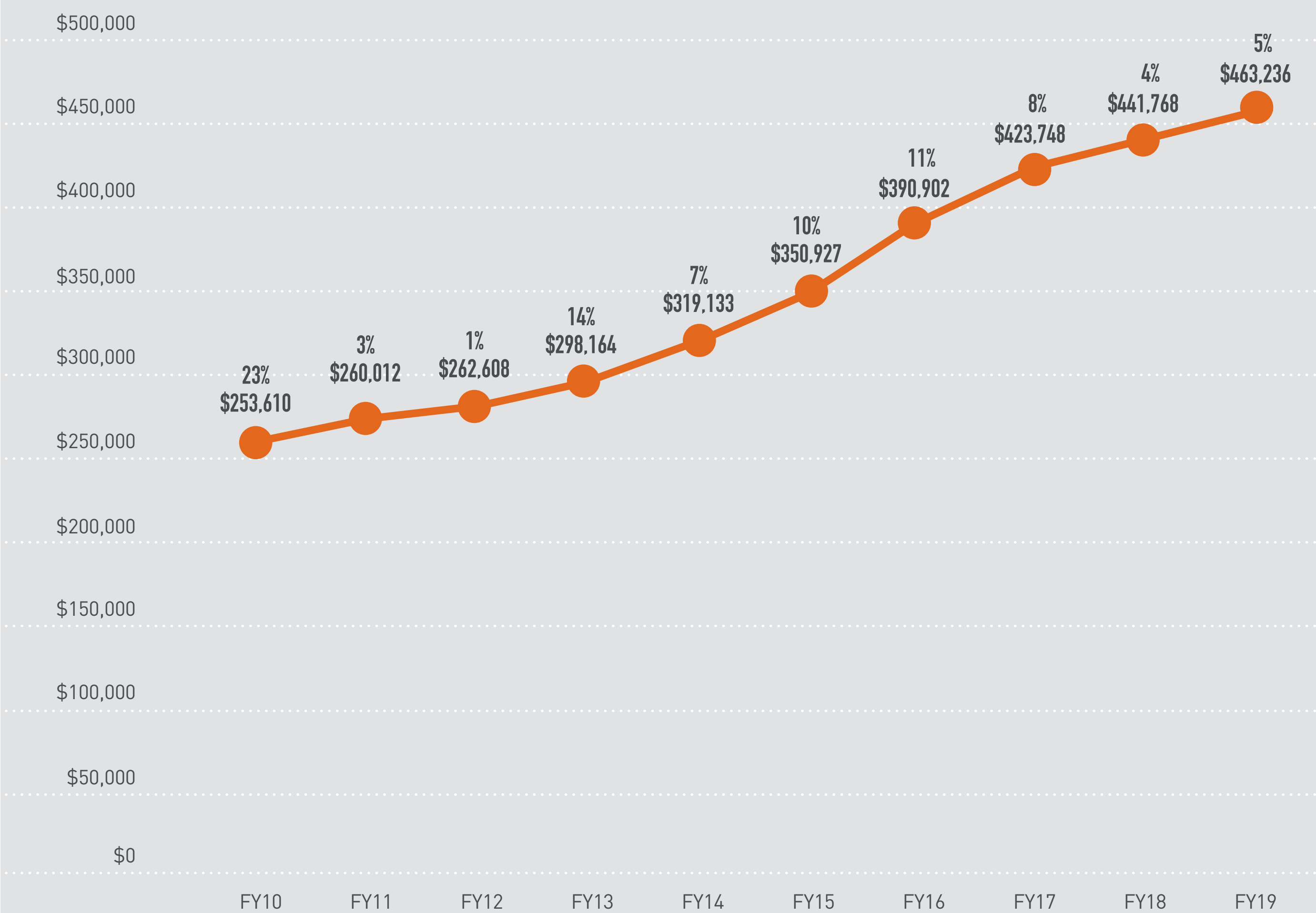
Central Florida Expressway Authority's Net Position | Shown in thousands ($000's)

	June 30, 2019	June 30, 2018	June 30, 2017
Current and other assets	$ 447,334	$ 361,336	$ 490,400
Non-current restricted assets	236,992	81,362	100,678
Capital assets	4,831,730	4,546,615	4,236,701
Total assets	**5,516,056**	**4,989,313**	**4,827,779**
Deferred outflows of resources	356,066	330,640	354,354
Total assets and deferred outflows	**5,872,122**	**5,319,953**	**5,182,133**
CURRENT LIABILITIES			
Payable from unrestricted assets	58,415	278,013	77,564
Payable from restricted assets	134,743	107,610	110,550
Revenue bonds outstanding (net of current portion)	2,738,514	2,569,820	2,808,115
Other long-term liabilities	477,510	148,944	183,097
Total liabilities	**3,409,182**	**3,104,387**	**3,179,326**
Deferred inflows of resources	6,041	5,909	5,833
Total liabilities and deferred inflows	**3,415,223**	**3,110,296**	**3,185,159**
NET POSITION			
Net investment in capital assets	1,883,497	1,881,712	1,509,862
Restricted	39,106	19,704	29,211
Unrestricted	534,296	308,241	457,901
Total net position	**$ 2,456,899**	**$ 2,209,657**	**$ 1,996,974**

Toll Revenue Growth Trends | In Thousands

CFX's toll revenues increased 5% and 4% during the fiscal years ended June 30, 2019 and 2018, respectively.

Toll revenue represents approximately 97% of all operating revenues. CFX's toll revenue annual growth rate has averaged 9% over the last 10 years. The higher increases in fiscal years 2010 and 2013 are the result of toll rate increases.



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

		2019		2018		2017
REVENUES						
Toll revenues	$	463,236	$	441,768	$	423,748
Transponder sales		648		297		236
Other operating revenue		12,313		10,370		9,959
Investment income		14,082		2,847		3,760
Goldenrod Road Extension - net		1,518		546		1,530
Poinciana Parkway - net		1,862		-		-
Other non-operating revenue		374		318		331
Capital Contribution		12,294		-		16,377
Total revenues		**506,327**		**456,146**		**455,941**
EXPENSES						
Operations		62,123		53,373		46,371
Maintenance		17,753		17,606		15,118
Administrative		8,447		7,743		7,090
Depreciation		14,194		13,438		13,765
Preservation		21,586		33,837		22,447
Other		12,068		11,166		4,592
Interest expense		121,608		105,865		108,513
Loss on capital assets		1,306		435		2,447
Total expenses		**259,085**		**243,463**		**220,343**
Change in net position		**247,242**		**212,683**		**235,598**
Net position, beginning of year		**2,209,657**		**1,996,974**		**1,761,376**
Net position, end of year	**$**	**2,456,899**	**$**	**2,209,657**	**$**	**1,996,974**

CFX's Operations, Maintenance and Administration ("OM&A") expenses for fiscal year 2019 increased 12.2% from fiscal year 2018 and ended the year 3.9% under budget. CFX came in under budget due primarily to the following reasons: 1) There were several roadway maintenance programs that came in under budget; 2) multiple departments had positions that were budgeted for but not filled; 3) due to a variety of reasons such as lower bank fees and less staff required, the operation of the plazas came in under budget.

Transponder sales increased by 218% between fiscal years 2018 and 2019 due to a significant focus on branding and marketing E-PASS.

Investment income increased by almost 500% between fiscal years 2018 and 2019 due to an increase in available cash, a rise in corresponding investments and more favorable interest rates.

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 4% between fiscal years 2017 and 2018 and by another 19% between fiscal years 2018 and 2019. 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. CFX saw significant growth in customers choosing to post pay transactions, which is why FY 2019 saw an unusual increase.

Capital Contributions increased from $0 in fiscal year 2018 to $12,294,000 in fiscal year 2019. This is because we recognized the net position of the Poinciana Parkway as contributed capital when CFX took over the operations and maintenance of the road during the year.

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 51% in fiscal year 2018 and then decreased 36% in fiscal year 2019. Fiscal year 2018 saw a record high in preservation expense, fiscal year 2019 saw that expense return to historical levels.

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 143% between fiscal years 2017 and 2018 and then increased by 8% between fiscal year 2018 and 2019. 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 2018 and 2019 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 2019 loss is writing off software that had become obsolete.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

CFX's investment in capital assets amounted to $4,831,730,000 net of accumulated depreciation as of June 30, 2019, an increase of $285,116,000 (6%) over that of June 30, 2018. CFX's investment in capital assets amounts to $4,546,614,000 net of accumulated depreciation as of June 30, 2018, an increase of $309,913,000 (7%) over that of June 30, 2017. 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 2019 included the following:

- Widening of SR 417 from Econlockhatchee Trail to the Seminole County line has begun.
- Ramp improvements on SR 417, SR 429 and SR 528 were completed.
- Major lighting and LED upgrades were completed at the SR 417/SR 528 interchange.

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 2019 that all its roadways exceed this standard. Pursuant to its bond covenants, CFX maintains a renewal and replacement fund for these preservation expenditures. For fiscal year 2018, projected expenses for preservation were $31,850,000 with $33,837,000 being spent. For fiscal year 2019, projected expenses for preservation were $44,000,000 with $21,586,000 being spent. The expenses were lower than projected in fiscal year 2019 due to slower than anticipated start dates on several projects.

Long-term Debt

CFX has outstanding bonds payable of $2,801,539,000 (net of unamortized bond premiums and discounts) as of June 30, 2019.

During fiscal year 2019, CFX issued $221,045,000 of fixed rate revenue refunding bonds (Series 2018) for the purpose of financing projects approved in the five-year work plan.

The annual requirements to amortize all revenue bonds and revenue refunding bonds outstanding as of June 30, 2019, along with more detailed information on long-term debt activity, can be found in Note 5, Long-Term Debt, which begins on page 29 of the financial statements. Of the approximately $2.8 billion in outstanding bonds, $495,775,000 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, 2019, CFX would have to make an estimated termination payment of approximately $177,483,541 on the swaps related to the Series 2008B Bonds.

Series 2008B	June 30, 2019 $177,483,541	June 30, 2018 $135,832,422

CFX's debt service ratio changed to 2.33 for fiscal year 2019 from 2.32 for fiscal year 2018 and 2.26 in fiscal year 2017. These increases in fiscal year 2019 and fiscal year 2018 are due to growth 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, 2019 are as follows:

	RATINGS
STANDARD & POOR'S	A+
MOODY'S	A1
FITCH	A+

SR 408: Lake Underhill Bridge

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

Assets and Deferred Outflows of Resources | In Thousands

	JUNE 30, 2019	JUNE 30, 2018
CURRENT ASSETS		
Cash and cash equivalents	$ 86,603	$ 59,076
Investments	190,127	155,023
Accrued interest and accounts receivable	15,248	8,526
Prepaid expenses	3,551	3,009
Due from governmental agencies	12,937	22,862
Inventory	1,262	2,109
Total current unrestricted assets	**309,728**	**250,605**
RESTRICTED ASSETS		
Current restricted assets:		
Cash and cash equivalents	134,743	44,740
Investments	-	62,870
Total current restricted assets	**134,743**	**107,610**
Total current assets	**444,471**	**358,215**
NONCURRENT ASSETS		
Restricted assets:		
Cash and cash equivalents	12,264	-
Investments	223,994	80,276
Accrued interest receivable and prepaid expenses	734	1,086
Total noncurrent restricted assets	**236,992**	**81,362**
Prepaid bond insurance	2,863	3,121
Total noncurrent assets before capital assets	**239,855**	**84,483**
Capital assets not being depreciated:		
Infrastructure	4,285,190	4,173,404
Construction in progress	412,981	231,576
Capital assets - net of accumulated depreciation:		
Property and equipment	133,559	141,635
Total capital assets - net of accumulated depreciation	**4,831,730**	**4,546,615**
Total noncurrent assets	**5,071,585**	**4,631,098**
Total assets	**5,516,056**	**4,989,313**
Deferred outflow of resources	356,066	330,640
Total assets and deferred outflows of resources	**$ 5,872,122**	**$ 5,319,953**

See notes to financial statements.

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

	JUNE 30, 2019	JUNE 30, 2018
CURRENT LIABILITIES PAYABLE FROM UNRESTRICTED ASSETS		
Accounts payable and accrued liabilities	$ 18,264	$ 47,284
Unearned toll revenue	17,547	12,459
Unearned other revenue	15,428	15,661
Current portion of bond anticipation note	-	193,695
Current portion of lease payable	705	-
Current portion of due to governmental agencies	6,471	8,914
Total current liabilities payable from unrestricted assets	**58,415**	**278,013**
CURRENT LIABILITIES PAYABLE FROM RESTRICTED ASSETS		
Accounts payable and accrued liabilities	22,491	2,761
Interest payable	49,227	45,929
Current portion of revenue bonds payable	63,025	58,920
Total current liabilities payable from restricted assets	**134,743**	**107,610**
Total current liabilities	**193,158**	**385,623**
NONCURRENT LIABILITIES		
Derivative financial instrument	177,484	135,832
Revenue bonds payable - less current portion	2,738,514	2,569,820
Loan/lease payable - less current portion	91,259	-
Due to governmental agencies - less current portion	200,455	5,133
Net pension liability	8,312	7,979
Total noncurrent liabilities	**3,216,024**	**2,718,764**
Total liabilities	**3,409,182**	**3,104,387**
Deferred inflows of resources	6,041	5,909
Total liabilities and deferred inflows of resources	**3,415,223**	**3,110,296**
NET POSITION		
Net investment in capital assets	1,883,497	1,881,712
Restricted for:		
Operation, maintenance and administrative reserve	11,795	10,709
Renewal and replacement reserve	27,311	8,995
Total restricted net position	**39,106**	**19,704**
Unrestricted	534,296	308,241
Total net position	**2,456,899**	**2,209,657**
Total liabilities, deferred inflows of resources, and net position	**$ 5,872,122**	**$ 5,319,953**

See notes to financial statements.

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

	2019	2018
OPERATING REVENUES		
Toll revenues	$ 463,236	$ 441,768
Transponder sales	648	297
Fees and other	12,313	10,370
Total operating revenues	**476,197**	**452,435**
OPERATING EXPENSES		
Operations	62,123	53,373
Maintenance	17,753	17,606
Administrative	8,447	7,743
Depreciation	14,194	13,438
Preservation	21,586	33,837
Other expenses	12,068	11,166
Total operating expenses	**136,171**	**137,163**
Operating income	**340,026**	**315,272**
NONOPERATING REVENUES (EXPENSES)		
Investment income	14,082	2,847
Loss on capital assets	(1,306)	(435)
Other nonoperating	374	318
Goldenrod Road Extension - net	1,518	546
Poinciana Parkway - net	1,862	-
Interest expense	(121,608)	(105,865)
Total nonoperating revenues (expenses)	**(105,078)**	**(102,589)**
Income before contributions	**234,948**	**212,683**
Capital contribution	12,294	-
Change in net position	**247,242**	**212,683**
Net position at beginning of year	**2,209,657**	**1,996,974**
Net position at end of year	**$ 2,456,899**	**$ 2,209,657**

See notes to financial statements.


SR 429/SR 414 Interchange

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

	2019	2018
OPERATING ACTIVITIES		
Receipts from customers and users	$ 478,534	$ 446,117
Payments to suppliers	(134,613)	(117,334)
Payments to employees	(5,935)	(5,480)
Net cash provided by operating activities	**337,986**	**323,303**
CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition and construction of capital assets	(198,410)	(313,479)
Proceeds from capital contributions	21,699	-
Proceeds from issuance of refunding revenue bonds	221,045	341,210
Proceeds from issuance of TIFIA loan	193,695	-
Interest paid on revenue bonds	(91,461)	(106,776)
Payment of principal on revenue bonds	(252,615)	(408,355)
Payment of principal and interest on State Infrastructure Bank Loan	-	(1,071)
Payment of principal on government advances	(261)	(259)
Net cash used in capital and related financing activities	**(106,308)**	**(488,730)**
INVESTING ACTIVITIES		
Purchase of investments	(448,604)	(149,218)
Proceeds from sales and maturities of investments	332,652	184,954
Interest received	14,068	2,192
Net cash provided by investing activities	**(101,884)**	**37,928**
Net increase (decrease) in cash and cash equivalents	**129,794**	**(127,499)**
Cash and cash equivalents at beginning of year	**103,816**	**231,315**
Cash and cash equivalents at end of year	**$ 233,610**	**$ 103,816**
Cash and cash equivalents - unrestricted	$ 86,603	$ 59,076
Restricted cash and cash equivalents - current	134,743	44,740
Restricted cash and cash equivalents - noncurrent	12,264	-
	$ 233,610	**$ 103,816**

See notes to financial statements.

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

CONTINUED

	2019	2018
RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES		
Income from operations	$ 340,026	$ 315,272
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	14,194	13,438
Goldenrod Road Extension and other miscellaneous	3,838	1,170
Changes in assets and liabilities		
Accounts receivable	(6,357)	(1,911)
Due from governmental agencies	9,925	(14,294)
Prepaid expenses	(542)	484
Inventory	847	539
Deferred outflows - pension-related	79	(672)
Accounts payable and accrued liabilities	(29,020)	9,503
Due to governmental agencies	(555)	3,897
Unearned toll revenue	5,088	(4,924)
Unearned other revenue	(233)	(654)
Net pension liability	333	1,149
Deferred inflows - pension-related	363	306
Net cash provided by operating activities	**$337,986**	**$323,303**
NONCASH INVESTING AND FINANCING ACTIVITIES		
Increase (decrease) in fair value of investments	$ 5,369	$ (1,667)
Increase (decrease) in fair value of derivative financial instrument	$ (41,652)	$ 35,041
Contribution of Osceola County Expressway capital assets	$ 82,559	-
Assignment of Osceola County Expressway long-term liabilities	$ (91,964)	-

See notes to financial statements.

NOTE 1

Organization and Summary of Significant Accounting Policies

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

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

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

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

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

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

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

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

Investments - Investments consist of unrestricted and restricted investments, and are carried at fair value, as determined in an active market.

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

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

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

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

Accumulated Decrease in Fair Value of Hedging Derivatives
As described in Note 5, CFX has entered into interest rate swap agreements that qualify as effective cash flow hedges in connection with variable rate bonds. The fair value of the swaps is presented on the balance sheets as a deferred outflow of resources and a derivative financial instrument liability in the amount of $177,484,000 and $135,832,000 at June 30, 2019 and 2018, respectively, with changes in valuation applied to these balance sheet accounts. Should the swaps be terminated prior to their expected conclusion, or if the hedges cease to significantly reduce risk, accumulated gains or losses will be reported on the operating statement.

Deferred Outflow on Refunding of Revenue Bonds
The difference between the re-acquisition price and the net carrying amount of refunded bonds is presented on the balance sheets at June 30, 2019 and 2018 as a deferred outflow of resources in the amount of $174,005,000 and $190,153,000, 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 $4,577,000 and $4,655,000 at June 30, 2019 and 2018, 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, 2019 and 2018 as a deferred inflow of resources in the amount of $5,308,000 and $5,539,000, 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, 2019 and 2018 totaled $733,000 and $370,000, respectively, and will be recognized as a reduction to pension expense in future reporting years. Details on the composition of the deferred outflows of resources related to pensions are further discussed in Note 8.

Capital Assets

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

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

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

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

Software	**3 years**
Furniture and equipment	**7 years**
Toll equipment	**8 years**
Signs	**20 years**
Buildings, toll facilities and other	**30 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 $75,000 from June 30, 2018 to June 30, 2019.

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

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

expenses for the ensuing fiscal year. The preliminary budget is reviewed by the FDOT and modified, if necessary.

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

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

SR 417: Boggy Creek Interchange

NOTE 2
Deposits and Investments

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

The chart on page 21 outlines the types of permitted investments, credit quality risk rating requirements by security type, the maximum concentration of credit risk by percentage of the total portfolio that may be invested in a single issuer and in total by security type and maturity limits prescribed to mitigate interest rate risk exposure.

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

Deposits
On June 30, 2019, the carrying amount of CFX's various deposits accounts was $223,610,153. 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, 2019 and 2018:

ISSUER	2019	2018
Federal National Mortgage Association	N/A	5.49%
U.S. Treasury Notes	62.33%	48.24%

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

Note 2 - Deposits and Investments (Continued)

Permitted Investments | Years Ended June 30, 2019 and 2018

SECTOR	Sector Maximum (%)	Per Issuer Maximum (%)	Minimum Ratings Requirement[1]	Maximum Maturity	Master Bond Resolution Permitted Investments
U.S. Treasury	100%	100%	N/A	5.50 Years (5.50 Years avg. life[4] for GNMA)	X
GNMA	100%	40%	N/A	5.50 Years (5.50 Years avg. life[4] for GNMA)	X
Other U.S. Government Guaranteed (e.g. AID, GTC)	100%	10%	N/A	5.50 Years (5.50 Years avg. life[4] for GNMA)	X
Federal Agency/GSE: FNMA, FHLMC, FHLB, FFCB*	75%	40%[3]	N/A	5.50 Years	X
Federal Agency/GSE other than those above	75%	10%	N/A	5.50 Years	X
Supranationals where U.S. is a shareholder and voting member	25%	10%	Highest ST or Two Highest LT Rating Categories (A-1/P-1, AAA/Aaa, or equivalent)	5.50 Years	
Corporates	50%[2]	5%	Highest ST or Three Highest LT Rating Categories (A-1/P-1, A-/A3 or equivalent)	5.50 Years	
Municipals	25%	5%	Highest ST or Three Highest LT Rating Categories (SP-1/MIG 1, A-/A3, or equivalent)	5.50 Years	X
Agency Mortgage-Backed Securities (MBS)	25%	40%[3]	N/A	5.50 Years Avg. Life[4]	
Asset-Backed Securities (ABS)	25%	5%	Highest ST or LT Rating (A-1+/P-1, AAA/Aaa, or equivalent)	5.50 Years Avg. Life[4]	
Depository Accounts with Qualified Public Depositories	75%	50%	N/A	N/A	X
Non-Negotiable Collateralized Bank Deposits or Savings Accounts	50%	None, if fully collateralized	None, if fully collateralized.	2 Years	X
Commercial Paper (CP)	50%[2]	5%	Highest ST Rating Category (A-1/P-1, or equivalent)	270 Days	X
Bankers' Acceptances (BAs)	10%[2]	5%	Highest ST Rating Category (A-1/P-1, or equivalent)	180 Days	X
Repurchase Agreements (Repo or RP)	40%	20%	Counterparty (or if the counterparty is not rated by an NRSRO, then the counterparty's parent) must be rated in the Highest ST Rating Category (A-1/P-1, or equivalent). If the counterparty is a Federal Reserve Bank, no rating is required	1 Year	X
Money Market Funds (MMFs)	50%	25%	Highest Fund Rating by all NRSROs who rate the fund (AAAm/Aaa-mf, or equivalent)	N/A	X
Fixed-Income Mutual Funds	25%	10%	N/A	3 Years	
Intergovernmental Pools (LGIPs)	50%	25%	Highest Fund Quality and Volatility Rating Categories by all NRSROs who rate the LGIP, (AAAm/AAAf, S1, or equivalent)	N/A	
Florida Local Government Surplus Funds Trust Funds ("Florida Prime")	25%	N/A	Highest Fund Rating by all NRSROs who rate the fund (AAAm/Aaa-mf, or equivalent)	N/A	X

Notes:

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

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

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

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

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

Note 2 - Deposits and Investments (Continued)

shall have maturities of no longer than 24 months. Investments of debt obligation reserves, construction funds and other non-operating funds shall have a term appropriate to the need for funds and in accordance with debt covenants. The purchase of investments for core funds with maturities longer than five and a half (5.5) years requires CFX's approval prior to purchase. However, final maximum maturity for any investment is limited to ten (10) years.

CFX uses the distribution of maturities to manage interest rate risk. As of June 30, 2019, 44% of CFX's investments had a maturity of less than 6 months, 4% had a maturity of 6 to 12 months, 20% had a maturity of 1 to 2 years, 24% had a maturity of 2 to 3 years, 4% had a maturity of 3 to 4 years, and 4% had a maturity of over 4 years. 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.

Total distributions of maturities are as follows:

Total Distribution of Maturities | In Thousands

AS OF JUNE 30, 2019	Less than 6 months	6 - 12 months	1 - 2 years	2 - 3 years	3+ years	TOTAL
U.S. Treasury Securities	$ 148,391	$ 4,236	$ 34,249	$ 71,238	$ -	$ 258,114
Federal Instruments	-	-	-	7,073	9,367	16,440
Corporate Note	2,196	12,601	45,557	15,333	3,345	79,032
Commercial Paper	28,249	-	-	-	-	28,249
Municipal Bond Note	3,260	-	-	-	-	3,260
Corp. Asset Backed Sec.	-	35	3,092	6,553	19,346	29,026
TOTAL	**$ 182,096**	**$ 16,872**	**$ 82,898**	**$ 100,197**	**$ 32,058**	**$ 414,121**

AS OF JUNE 30, 2018	Less than 6 months	6 - 12 months	1 - 2 years	2 - 3 years	3+ years	TOTAL
U.S. 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	**$ 102,142**	**$ 20,307**	**$ 87,351**	**$ 62,688**	**$ 25,681**	**$ 298,169**

Note 2 - Deposits and Investments (Continued)

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

			FAIR VALUE MEASUREMENTS USING (IN THOUSANDS)	
JUNE 30, 2019			**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	$	258,114	$ 258,114	
Commercial Paper		28,249	28,249	
Federal Instrumentalities		16,440	16,440	
Money Market Mutual Funds		32,411	32,411	
Municipal Bond Note		3,260	3,260	
Corporate Note		79,032	79,032	
Corporate Asset Backed Securities		29,026	-	$ 29,026
Total investments by fair value measure		**446,532**	**$ 417,506**	**$ 29,026**
Total deposits		**201,199**		
Total deposits and investments		**647,731**		
Restricted		**371,001**		
Unrestricted	**$**	**276,730**		

JUNE 30, 2018				
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**		

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

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

Note 2 - Deposits and Investments (Continued)

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

CFX's Investment Policy requires execution of a third-party custodial safekeeping agreement for all purchased securities and requires that securities be designated as an asset of CFX.

As of June 30, 2019 and 2018, all of CFX's securities were held in a bank's trust/custodial department in CFX's name.

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

Restricted Cash and Investments | In Thousands

	June 30, 2019	June 30, 2018
RESERVE FUNDS		
Operations, maintenance and administrative reserve	$ 11,796	$ 10,709
Poinciana Parkway	24,230	-
Renewal and replacement reserve	27,311	8,995
Total reserve funds	**63,337**	**19,704**
BOND FUNDS		
Principal and interest accounts	166,607	153,964
Reserve accounts	75,740	14,217
Total bond funds	**242,347**	**168,181**
CONSTRUCTION FUNDS		
2018 construction funds	65,317	-
Total construction funds	**65,317**	**-**
Total restricted cash, cash equivalents and investments	**371,001**	**187,885**
Portion related to cash and cash equivalents	**147,007**	**44,740**
Portion related to investments	**$ 223,994**	**$ 143,145**

NOTE 3

Due from Governmental Agencies

Due from governmental agencies consists of the following:

Due from Governmental Agencies | In Thousands

	June 30, 2019	June 30, 2018
E-ZPass: E-ZPass Customers' use of E-PASS Roads	$ 569	$ -
Florida Department of Transportation: Operations and Maintenance Reimbursement	1,049	1,021
Florida Department of Transportation: SunPass Customers' Use of E-PASS Roads	10,614	21,357
Florida's Turnpike Enterprise: Road Ranger Joint Contract	-	89
Florida's Turnpike Enterprise: SR 417 Widening Reimbursement	509	80
Lee County: LeeWay Customers' Use of E-PASS Roads	7	19
Orange County: Fines/Fees	176	207
Orange County: Parcel 800	13	-
Osceola County Expressway Authority: Interlocal Agreement	-	84
Osceola County Expressway Authority: Maintenance Reimbursement	-	5
	$ 12,937	**$ 22,862**
Less Current Portion	**(12,937)**	**(22,862)**
	$ -	**$ -**

NOTE 4

Capital Assets

Capital Assets are summarized as follows | In Thousands

	June 30, 2018	Additions	Reductions	Transfers	June 30, 2019
INFRASTRUCTURE (NON-DEPRECIABLE)					
Right-of-way	$ 905,374	$ 688	$ (97)	$ 7,648	$ 913,613
Highways and bridges	3,268,030	86,819	(247)	16,975	3,371,577
Total infrastructure (non-depreciable)	**4,173,404**	**87,507**	**(344)**	**24,623**	**4,285,190**
CONSTRUCTION IN PROGRESS (NON-DEPRECIABLE)					
Right-of-way	9,249	6,464	-	(7,648)	8,065
Highways and bridges	177,637	188,226	-	(16,975)	348,888
Buildings and toll facilities	1,196	1,547	-	(1,438)	1,305
Toll equipment	36,745	9,270	-	-	46,015
Furniture, equipment and other	6,749	9,420	(935)	(6,526)	8,708
Total construction in progress (non-depreciable)	**231,576**	**214,927**	**(935)**	**(32,587)**	**412,981**
PROPERTY AND EQUIPMENT (DEPRECIABLE)					
Toll equipment	102,624	-	(420)	-	102,204
Buildings and toll facilities	162,198	13	-	1,438	163,649
Furniture, equipment and other	67,494	2,604	(619)	6,526	76,005
Total property and equipment (depreciable)	**332,316**	**2,617**	**(1,039)**	**7,964**	**341,858**
LESS ACCUMULATED DEPRECIATION FOR					
Toll equipment	(90,034)	(4,050)	375	-	(93,709)
Buildings and toll facilities	(66,539)	(5,339)	-	-	(71,878)
Furniture, equipment and other	(34,109)	(9,156)	553	-	(42,712)
Total accumulated depreciation	**(190,682)**	**(18,545)**	**928**	**-**	**(208,299)**
Total property and equipment being depreciated, net	**141,634**	**(15,928)**	**(111)**	**7,964**	**133,559**
Total capital assets	**$ 4,546,614**	**$ $286,506**	**$ (1,390)**	**$ -**	**$ 4,831,730**

Capital assets are summarized as follows | In Thousands — CONTINUED

	June 30, 2017	Additions	Reductions	Transfers	June 30, 2018
INFRASTRUCTURE (NON-DEPRECIABLE)					
Right-of-way	$ 704,091	$ 105	$ (18)	$ 201,196	$ 905,374
Highways and bridges	2,768,014	1,085	(463)	499,394	3,268,030
Total infrastructure (non-depreciable)	**3,472,105**	**1,190**	**(481)**	**700,590**	**4,173,404**
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	5,326	6,142	-	(4,719)	6,749
Total construction in progress (non-depreciable)	**615,956**	**321,805**	**-**	**(706,185)**	**231,576**
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	62,824	1,035	(1,084)	4,719	67,494
Total property and equipment (depreciable)	**327,147**	**1,098**	**(1,524)**	**5,595**	**332,316**
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	(31,810)	(3,344)	1,045	-	(34,109)
Total accumulated depreciation	**(178,507)**	**(13,438)**	**1,263**	**-**	**(190,682)**
Total property and equipment being depreciated, net	**148,640**	**(12,340)**	**(261)**	**5,595**	**141,634**
Total capital assets	**$ 4,236,701**	**$ $310,655**	**$ (742)**	**$ -**	**$ 4,546,614**

Note 4 - Capital Assets (Continued)

In fiscal year 2019, CFX adopted the new GASB 89 standard which requires interest costs to be expensed as incurred. Going forward, interest will no longer be capitalized as part of the historical cost of a capital asset. During the year ending June 30, 2018, total bond interest cost incurred amounted to approximately $117,523,000 of which $11,658,000 was 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	**$38,010,458**

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.

Poinciana Parkway - On December 13, 2018, CFX signed the Amended and restated Lease-Purchase Agreement with Osceola County. This agreement transfers the Poinciana Parkway Project to CFX as a non-System project. Under this agreement CFX began operating Poinciana Parkway as of January 1, 2019. At the time of the transfer, Poinciana Parkway's capital assets totaled $82,558,880. 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 Poinciana Parkway are not pledged to CFX's bond indebtedness.

SR 429: Wekiva Parkway

NOTE 5

Long-Term Debt

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

	June 30, 2018	Additions	Deletions	June 30, 2019
Series 2008B1	$ 130,360	$ -	$ (225)	$ 130,135
Series 2008B2	117,865	-	(180)	117,865
Series 2008B3	149,060	-	(270)	148,790
Series 2008B4	99,335	-	(170)	99,165
Series 2010B	73,640	-	(6,310)	67,330
Series 2012	180,370	-	(22,535)	157,835
Series 2012A	53,815	-	(5,615)	48,200
Series 2013A	242,320	-	-	242,320
Series 2013B	154,320	-	(18,870)	135,450
Series 2013C	104,630	-	(890)	103,740
Series 2015 Senior Lien BANs	193,695	-	(193,695)	-
Series 2016A	150,985	-	(735)	150,250
Series 2016B	625,645	-	(1,795)	623,850
Series 2017	341,210	-	(1,325)	339,885
Series 2018	-	221,045	-	221,045
	2,617,250	221,045	(252,615)	2,585,680
Add unamortized bond premium	205,185	24,764	(14,090)	215,859
Less current portion of revenue bonds payable	(252,615)	(63,025)	252,615	(63,025)
Revenue bonds payable - net of current portion	**$ 2,569,820**	**$ 182,784**	**$ (14,090)**	**$ 2,738,514**

Note 5 - Long-Term Debt (Continued)

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

	June 30, 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 portion	**$ 2,808,115**	**$ 130,023**	**$ (368,318)**	**$ 2,569,820**

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

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

As notated in Note 1, on June 20, 2014, the Governor of Florida signed a bill to create CFX, which assumed the governance and control of the former Orlando-Orange County Expressway Authority, including its assets, personnel, contracts, obligations, liabilities, facilities and tangible and intangible property. The Central Florida Expressway Authority assumed all 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 2018, were originally issued on November 29, 2018 and were outstanding in the aggregate principal amount of $221,045,000 on June 30, 2019, including $127,550,000 of serial bonds and $93,495,000 of term bonds. The outstanding serial bonds are due in annual installments beginning on July 1, 2019 through July 1, 2040 in amounts ranging from $2,010,000 to $9,325,000, plus interest. Two term bonds were issued in the amounts of $30,865,000 and $62,630,000 and mature July 1, 2043 and July 1, 2048, respectively. The 2018 Bonds are payable from, and secured by, a pledge of net revenues from the operation of the expressway System. Interest on the 2018 Bonds is due and paid semiannually.

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 $339,885,000 and $341,210,000 on June 30, 2019 and 2018 respectively, including $243,100,000 of serial bonds and $98,110,000 of term bonds. The outstanding serial bonds are due in annual installments beginning on July 1, 2019 through July 1, 2042 in amounts ranging from $610,000 to $56,340,000, plus interest. The term bond is due on July 1, 2041. 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 $623,850,000 and $625,645,000 on June 30, 2019 and 2018 respectively, all of which were serial bonds. The outstanding serial bonds are due in annual installments beginning on July 1, 2019 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.

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 $150,250,000 and $150,985,000 on June 30, 2019 and 2018 respectively, all of which were serial bonds. The outstanding serial bonds are due in annual installments beginning on July 1, 2019 through July 1, 2032 and July 1, 2036 through July 1, 2037 in amounts ranging from $755,000 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

Note 5 - Long-Term Debt (Continued)

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 $0 and $193,695,000 on June 30, 2019 and 2018. The 2015 BANs were 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 were used to redeem the Series 2015 BANs prior to their maturity date on October 19, 2018. Interest on the 2015 BANs was 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 $103,740,000 and $104,630,000 on June 30, 2019 and 2018, 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, 2019 through July 1, 2032 in amounts ranging from $920,000 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 Bonds 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 $10,961,178 of savings over the term of the loan which represents $9,168,845 on a net present value basis.

The Central Florida Expressway Authority Refunding Revenue Bonds, Series 2013B, were originally issued on January 2, 2013 and were outstanding in the aggregate principal amount of $135,450,000 and $154,320,000 on June 30, 2019 and 2018, respectively, all of which were serial bonds. The outstanding serial bonds are due in annual installments on July 1, 2019 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, 2019 and 2018, 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 $157,835,000 and $180,370,000 on June 30, 2019 and 2018 respectively, all of which were serial bonds. The serial bonds are due beginning on July 1, 2019 through July 1, 2025 in amounts ranging from $23,520,000 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 $48,200,000 and $53,815,000 on June 30, 2019 and 2018 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, 2019 through July 1, 2025 in amounts ranging from $6,005,000 to $8,485,000, plus interest. The 2012A Bond is payable from, and secured by, a pledge of the general fund, which is junior and subordinate to the net revenues from the operation of the expressway System pledged to senior lien parity bonds. Interest on the 2012A Bond is due and paid semiannually.

Collectively, the purpose of the Series 2012 and 2012A Bonds was to refund the Series 2003C1 and 2003C3 Bonds and to fund the termination payments on the associated swaps. The refunding resulted in a deferred outflow of $60,159,863, most of which was related to the swap termination payments. The difference between the cash flow of the old debt and the cash flow of the new debt was $7,202,160 higher post–refunding, which represents $4,712,369.37 on a net present value basis. The purpose of this refunding was to lower the risk profile of CFX's debt at an attractive rate.

The Central Florida Expressway Authority Refunding Revenue Bonds, Series 2010B, were originally issued on June 30, 2010 and were outstanding in the aggregate principal amount of $67,330,000 and $73,640,000 on June 30, 2019 and 2018, respectively. The bonds were issued as serial bonds and the outstanding bonds are due in annual installments on July 1, 2019 through July 1, 2021 in amounts ranging from $6,570,000 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.

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 $130,135,000, $117,685,000, $148,790,000, $99,165,000 and $130,360,000, $117,865,000, $149,060,000, $99,335,000 was outstanding on June 30, 2019 and 2018, 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. All 2008B bonds remain in bank purchase mode. The bank rate also resets on a weekly basis and is tied to the SIFMA index plus a spread.

	PRINCIPAL	INTEREST	TOTAL P&I DUE	CAPITALIZED INTEREST	NET DUE
2020	$ 63,025	$ 115,267	$ 178,292	$ -	$ 178,292
2021	67,615	114,307	181,922	-	181,922
2022	70,820	110,495	181,315	-	181,315
2023	73,190	106,329	179,519	-	179,519
2024	76,710	101,889	178,599	-	178,599
2025-2029	504,805	441,560	946,365	-	946,365
2030-2034	633,295	314,133	947,428	-	947,428
2035-2039	655,285	165,921	821,206	-	821,206
2040-2044	378,305	41,231	419,536		419,536
2045-2049	62,630	8,134	70,764		70,764
	$ 2,585,680	**$ 1,519,266**	**$ 4,104,946**	**$ -**	**$ 4,104,946**

Note 5 - Long-Term Debt (Continued)

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, 2019, are summarized on page B-33 (all amounts in thousands). The totals in that table 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.

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

	SERIES 2005A	SERIES 2005B	SERIES 2005C	SERIES 2005D	SERIES 2005E
Notional Value (as of 6/30/2019)	$198,310,000	$148,754,000	$99,155,000	$24,778,000	$24,778,000
Fixed Rate	4.7753%	4.7753%	4.7753%	4.7753%	4.7753%
Fixed Payer	CFX	CFX	CFX	CFX	CFX
Floating Rate	SIFMA Weekly Index	SIFMA Weekly Index	SIFMA Weekly Index	SIFMA Weekly Index	SIFMA Weekly Index
Maturity Date	1-Jul-40	1-Jul-40	1-Jul-40	1-Jul-40	1-Jul-40
Settlement	Monthly	Monthly	Monthly	Monthly	Monthly
Premium Paid	None	None	None	None	None
Counterparty	UBS AG	Citibank	Morgan Stanley Capital Services, Inc.	RBC Dain	JP Morgan*
Ratings 6/30/2018 (S&P/Moody's/Fitch)	A+/Aa3/AA-	A+/A1/A+	BBB+/A3/A	AA-/A1/AA	A+/Aa3/AA
Ratings 6/30/2019 (S&P/Moody's/Fitch)	A+/Aa3/AA-	A+/Aa3/A+	BBB+/A3/A	AA-/Aa2/AA	A+/Aa2/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.

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, 2019 and 2018, are on page 34.

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, 2019 or June 30, 2018, of $177,483,541 and $135,832,423, respectively. The change in fair value at FYE 2019 was $41,651,180 higher than at FYE 2018 and the change in fair value at FYE 2018 was $35,040,846 lower than at the prior year end.

The table below provides the fair value of the Swaps:

Estimated Termination Payments Based on Net Present Value

	June 30, 2019	**June 30, 2018**
Series 2008B	$ 177,483,541	$ 135,832,423

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

<u>*Credit Risk:*</u> 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, 2018 and 2019, 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, 2019 and 2018, 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.

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

<u>*Basis Risk:*</u> 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

Note 5 - Long-Term Debt (Continued)

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 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 contain an Additional Termination Event provision, which is triggered by certain downgrades in the credit ratings of the respective parties, but each such provision is subject to the Insurer Provisions contained therein.

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

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

One agreement did not consider an Insurer Event grounds for early termination, unless some additional event of default had taken place, such as failure to meet the payment obligations, none of which have taken place. One agreement required that CFX either replace the insurer with another credit support facility or post collateral in the amount of the termination value in excess of $15,000,000, based on CFX's credit rating. CFX received the notice of an Insurer Event from this counterparty on June 25, 2009 and posted collateral in July 2009. All investment income on the security posted as collateral, and the security itself, is income to, and an asset of, CFX. Per the agreement, the counterparty could request a maximum amount of $21,700,859 as of June 30, 2019. 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, 2019 or June 30, 2018.

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, 2019 and 2018, 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, 2019, the expirations of the respective contracts were as follows:

Bond Series	Type/Provider	Expiration Date
Series 2008B1	FRN/Bank of America	Nov-2022
Series 2008B2	FRN/RBC Capital Markets	Jul-2023
Series 2008B3	FRN/Bank of America	Oct-2021
Series 2008B4	FRN/Wells Fargo	Jan-2022

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

Associated Debts

	2003 Series	2005 Series	2008 Series	Total
FY 2003	$ 18,664	$ -	$ -	$ 18,664
FY 2004	74,400	-	-	74,400
FY 2005	67,609	1,827	-	69,436
FY 2006	69,018	97,163	-	166,181
FY 2007	101,643	82,950	-	184,593
FY 2008	161,325	(2,434,950)	61,270	(2,212,355)
FY 2009	(8,421,180)	-	(487,400)	(8,908,580)
FY 2010	(506,773)	-	(165,018)	(671,791)
FY 2011	(1,115,769)	-	(263,904)	(1,379,673)
FY 2012	(1,742,406)	-	(242,174)	(1,984,580)
FY 2013	(6,639)	-	(35,814)	(42,453)
FY 2014	-	176	26,148	26,324
FY 2015	-	-	11,919	11,919
FY 2016	-	-	939	939
FY 2017	-	-	-	-
FY 2018	-	-	-	-
FY 2019	-	-	-	-
Total	**$ (11,300,108)**	**$ (2,252,834)**	**$ (1,094,034)**	**$ (14,646,976)**

Debt Service Reserve Requirements **–** CFX has purchased surety policies from bond insurers for the outstanding 2010B, 2012, 2013A, 2013B and 2016A Bonds. The Series 2016B and Series 2017 Bonds are secured by reserves comprised of a combination of cash and a surety policy. The Series 2018 Bonds are secured by a cash reserve. The 2008B, 2012A and 2013C Bonds are not secured by a reserve. Bond covenants do not require minimum ratings for providers of surety policies.

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 $0 and $23,140,000 on June 30, 2019 and 2018, respectively.

On November 2, 2016 CFX utilized proceeds from the issuance of the Series 2016B Refunding Bonds to fund an escrow to provide for the payment of principal and interest on the refunded portion of the Series 2007A Bonds as of their call date of July 1, 2017 and the Series 2010A, 2010B and 2010C Bonds as of their call date of July 1, 2020.

On December 28, 2017 CFX utilized proceeds from the issuance of the Series 2017 Refunding Bonds to fund an escrow to provide for the payment of principal and interest on the refunded Series 2007A Bonds as of their call date of July 1, 2021 and the Series 2010A, 2010B and 2010C Bonds as of the call date of July 1, 2020.

Note 5 - Long-Term Debt (Continued)

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
2020	$ -	$ -	$ 120,760	$ 30,095	$ 12,905	$ 163,760
2021	-	185,885	213,805	59,870	270,705	730,265
	$ -	**$ 185,885**	**$ 334,565**	**$ 89,965**	**$ 283,610**	**$ 894,025**

LOAN/LEASE PAYABLE

On December 31, 2018, a lease purchase agreement and loan agreement between Osceola County and the Osceola Expressway Authority (OCX) for the operation of the Poinciana Parkway were transferred from OCX to CFX. CFX assumed all assets, liabilities, facilities, tangible and intangible property as well as any other legal rights of OCX. Osceola County's Series 2014 bonds and SIB loan incurred by the construction of the Poinciana Parkway remain outstanding and will continue to be paid from any toll revenues from the Poinciana Parkway System. The Poinciana Parkway is currently a non-system project for CFX, and none of Osceola County's outstanding debt is backed by CFX's current system revenues.

Change in Loan/Lease Payable - The following is a summary of changes in loan/lease payable (in thousands):

	June 30, 2018	Additions	Deletions	June 30, 2019	Due Within One Year
Loan Payable	-	$ 3,564	-	3,564	-
Lease Payable	-	88,400	-	88,400	705
	$ -	**$ 91,964**	**$ -**	**$ 91,964**	**$ 705**

The following is a schedule by years of the future minimum payments on the amounts due to Osceola County for the lease and loan payable in association with the Poinciana Parkway System (in thousands):

Period ending June 30,	Principal	Interest	Total Debt Service
2020	$ 705	$ 2,579	$ 3,284
2021	1,016	2,722	3,738
2022	1,242	2,886	4,128
2023	1,386	3,067	4,453
2024	1,528	3,271	4,799
2025-2029	4,020	23,380	27,400
2030-2034	13,726	28,464	42,190
2035-2039	15,995	28,157	44,152
2040-2044	22,980	22,064	45,044
2045-2049	29,366	4,125	33,491
	$ 91,964	$ 120,715	$ 212,679

DUE TO GOVERNMENTAL AGENCIES

Due to Governmental Agencies consists of the following | In Thousands

	June 30, 2018	Additions	Deletions	June 30, 2019
Advances from FDOT for construction, operations and maintenance of certain plazas and roadways	$ 1,377	$ 1,404	$ (1,377)	$ 1,404
Loans and advances for specific projects	5,394	195,573	(261)	200,706
Toll revenue due to other state agencies	7,276	95,503	(97,963)	4,816
	14,047	292,480	(99,601)	206,926
Less current portion	(8,914)	(6,471)	8,914	(6,471)
Due to other governments, net of current portion	**$ 5,133**	**$ 286,009**	**$ (90,687)**	**$ 200,455**

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

YEAR ENDING JUNE 30,	AMOUNT
2019	$ 6,471
2020	-
2021	-
2022	-
2023	-
Thereafter	200,455
	$ 206,926

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

Included in the Loans and Advances for specific projects is $4,882,492 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. Also included in Loans and Advances for specific projects is 195,572,543 for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan from the US Department of Transportation. This loan was secured from qualifying expenses for the acquisition of right-of-way and construction of the Wekiva Parkway. Principal repayments begin in 2028 and continue through 2049.

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 two fiscal years are $464,640 per year for the first year and $425,920 for the second year, for a total of $890,560.

NOTE 7
Commitments and Contingencies

Commitments - Outstanding construction and other significant commitments for improvements, maintenance and operation of the System totaled approximately $420,520,000 at June 30, 2019.

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

SR 429/SR 453 Interchange

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 2019 and 2018 were 6.3% for regular class and 7.67% for senior management class.

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

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

Contributions - Starting on July 1, 2011, Chapter 2011-68 of the Laws of Florida required members of the FRS not enrolled in DROP to contribute 3% of their salary to their retirement. Governmental employers are required to make contributions to the FRS based on statewide contribution rates. The fiscal year 2019 contribution rate applied to regular employee salaries was 8.26%, including 1.66% for a post-retirement health insurance subsidy ("HIS"). The fiscal year 2018 contribution rate was 7.92%, which included 1.66% for HIS. The fiscal year 2019 contribution rate applied to senior management salaries was 24.06%, including 1.66% HIS. The fiscal year 2018 contribution rate was 22.71%, which included 1.66% for HIS. The fiscal year 2019 contribution rate applied to the salaries of the employees in DROP was 14.03%, including 1.66% for HIS. The fiscal year 2018 contribution rate was 13.26%, which included 1.66% for HIS.

CFX's actual contributions to the FRS for the fiscal years ended June 30, 2019 and 2018 were $896,000 and $790,000, respectively. Employee contributions were $212,000 and $195,000 for the fiscal years ended June 30, 2019 and 2018, respectively.

Note 8 -Retirement Plans (Continued)

PENSION LIABILITIES, PENSION EXPENSE, AND DEFERRED OUTFLOWS OF RESOURCES AND DEFERRED INFLOWS OF RESOURCES RELATED TO PENSIONS

CFX reported a liability of $8,312,000 and $7,979,000, at June 30, 2019 and 2018, respectively, for its proportionate share of the net pension liability of FRS and HIS. The net pension liability as of June 30, 2019 and 2018 was measured as of June 30, 2018 and 2017, 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 2017 and 2018 relative to the historical contributions of all participating employers. At June 30, 2018, CFX's proportion was 0.0205% and 0.0202% for FRS and HIS, respectively, which was an increase of 0.0004% and an increase of 0.0013% from its respective proportion measured as of June 30, 2017.

At June 30, 2017, CFX's proportion was 0.0201% and 0.0189% for FRS and HIS, respectively, which was an increase of 0.0013% and an increase of 0.0016% from its respective proportion measured as of June 30, 2016.

For the year ended June 30, 2019, CFX recognized pension expense of $1,356,000 and $223,000, for FRS and HIS, respectively. For the year ended June 30, 2018, CFX recognized pension expense of $1,278,000 and $200,000, for FRS and HIS, respectively.

At June 30, 2019 and June 30, 2018, CFX reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

Deferred Outflows/Inflows of Resources | In Thousands

As of June 30, 2019	**Deferred Outflows of Resources**	**Deferred Inflows of Resources**
Differences between expected and actual experience	$ 556	$ 23
Changes of assumptions	2,257	226
Differences between projected and actual earnings on pension plan investments	-	477
Changes in proportion	959	7
CFX contributions subsequent to the measurement date	805	-
Total	**$ 4,577**	**$ 733**
As of June 30, 2018		
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	**$ 4,655**	**$ 370**

$805,000 and $694,000 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, 2020 and June 30, 2019 respectively.

Note 8 -Retirement Plans (Continued)

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows (in thousands):

YEARS ENDING JUNE 30,	AMOUNT
2020	$ 665
2021	538
2022	457
2023	418
2024	369
Thereafter	592

SR 414: US 441 (Orange Blossom Trail) Interchange

Actuarial Assumptions – The actuarial assumptions that determined the total pension liability as of June 30, 2019 and June 30, 2018, were based on the results of an actuarial experience study for the period July 1, 2008 – June 30, 2013.

Valuation date	July 1, 2017	July 1, 2018
Measurement date	June 30, 2017	June 30, 2018
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 7.00% and 7.10% as of June 30, 2018 and June 30, 2017 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%	2.9%
Fixed Income	18%	4.4%
Global Equity	54%	7.6%
Real Estate (Property)	11%	6.6%
Private Equity	10%	10.7%
Strategic Investments	6%	6.0%
TOTAL	100.00%	

Note 8 -Retirement Plans (Continued)

Discount Rate – The discount rate used to measure the total pension liability was 7.00% and 7.10% for FRS for June 30, 2018 and June 30, 2017 respectively. The discount rate used to measure the total pension liability was 3.87% and 3.58% for HIS as of June 30, 2018 and June 30, 2017 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 7.00% and 7.10% for FRS for June 30, 2018 and June 30, 2017 respectively. The discount rate of 3.87% and 3.58% was used for HIS for June 30, 2018 and June 30, 2017 respectively. The following also presents what CFX's proportionate share of the net pension liability would be at June 30, 2019 and 2018 if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the respective current rate:

SR 528: Innovation Way Interchange

Proportionate Share of the Net Pension Liability | As of June 30, 2019

	FRS		
	1% Decrease 6.0%	Current Discount Rate 7.0%	1% Increase 8.0%
CFX's proportionate share of the net pension liability (asset)	$ 11,278,799	$ 6,177,976	$ 1,945,186

	HIS		
	1% Decrease 2.87%	Current Discount Rate 3.87%	1% Increase 4.87%
CFX's proportionate share of the net pension liability (asset)	$ 2,430,551	$ 2,134,044	$ 1,886,888

Proportionate Share of the Net Pension Liability | 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

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

	June 30, 2018	Additions	Deletions	June 30, 2019	Due Within One Year
Net pension liability	$ 7,979	$ 5,712	$ 5,379	$ 8,312	$ -

	June 30, 2017	Additions	Deletions	June 30, 2018	Due Within One Year
Net pension liability	$ 6,830	$ 5,489	$ 4,340	$ 7,979	$ -

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 2017, 2018 and 2019.

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.

REQUIRED SUPPLEMENTARY INFORMATION

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
2019	91%
2018	92%
2017	89%

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

Fiscal Year	Budget	Actual
2019	$ 44,000	$ 21,586
2018	31,850	33,837
2017	38,487	22,447
2016	42,406	15,964
2015	26,085	3,975

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
2019	2018	0.0205%	$ 6,180	$ 4,250	145.41%	84.26%
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%

SCHEDULE OF CFX'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY (CONTINUED)

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
2019	2018	0.0202%	$ 2,134	$ 6,585	32.41%	2.15%
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.

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
2019	$ 685	$ 685	$ -	$ 4,712	14.54%
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
2019	$ 119	$ 119	-	$ 7,147	1.67%
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.

Calculation of the Composite Debt Service Ratio, as Defined by the Bond Resolutions and Related Documents
Years Ended June 30 | In Thousands

SCHEDULE 1		2019		2018
Revenues:				
Tolls	$	463,236	$	441,767
Fees tied to revenue collection		9,917		7,728
Transponder sales		648		297
Other operating		1,482		1,631
Interest		6,458		3,642
Miscellaneous		914		1,011
Total revenues		**482,655**		**456,076**
Expenses:				
Operations		62,123		53,373
Maintenance		17,753		17,606
Administration		8,447		7,743
Other operating		3,317		2,248
Total expenses		**91,640**		**80,970**
Add deposits into OMA reserve		1,086		735
Less advances allowable for operations and maintenance expenses received from the FDOT		(7,041)		(6,930)
Net expenses		**85,685**		**74,775**
Net revenues, as defined, inclusive of advances received from the FDOT	**$**	**396,970**	**$**	**381,301**
Senior lien debt service payments	**$**	**170,170**	**$**	**164,563**
Senior lien debt service ratio of net revenues to debt service payments		**2.33**		**2.32**
Subordinate Payments				
SIB Loan Payment	$	-	$	1,075
SunTrust Bank Loan Payment		7,473		6,851
Total Subordinate Payments	**$**	**7,473**	**$**	**7,926**
Subordinate Debt Service Ratio*		**2.23**		**2.21**

*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.

CFX is the link connecting businesses, universities, attractions and manufacturing activity to vibrant communities across the region.

Statistical Section

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

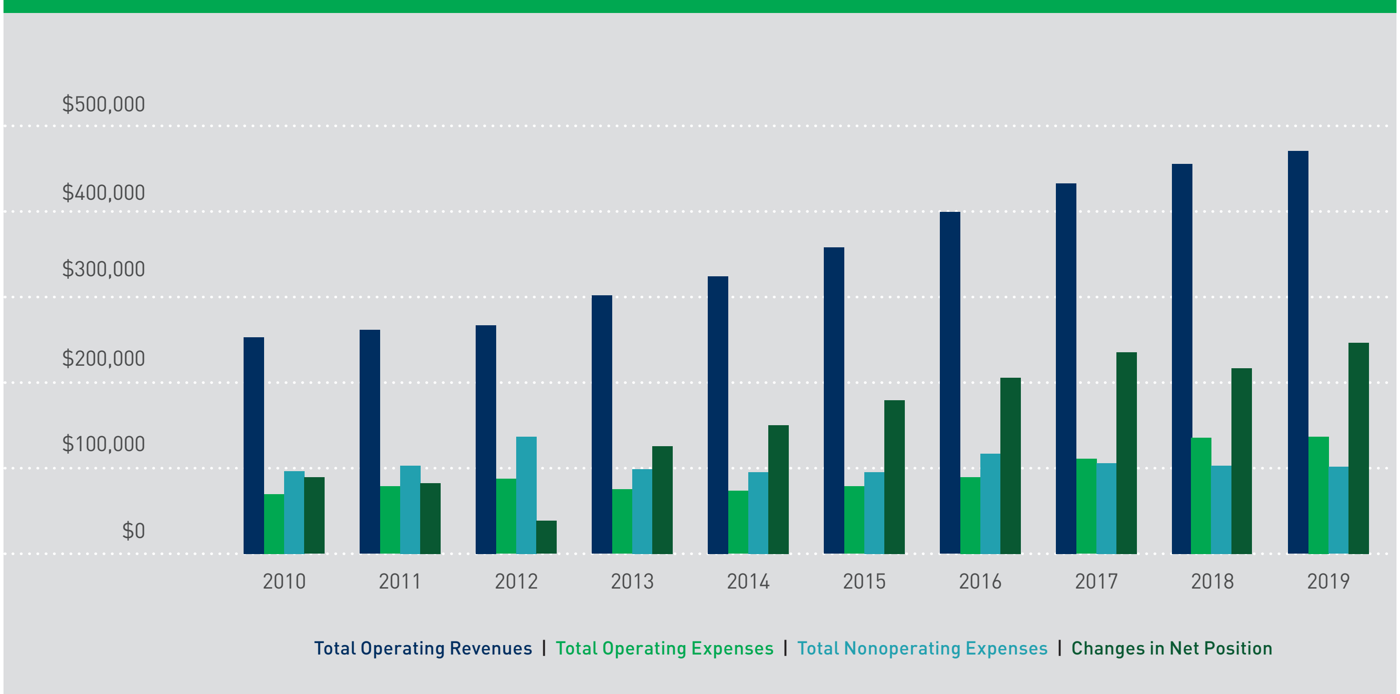
Sources: Unless otherwise noted, the information in these schedules is derived from the comprehensive annual financial reports for the relevant year.

Revenues, Expenses and Changes in Net Position | July 1, 2009 through June 30, 2019 | Shown in Thousands ($000's)

PREPARED ON BASIS OF GAAP	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
OPERATING REVENUES										
Toll Revenues	$ 253,610	$ 260,012	$ 262,608	$ 298,164	$ 319,133	$ 350,927	$ 390,902	$423,748	$441,768	$463,236
Transponder Sales	474	299	270	274	76	63	167	236	297	648
Fees and other (A)	1,272	2,687	4,012	5,209	6,395	8,196	9,791	9,959	10,370	12,313
Total Operating Revenues	255,356	262,998	266,890	303,647	325,604	359,186	400,860	433,943	452,435	476,197
OPERATING EXPENSES										
Operations, Maintenance and Administration	51,281	52,524	50,920	53,209	54,905	57,465	60,747	68,579	78,722	88,323
Depreciation	17,242	16,842	15,717	16,272	16,800	15,604	14,263	13,765	13,438	14,194
Preservation	522	1,694	13,679	880	468	3,975	15,964	22,447	33,837	21,586
Other Expenses	4,950	5,866	9,217	7,309	4,502	3,924	2,329	4,592	11,166	12,068
Total Operating Expenses	73,995	76,926	89,533	77,670	76,675	80,968	93,303	109,383	137,163	136,171
NONOPERATING REVENUES (EXPENSES)										
Investment Income	6,526	6,500	3,405	1,571	2,632	2,516	5,977	3,760	2,847	14,082
Gain/(Loss) on Capital Assets	680	(312)	(25,271)	(455)	755	(1,848)	(694)	(2,447)	(435)	(1,306)
Other Nonoperating (B)	-	441	66	8,556	239	92	403	331	318	374
Goldenrod Road Extension - net	866	794	798	810	823	(2,751)	1,400	1,530	546	1,518
Interest Expense (C)	(105,163)	(112,790)	(116,250)	(108,870)	(101,779)	(95,368)	(124,064)	(108,513)	(105,865)	(121,608)
Poinciana Parkway - net (D)	–	–	–	–	–	–	–	-	-	1,862
Total Nonoperating Revenues (Expenses)	(97,091)	(105,367)	(137,252)	(98,388)	(97,330)	(97,359)	(116,978)	(105,339)	(102,589)	(105,078)
Capital Contribution	4,996	1,987			784	154	13,036	16,377	-	12,294
Changes in Net Position	$ 89,266	$ 82,692	$ 40,105	$ 127,589	$ 152,383	$ 181,013	$ 203,615	$235,598	$212,683	$247,242

(A) In fiscal year 2011, CFX re-classified the Fiber Optic Network lease revenues from the line Gain/(Loss) on Capital Assets to the line Other in Operating Revenues.
(B) In fiscal year 2011, CFX created a new line called Other nonoperating which was re-classified from the line Gain/Loss on Capital Assets.
(C) In fiscal year 2013, CFX implemented GASB 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position* and GASB 65, *Items Previously Reported as Assets and Liabilities*. As a result, Interest Expense was re-classified in fiscal year 2012.
(D) In fiscal year 2019, CFX took over operations of Poinciana Parkway as a non-system project.

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



Net Position by Component | July 1, 2009 through June 30, 2019 | Shown in Thousands ($000's)

	2010	2011	2012 (A)	2013	2014	2015 (B)	2016	2017	2018	2019
PRIMARY GOVERNMENT										
Net investment in capital assets	$ 893,157	$ 901,239	$ 900,743	$ 1,009,113	$ 1,023,491	$ 1,206,541	$ 1,318,726	$ 1,509,862	$ 1,881,712	$ 1,883,497
Restricted	38,888	46,299	34,610	33,754	33,421	37,635	40,949	29,211	19,704	39,106
Unrestricted	61,020	128,219	163,936	184,011	322,349	313,585	401,701	457,901	308,241	534,296
Total Primary Government Net Position	$ 993,065	$ 1,075,757	$ 1,099,289	$ 1,226,878	$ 1,379,261	$ 1,557,761	$ 1,761,376	$ 1,996,974	$ 2,209,657	$ 2,456,899

(A) In fiscal year 2013, CFX implemented GASB 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position* and GASB 65, *Items Previously Reported as Assets and Liabilities.* As a result, Net Position was re-classified in fiscal year 2012.

(B) In fiscal year 2015, CFX implemented GASB 68, *Accounting and Financial Reporting for Pensions.* As a result, beginning Net Position was re-classified in fiscal year 2015.

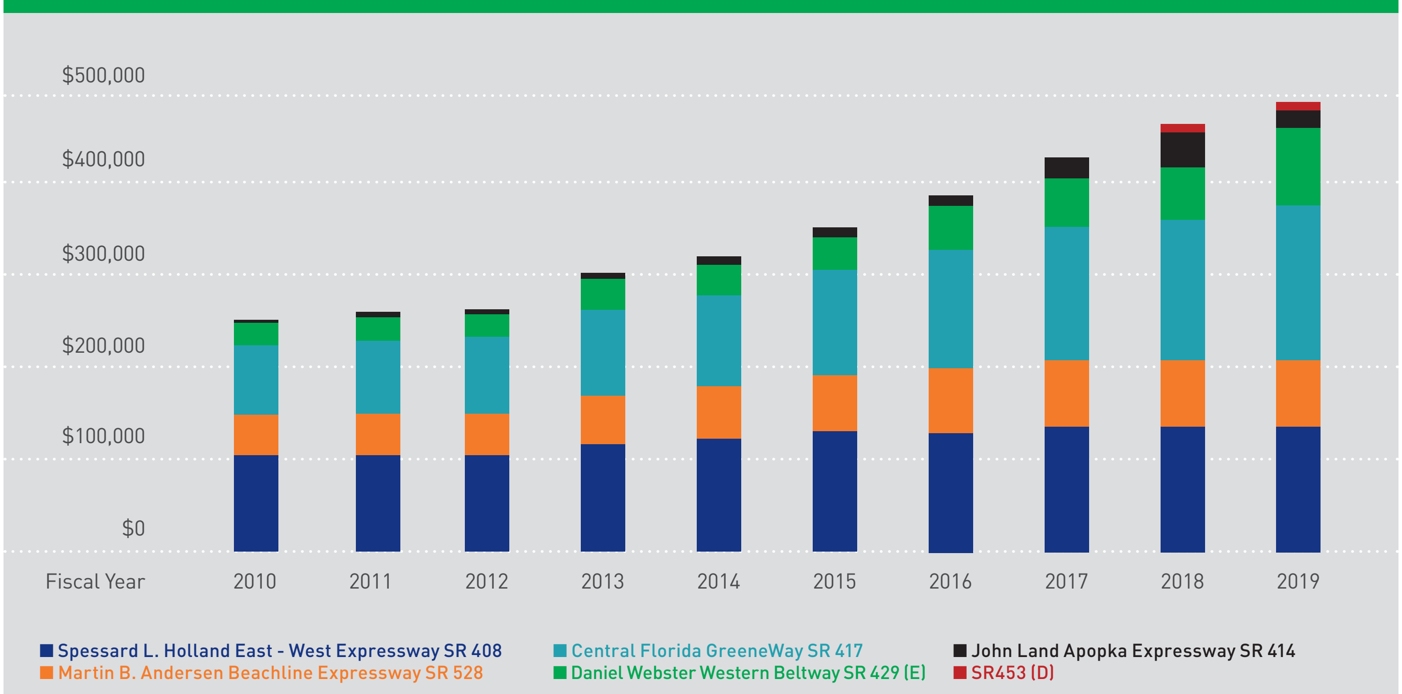
Net Position by Component | In Thousands of Dollars

Toll Revenue by Roadway | July 1, 2009 through June 30, 2019 | Shown in Thousands ($000's)

FISCAL YEAR	Spessard L. Holland East - West Expressway SR 408	Martin B. Andersen Beachline Expressway SR 528	Central Florida GreeneWay SR 417	Daniel Webster Western Beltway SR 429 (E)	John Land Apopka Expressway SR 414	SR 453 (D)	Discounts (B)	TOTAL TOLL REVENUE
2010 (A)	$ 108,705	$ 46,974	$ 79,558	$ 23,593	$ 4,225	$ N/A	$ (9,445)	$ 253,610
2011	110,020	48,824	80,892	24,562	5,180	N/A	(9,466)	260,012
2012	110,209	49,376	81,738	25,154	5,737	N/A	(9,606)	262,608
2013 (C)	122,806	55,494	92,993	29,830	7,860	N/A	(10,819)	298,164
2014	129,425	57,480	100,585	34,022	9,343	N/A	(11,722)	319,133
2015	138,261	61,977	113,411	39,733	10,715	N/A	(13,170)	350,927
2016	147,029	69,003	133,718	47,394	12,453	N/A	(18,695)	390,902
2017	150,241	75,676	147,095	53,701	13,590	N/A	(16,555)	423,748
2018	148,945	76,118	156,925	61,146	14,613	341	(16,320)	441,768
2019	149,844	78,155	165,788	72,463	15,929	1,478	(20,421)	463,236

(A) A toll rate increase went into effect in April of 2009. Fiscal year 2010 was the first full year of the toll rate increase.
(B) Prior to May 2016, the E-PASS Discount was given to any electronic toll collection customer that uses their transponder on any CFX roadway more than 40 times in a calendar month. Beginning May 2016, the new CFX Customer Loyalty Discount program began giving E-PASS customers a discount based on the number of toll transactions per transponder on CFX expressways. The CFX Beltway Discount went into effect July 1, 2015 and is given to any electronic toll collection customer that uses their transponder on SR 414, SR 417, and SR 429 more than 20 times in a calendar month.
(C) A toll rate increase went into effect July 1, 2012.
(D) SR 453 opened in April 2018 to electronic traffic.
(E) On SR 429, Ponkan Plaza opened in July 2017 and Mt. Plymouth Plaza opened in April 2018.
Source: Central Florida Expressway Authority Statistical Report/Central Florida Expressway Authority general ledger

Toll Revenue by Roadway | In Thousands of Dollars

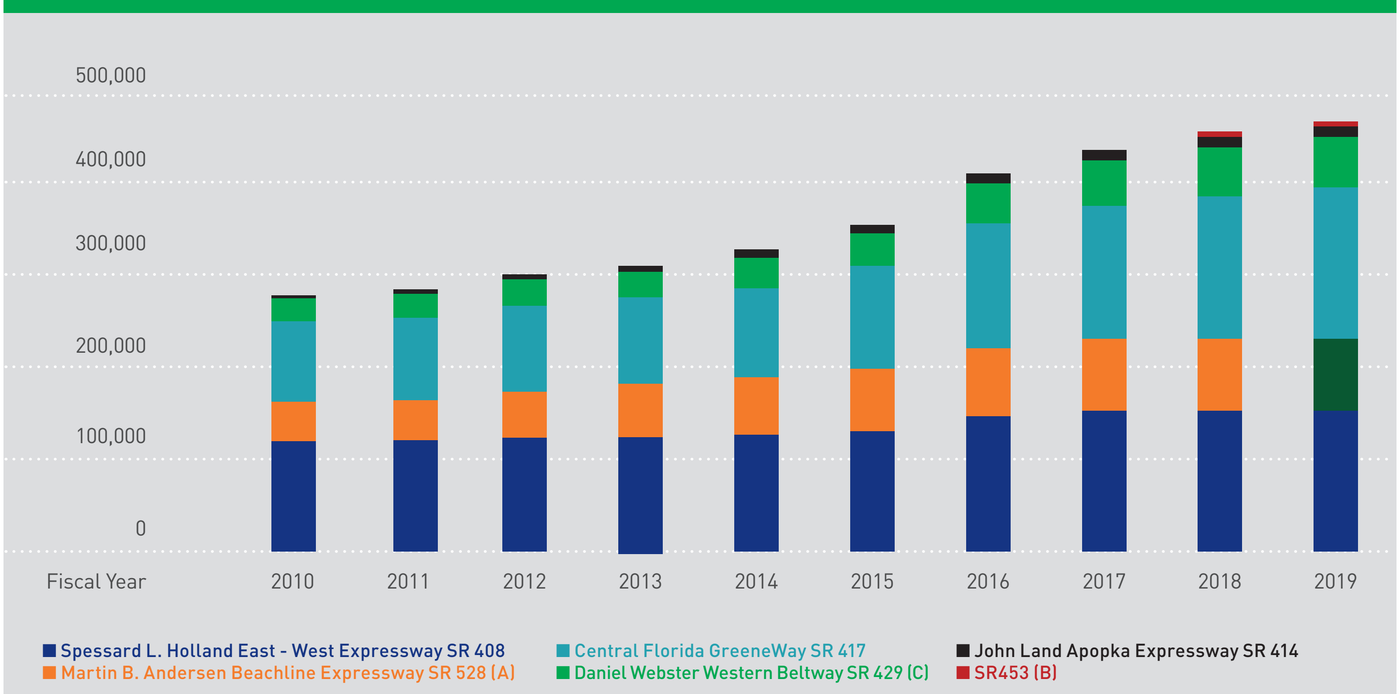


Toll Transactions by Roadway | July 1, 2009 through June 30, 2019 | Shown in Thousands (000's)

FISCAL YEAR	Spessard L. Holland East - West Expressway SR 408	Martin B. Andersen Beachline Expressway SR 528 (A)	Central Florida GreeneWay SR 417	Daniel Webster Western Beltway SR 429 (C)	John Land Apopka Expressway SR 414	SR 453 (B)	TOTAL TOLL TRANSACTIONS
2010	126,829	41,124	89,853	25,148	5,292	N/A	288,246
2011	128,035	42,943	91,859	26,153	6,608	N/A	295,598
2012	128,001	48,205	92,056	26,747	7,432	N/A	302,441
2013	125,648	58,622	91,838	27,723	8,402	N/A	312,233
2014	132,427	60,944	99,207	31,368	9,674	N/A	333,620
2015	141,595	65,828	112,034	36,072	10,895	N/A	366,424
2016	150,710	73,679	131,275	42,475	12,397	N/A	410,536
2017	152,795	79,480	142,864	47,152	13,250	N/A	435,541
2018	150,646	79,634	151,310	53,584	13,908	501	449,583
2019	150,163	82,049	154,839	61,271	14,807	2,278	465,407

(A) Dallas Plaza opened on SR 528 in March 2012. Fiscal year 2013 was the first full year of toll transactions at this plaza. The Airport Plaza was demolished in fiscal year 2016. Starting January 31, 2016 on behalf of CFX, FDOT began collecting at their plaza the CFX portion of the toll - transactions are still being counted based on this revenue.
(B) SR 453 opened in April 2018 to electronic traffic.
(C) On SR 429, Ponkan Plaza opened in July 2017 and Mt. Plymouth Plaza opened in April 2018.
Source: Central Florida Expressway Authority Statistical Report/Central Florida Expressway Authority PBP Allowance Report

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

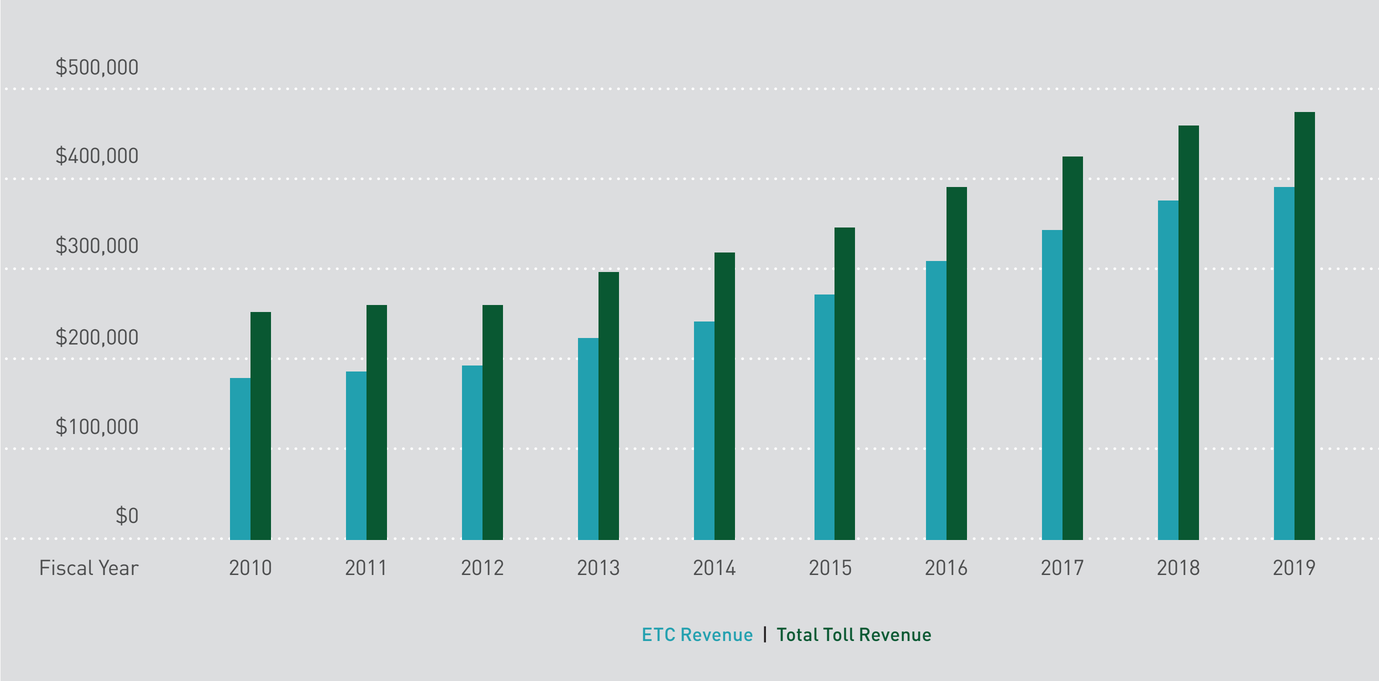


Breakdown of Toll Revenue | July 1, 2009 through June 30, 2019 | Shown in Thousands ($000's)

FISCAL YEAR	ETC REVENUE	TOTAL TOLL REVENUE	% ETC REVENUE
2010	$ 182,135	$ 253,610	71.82%
2011	190,129	260,012	73.12%
2012	196,228	262,608	74.72%
2013	225,296	298,164	75.56%
2014	245,392	319,133	76.89%
2015	274,097	350,927	78.11%
2016	310,198	390,902	79.35%
2017	343,761	423,748	81.12%
2018	363,952	441,768	82.39%
2019	378,586	463,236	81.73%

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

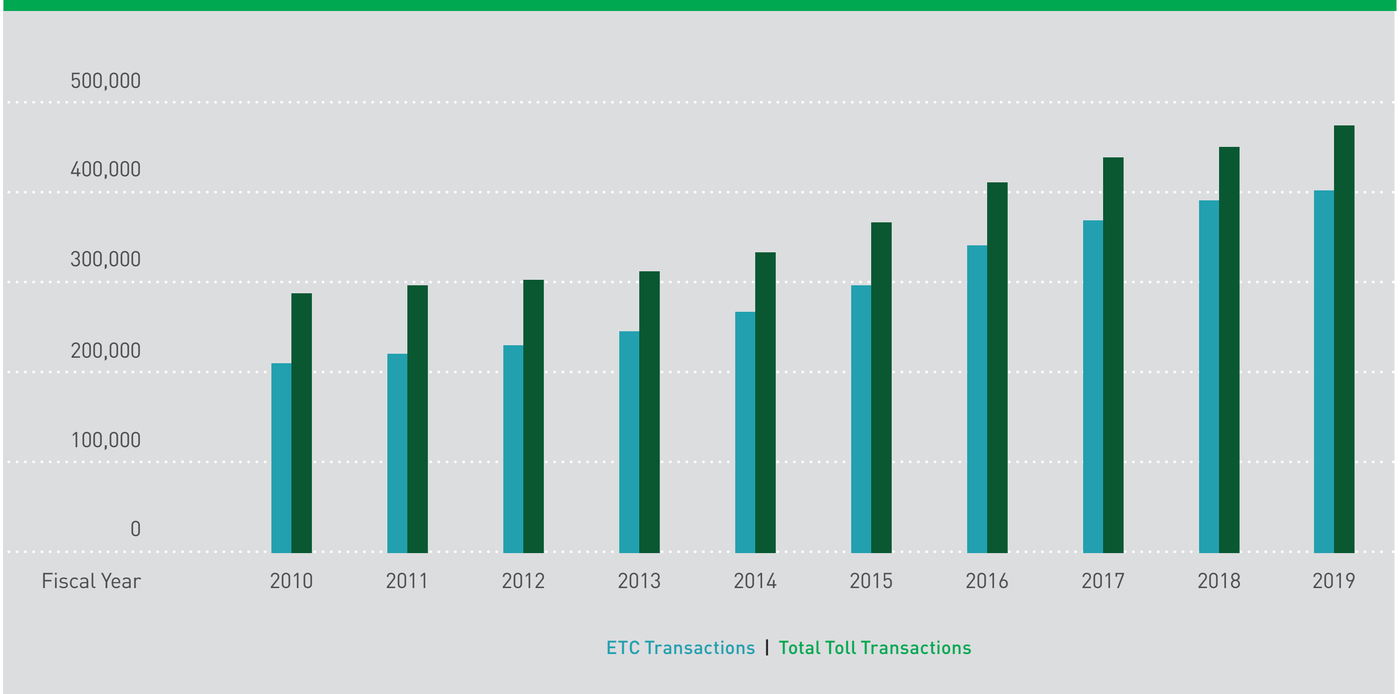
Toll Revenue | In Thousands of Dollars



Breakdown of Toll Transactions | July 1, 2009 through June 30, 2019 | Shown in Thousands (000's)			
FISCAL YEAR	**ETC TRANSACTIONS**	**TOTAL TOLL TRANSACTIONS**	**% ETC TRANSACTIONS**
2010	211,215	288,246	73.28%
2011	220,437	295,598	74.57%
2012	229,896	302,441	76.01%
2013	247,191	312,233	79.17%
2014	267,912	333,620	80.30%
2015	298,253	366,424	81.40%
2016	339,997	410,536	82.82%
2017	367,725	436,758	84.19%
2018	386,588	449,583	85.99%
2019	397,784	465,407	85.47%

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

Toll Transactions | Shown in Thousands (000's)



Schedule of Toll Rates (A) | As of June 2019

CFX EXPRESSWAY	MOTORCYCLE & 2 AXLES		3 AXLES		4 AXLES		5 AXLES	
SR 408 (EAST WEST EXPRESSWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
Hiawassee Main Plaza	$ 0.84	$ 1.00	$ 1.67	$ 2.00	$ 1.95	$ 2.25	$ 2.51	$ 3.00
Good Homes Road	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50
Hiawassee Road	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Pine Hills Main Plaza	$ 1.11	$ 1.25	$ 1.67	$ 2.00	$ 1.95	$ 2.25	$ 2.51	$ 3.00
Old Winter Garden Road	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
John Young Parkway (SR 423)	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
Orange Blossom Trail	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Mills Avenue	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Conway Main Plaza	$ 1.11	$ 1.25	$ 1.67	$ 2.00	$ 1.95	$ 2.25	$ 2.51	$ 3.00
Bumby Avenue	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Conway Road	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
Andes/Semoran Blvd	$ 1.11	$ 1.25	$ 1.11	$ 1.25	$ 1.11	$ 1.25	$ 1.11	$ 1.25
Semoran Boulevard (SR 436)	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
Dean Main Plaza	$ 0.84	$ 1.00	$ 1.67	$ 2.00	$ 1.95	$ 2.25	$ 2.51	$ 3.00
Dean Road	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Rouse Road	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
SR 414 (APOPKA EXPRESSWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
Coral Hills Main Plaza	$ 1.11	$ 1.25	$ 1.67	$ 2.00	$ 2.22	$ 2.50	$ 2.79	$ 3.25
Keene Road	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Hiawassee Road	$ 0.29	$ 0.50	$ 0.29	$ 0.50	$ 0.29	$ 0.50	$ 0.29	$ 0.50
SR 417 (CENTRAL FLORIDA GREENEWAY)	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH	E-PASS	CASH
John Young Main Plaza	$ 1.40	$ 1.75	$ 1.95	$ 2.25	$ 2.51	$ 3.00	$ 3.06	$ 3.50
John Young Parkway (SR 423)	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
Orange Blossom Trail	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Landstar Boulevard	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50
Boggy Creek Main Plaza	$ 1.40	$ 1.75	$ 1.95	$ 2.25	$ 2.51	$ 3.00	$ 3.06	$ 3.50
South Access Rd/Int'l Airport	$ 1.11	$ 1.25	$ 1.11	$ 1.25	$ 1.11	$ 1.25	$ 1.11	$ 1.25
Boggy Creek Road	$ 1.11	$ 1.25	$ 1.11	$ 1.25	$ 1.11	$ 1.25	$ 1.11	$ 1.25
Lake Nona Boulevard	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
Narcoossee Road	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
Moss Park Road	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Innovation Way	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Curry Ford Main Plaza	$ 0.84	$ 1.00	$ 1.67	$ 2.00	$ 1.95	$ 2.25	$ 2.51	$ 3.00
Lee Vista Boulevard	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Curry Ford Road (SR 552)	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
University Main Plaza	$ 0.84	$ 1.00	$ 1.67	$ 2.00	$ 1.95	$ 2.25	$ 2.51	$ 3.00
Colonial Drive (SR 50)	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
University Boulevard	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75

Schedule of Toll Rates (A) | As of June 2019

CONTINUED

CFX EXPRESSWAY	MOTORCYCLE & 2 AXLES			3 AXLES			4 AXLES			5 AXLES		
SR 429 (WESTERN BELTWAY)	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**
Forest Lake Main Plaza	$ 1.40	$ 1.75	N/A	$ 1.95	$ 2.25	N/A	$ 2.51	$ 3.00	N/A	$ 3.06	$ 3.50	N/A
CR 437A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A
West Road	$ 0.84	$ 1.00	N/A	$ 0.84	$ 1.00	N/A	$ 0.84	$ 1.00	N/A	$ 0.84	$ 1.00	N/A
SR 438	$ 0.29	$ 0.50	N/A	$ 0.29	$ 0.50	N/A	$ 0.29	$ 0.50	N/A	$ 0.29	$ 0.50	N/A
Independence Mainline Plaza	$ 1.40	$ 1.75	N/A	$ 1.95	$ 2.25	N/A	$ 2.51	$ 3.00	N/A	$ 3.06	$ 3.50	N/A
CR 535	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A
New Independence Parkway	$ 0.84	$ 1.00	N/A	$ 0.84	$ 1.00	N/A	$ 0.84	$ 1.00	N/A	$ 0.84	$ 1.00	N/A
Schofield Road	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A
Ponkan Mainline Plaza	$ 0.80	N/A	$ 1.39	$ 1.20	N/A	$ 1.79	$ 1.60	N/A	$ 2.19	$ 2.00	N/A	$ 2.59
Mt. Plymouth Mainline Plaza	$ 0.75	N/A	$ 1.34	$ 1.13	N/A	$ 1.72	$ 1.50	N/A	$ 2.09	$ 1.88	N/A	$ 2.47
SR 528 (BEACHLINE EXPRESSWAY)	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**
Boggy Creek Road/McCoy Road	$ 1.11	$ 1.25	N/A	$ 1.11	$ 1.25	N/A	$ 1.11	$ 1.25	N/A	$ 1.11	$ 1.25	N/A
Conway Road/Tradeport Drive	$ 1.11	$ 1.25	N/A	$ 1.11	$ 1.25	N/A	$ 1.11	$ 1.25	N/A	$ 1.11	$ 1.25	N/A
Beachline Main Plaza	$ 0.89	$ 1.00	N/A	$ 1.75	$ 2.00	N/A	$ 2.04	$ 2.25	N/A	$ 2.60	$ 3.00	N/A
International Corporate Park	$ 0.60	$ 0.75	N/A	$ 0.60	$ 0.75	N/A	$ 0.60	$ 0.75	N/A	$ 0.60	$ 0.75	N/A
Dallas Main Plaza (B)	$ 0.51	$ 0.75	N/A	$ 0.77	$ 1.00	N/A	$ 1.02	$ 1.25	N/A	$ 1.02	$ 1.25	N/A
Dallas Boulevard	$ 0.51	$ 0.75	N/A	$ 0.51	$ 0.75	N/A	$ 0.51	$ 0.75	N/A	$ 0.51	$ 0.75	N/A
SR 453	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**
Coronado Mainline Plaza	$ 0.65	N/A	$ 1.24	$ 0.98	N/A	$ 1.57	$ 1.30	N/A	$ 1.89	$ 1.63	N/A	$ 2.22
GOLDENROD EXT. – NON-SYSTEM	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**
Goldenrod Mainline Plaza	$ 0.50	$ 0.50	N/A	$ 0.50	$ 0.50	N/A	$ 0.50	$ 0.50	N/A	$ 0.50	$ 0.50	N/A

(A) The CFX Board has the authority to set all toll rates.
(B) The toll listed in the table is what is collected by CFX. The customer at the toll plaza pays an additional $0.26 more for E-PASS transactions and $0.75 more for cash transactions regardless of the number of axles.

Average Toll Rate | July 1, 2009 through June 30, 2019

FISCAL YEAR	REVENUE BEFORE DISCOUNTS ($000'S)	TRANSACTIONS (000'S)	AVERAGE TOLL RATE
2010	$ 262,181	288,246	$ 0.91
2011	269,478	295,598	0.91
2012 (A)	272,214	302,441	0.90
2013 (B)	308,983	312,233	0.99
2014	330,855	333,620	0.99
2015	364,097	366,424	0.99
2016	409,597	410,536	1.00
2017	440,303	435,541	1.01
2018	458,088	449,583	1.02
2019	483,657	465,407	1.04

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

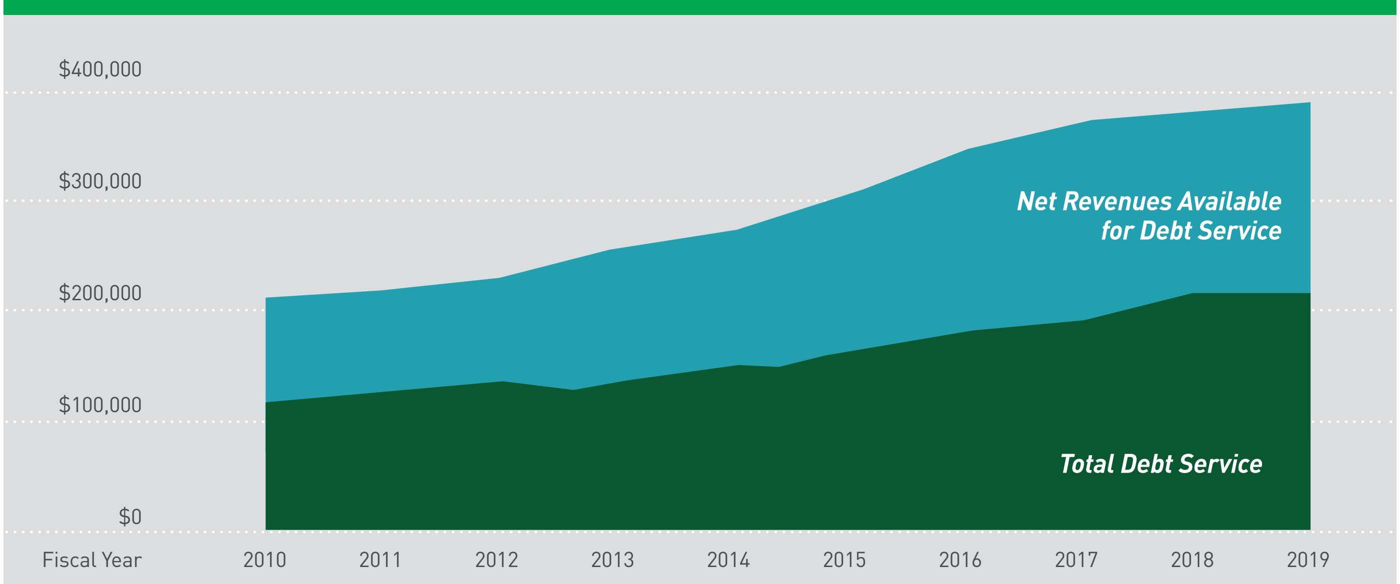
Revenue Bond Coverage | July 1, 2009 through June 30, 2019 | Shown In Thousands ($000's) except for ratios

FISCAL YEAR	Gross Revenues	Interest Revenue	Operations, Maintenance & Administration Expense	Less Advances from the FDOT for Operations and Maintenance	Plus Deposits into Operations, Maintenance & Administration Reserve	Net Operations, Maintenance & Administration Expense	Net Revenues Available for Debt Service	Net Revenues Available for Debt Service Including County Gas Tax Pledge	Total Debt Service	Ratio of Net Revenues	Ratio of Pledged Revenues (A)	NOTES
2010	$ 256,047	$ 4,101	$ 52,988	$ (8,616)	$ -	$ 44,372	$ 215,776	$ 224,051	$ 119,935	1.80	1.87	a
2011	263,439	5,259	54,565	(7,372)	69	47,262	221,436	229,710	132,998	1.66	1.73	b
2012	266,642	4,311	53,373	(2,494)	118	50,997	219,956	228,179	145,679	1.51	1.57	b
2013	303,647	2,162	55,839	(2,771)	367	53,435	252,374	260,708	131,957	1.91	1.98	c
2014	325,604	1,594	57,642	(8,507)	303	49,438	277,760	286,094	139,498	1.99	2.05	d
2015	359,185	1,970	60,292	(8,663)	1,295	52,924	308,231	317,319	140,047	2.20	2.27	e
2016	400,860	3,677	62,553	(7,699)	972	55,826	348,711	358,108	143,882	2.42	2.49	f
2017	433,942	4,954	71,687	(6,694)	1,073	66,066	372,830	372,830	165,163	2.26	2.26	g
2018	452,435	3,642	80,970	(6,930)	735	74,775	381,302	381,302	164,563	2.32	2.32	h
2019	476,197	6,458	91,640	(7,041)	1,086	85,685	396,970	396,970	170,170	2.33	2.33	i

(A) These calculations apply to the 1990 and 1998 Series bonds, which are covered by revenues for Orange County's gas tax pledge.
(B) Gross revenues does not include investment income or any costs of Goldenrod Road.
(C) Revenues and expenses are presented on this schedule in accordance with accounting principles generally accepted in the Unites States of America. Certain amounts included on the Statement of Revenues, Expenses, and Changes in Net Position are not part of net revenues, as defined, and are therefore excluded from this schedule.

NOTES:
a: Includes Series 1990, 1998, 2003A, 2003B, 2003C, 2003D, 2007A, 2008B, 2010A and 2010B
b: Includes Series 1990, 2003A, 2003B, 2003C, 2003D, 2007A, 2008B, 2010A, 2010B and 2010C
c: Includes Series 1990, 2003A, 2003B, 2003C, 2003D, 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A and 2013B
d: Includes Series 1990, 2003D, 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A, 2013B and 2013C
e: Includes Series 1990, 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A, 2013B and 2013C
f: Includes Series 1990, 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A, 2013B, 2013C and 2016A
g: Includes Series 2007A, 2008B, 2010A, 2010B, 2010C, 2012, 2013A, 2013B, 2013C, 2016A and 2016B
h: Includes Series 2007A, 2008B, 2010B, 2012, 2013A, 2013B, 2013C, 2016A, 2016B and 2017
i: Includes Series 2008B, 2010B, 2012, 2013A, 2013B, 2013C, 2016A, 2016B, 2017 and 2018

Revenue Bond Coverage | Net Revenue and Debt Service Cost | In Thousands of Dollars

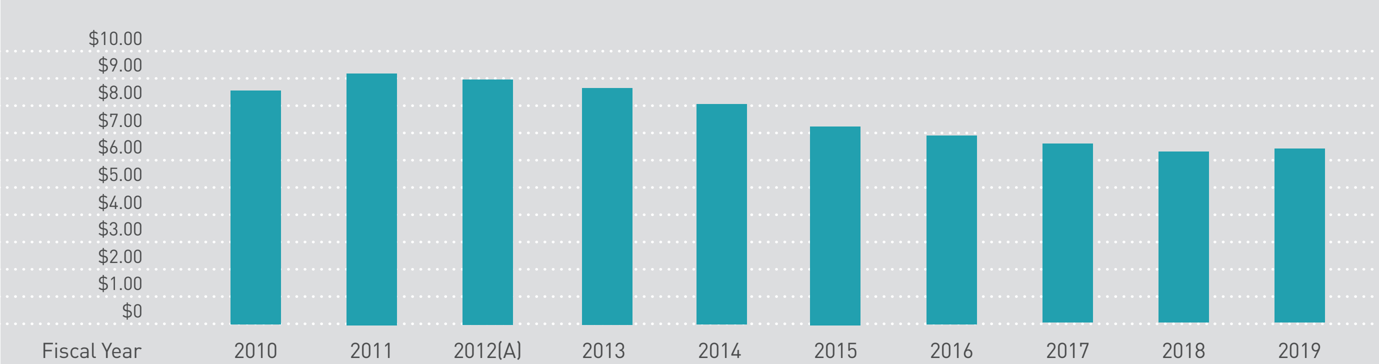


Ratio of Outstanding Debt by Type | July 1, 2009 through June 30, 2019 | Shown in Thousands ($000's)

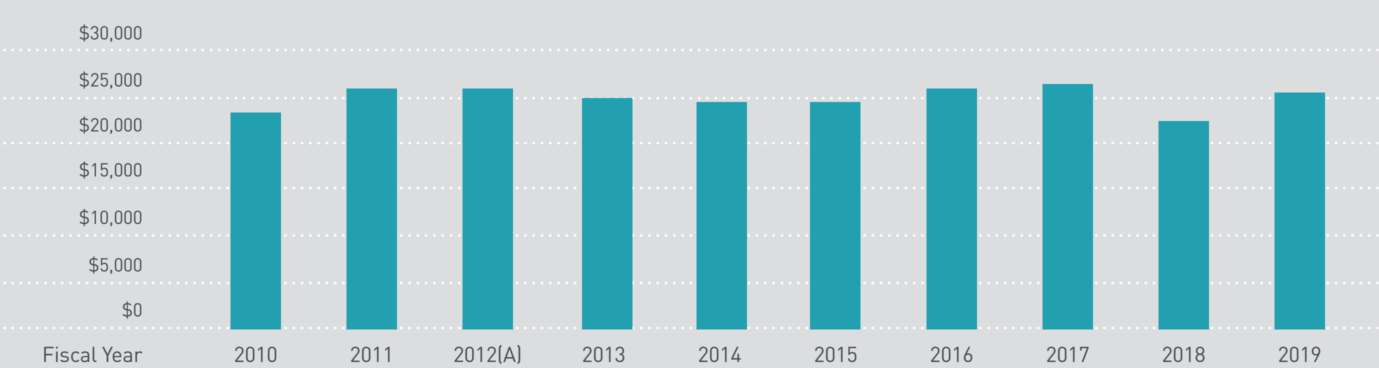
FISCAL YEAR	Revenue Bonds	State Infrastructure Bank Loan	Transportation Infrastructure Finance and Innovation Act Loan	Total Debt Amount	Total Toll Transactions	Debt Per Transaction (B)	Total Center Line Miles (B)	Debt Per Center Line Mile
2010	$ 2,419,072	$ 34,854	$ -	$ 2,453,926	288,246	$ 8.51	105	$ 23,371
2011	2,679,537	34,847	-	2,714,384	295,598	9.18	105	25,851
2012 (A)	2,698,243	29,818	-	2,728,061	302,441	9.02	105	25,982
2013	2,682,857	24,765	-	2,707,622	312,233	8.67	109	24,841
2014	2,674,605	14,665	-	2,689,270	333,620	8.06	109	24,672
2015	2,648,903	4,565	-	2,653,468	366,424	7.24	109	24,344
2016	2,821,351	2,086	-	2,823,437	410,536	6.88	109	25,903
2017	2,866,825	1,071	-	2,867,896	435,541	6.58	109	26,311
2018	2,822,435	-	-	2,822,435	449,583	6.28	118	23,919
2019	2,801,539	-	195,573	2,997,112	465,407	6.44	118	25,399

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

Debt Per Toll Transaction (B)



Debt Per Center Line Mile | In Thousands of Dollars



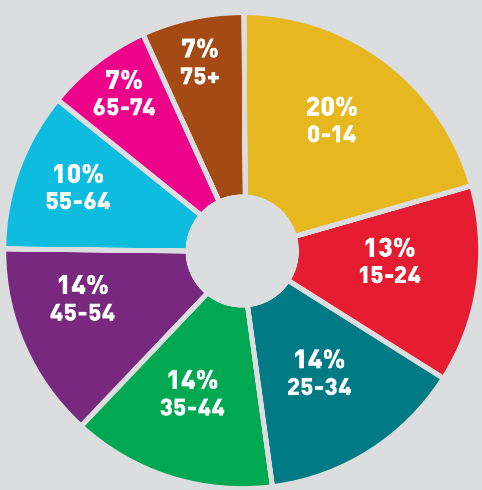
Note: This chart includes only debt used to finance capital system projects

Orlando MSA Population by Age Group | Calendar Year 2009 through 2018

AGE RANGE	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
0-4	142,789	131,577	132,248	132,129	135,005	135,577	139,390	146,583	147,025	148,866
5-9	136,238	135,406	136,388	143,630	130,735	146,378	144,982	147,364	147,456	150,371
10-14	132,991	142,120	143,371	142,366	157,422	146,721	152,309	151,248	161,571	165,937
15-19	138,232	157,910	151,582	152,594	154,151	157,738	158,069	159,900	164,205	169,235
20-24	140,399	168,215	174,423	181,885	174,354	173,165	174,116	173,581	175,159	171,032
25-34	315,449	296,138	305,960	314,987	328,658	342,173	354,938	371,498	376,488	391,617
35-44	291,857	298,117	298,065	303,639	308,931	315,067	326,339	326,899	343,436	354,517
45-54	291,005	307,996	310,270	312,322	315,655	318,189	324,712	327,754	333,356	336,603
55-59	115,542	124,636	129,422	135,793	142,454	140,974	145,024	151,904	157,688	151,559
60-64	98,598	109,219	115,323	116,712	118,291	125,041	132,024	135,029	137,660	152,056
65-74	141,640	146,369	152,743	164,091	176,227	186,093	196,417	206,320	217,403	224,364
75-84	96,664	84,858	86,872	86,849	88,563	93,365	95,579	103,491	103,873	115,585
85+	41,017	31,850	34,693	36,677	37,401	40,937	43,239	39,686	44,511	41,220
TOTAL	**2,082,421**	**2,134,411**	**2,171,360**	**2,223,674**	**2,267,847**	**2,321,418**	**2,387,138**	**2,441,257**	**2,509,831**	**2,572,962**

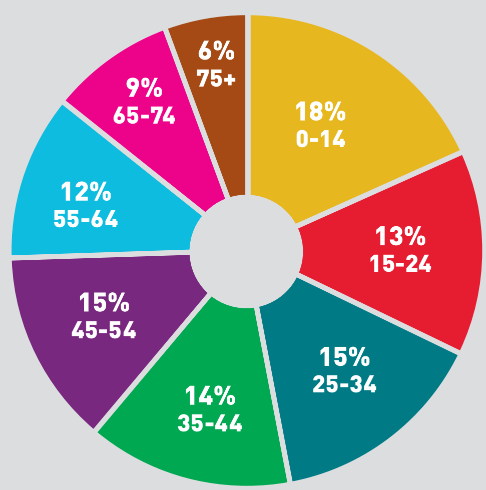
(A) Orlando MSA includes Lake, Orange, Osceola, and Seminole Counties.
(B) 2019 data was not available at the time the report was prepared.
Source: U.S. Census Bureau (www.census.gov)

2009 | Orlando MSA Population by Percentage



0-14	20%	45-54	14%
15-24	13%	55-64	10%
25-34	14%	65-74	7%
35-44	14%	75+	7%

2018 | Orlando MSA Population by Percentage



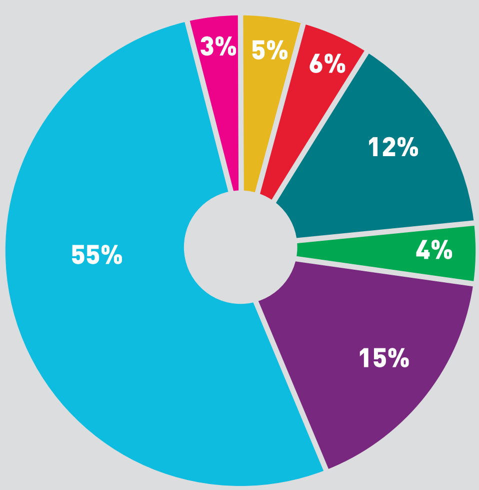
0-14	18%	45-54	15%
15-24	13%	55-64	12%
25-34	15%	65-74	9%
35-44	14%	75+	6%

Orlando-Kissimmee MSA (A) Employment by Industry Sector | Calendar Year 2009 through 2018 | Number of Employees in Thousands (000's)

SECTOR	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Manufacturing	38.3	38.0	38.2	38.0	38.1	40.3	42.9	42.7	46.4	47.1
Construction	54.7	48.0	43.6	45.7	50.9	58.7	63.6	69.3	75.5	84.8
Transportation	30.2	30.0	30.0	31.0	31.2	35.0	37.3	40.4	41.7	45.7
Finance	63.1	63.0	64.6	66.9	69.6	72.6	72.0	76.3	77.4	77.1
Government	117.0	116.0	115.9	116.1	117.1	120.1	122.4	125.7	127.7	130.5
Retail	155.8	154.0	159.6	166.6	172.5	190.1	193.9	197.6	201.8	203.2
Service	550.6	553.0	559.1	576.0	585.6	628.4	658.5	684.6	713.7	741.1
TOTAL	**1,009.7**	**1,002.0**	**1,011.0**	**1,040.3**	**1,065.0**	**1,145.2**	**1,190.6**	**1,236.6**	**1,284.2**	**1,329.5**

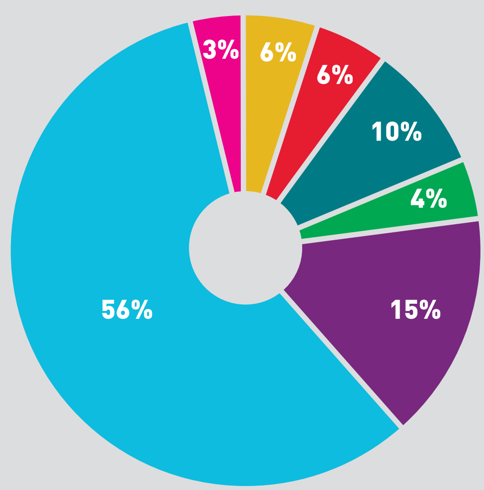
(A) Orlando MSA includes Lake, Orange, Osceola and Seminole Counties.
(B) 2019 data was not available at the time the report was prepared.
Source: Florida Research and Economic Database (www.fred.labormarketinfo.com)
Annual current employment statistics data for Orlando-Kissimmee MSA, not seasonally adjusted.

2009 | Orlando MSA Employees by Percentage



Construction	5%	Retail	15%
Finance	6%	Service	55%
Government	12%	Transportation	3%
Manufacturing	4%		

2018 | Orlando MSA Employees by Percentage



Construction	6%	Retail	15%
Finance	6%	Service	56%
Government	10%	Transportation	3%
Manufacturing	4%		

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

EMPLOYER	TYPE OF BUSINESS	2018 (B) Number of Employees	2018 (B) Rank	2018 (B) Percentage of Total MSA Employment	2009 (C) Number of Employees	2009 (C) Rank	2009 (C) Percentage of Total MSA Employment
Walt Disney World Resort	Entertainment	75,000	1	5.80%	62,000	1	6.26%
AdventHealth	Healthcare	34,627	2	2.68%	16,002	3	1.62%
Universal Orlando Resort	Entertainment	27,000	3	2.09%	13,000	5	1.31%
Orange County Public Schools	Government	25,145	4	1.94%	21,349	2	2.16%
Orlando Health	Healthcare	20,258	5	1.57%	10,000	6	1.01%
University of Central Florida	Education	13,483	6	1.04%	7,317	10	0.74%
Resource Employment Solutions LLC	Service	8,400	7	0.65%	N/A	N/A	N/A
Seminole County Public Schools	Education	8,000	8	0.62%	7,702	9	0.78%
Lockheed Martin Corp.	Service	8,000	9	0.62%	N/A	N/A	N/A
Darden Restaurants, Inc.	Service	7,178	10	0.54%	N/A	N/A	N/A
Publix Supermarket	Service	N/A	N/A	N/A	15,606	4	1.58%
Busch Entertainment Corporation	Entertainment	N/A	N/A	N/A	7,800	7	0.79%
Orange County Government	Government	N/A	N/A	N/A	7,897	8	0.78%
Other Employers	Various	1,066,856		82.45%	821,652		82.97%
TOTAL		**1,293,947**		**100.00%**	**990,325**		**100.00%**

(A) Orlando MSA includes Lake, Orange, Osceola, and Seminole Counties.
Source:
(B) Orlando Business Journal July 2018
(C) Orlando Business Journal: 2008 Book of Lists, Metro Orlando Economic Development Commission

Demographic and Economic Statistics | Calendar Year 2009 through 2018

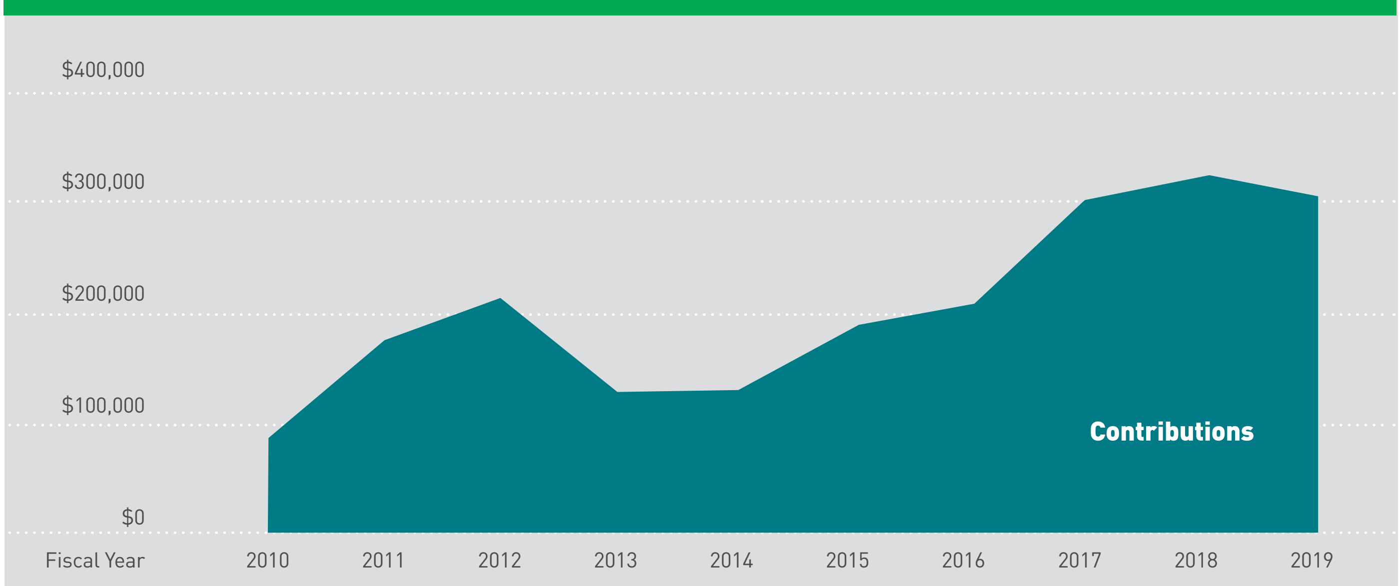
CALENDAR YEAR	PERSONAL INCOME (IN THOUSANDS)	PER CAPITA PERSONAL INCOME	UNEMPLOYMENT RATE
2009	$ 73,465,904	$ 35,279	10.5%
2010	73,534,692	34,368	11.4%
2011	77,159,476	35,535	10.4%
2012	80,968,983	36,412	8.4%
2013	83,891,688	36,992	6.9%
2014	86,133,623	37,104	5.9%
2015	92,220,888	38,632	5.0%
2016	98,062,011	40,169	4.5%
2017	104,106,800	41,480	3.8%
2018	N/A	N/A	3.3%

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

Contribution to Capital Assets | Fiscal Year 2010 through 2019 | Shown in Thousands ($000's)

FISCAL YEAR	BEGINNING BALANCE	CONTRIBUTIONS	DISPOSALS	DEPRECIATION	ENDING BALANCE
2010	$ 2,980,943	$ 83,735	$ (759)	$ (17,242)	$ 3,046,677
2011	3,046,677	172,759	(540)	(16,842)	3,202,054
2012	3,202,054	209,353	(25,243)	(15,718)	3,370,446
2013	3,370,446	124,603	(447)	(16,273)	3,478,329
2014	3,478,329	128,069	(1,906)	(16,762)	3,587,730
2015	3,587,730	186,451	(3,825)	(15,605)	3,754,751
2016	3,754,751	205,899	(787)	(14,263)	3,945,600
2017	3,945,600	307,312	(2,446)	(13,765)	4,236,701
2018	4,236,701	324,093	(742)	(13,438)	4,546,614
2019	4,546,614	305,051	(1,390)	(18,545)	4,831,730
TOTAL		**$ 2,047,325**	**$ (38,085)**	**$ (158,453)**	

Investment in Infrastructure By Fiscal Year | In Thousands of Dollars



Roadway and Facility Statistics | June 30, 2010 through June 30, 2019

EXISTING CFX COMPONENTS/ ROADWAYS (MAINLINE MILES)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
SR 408	22	22	22	22	22	22	22	22	22	22
SR 528	23	23	23	23	23	23	23	23	23	23
SR 417	33	33	33	33	33	33	33	33	33	33
SR 429	22	22	22	23	23	23	23	23	30	30
SR 414	5	5	5	6	6	6	6	6	6	6
SR 451 (A)	-	-	-	2	2	2	2	2	2	2
SR 453 (B)	-	-	-	-	-	-	-	-	2	2

FACILITIES	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Centerline Miles	105	105	105	109	109	109	109	109	118	118
Mainline Toll Plazas	13	13	14	14	14	14	13	13	14	14
Ramp Toll Plazas	62	62	62	64	64	66	71	71	71	71
Interchanges	59	59	57	60	60	63	63	65	69	69
Total Toll Lanes	282	282	297	301	301	305	306	306	323	324
Bridges, Structures, & Appurtenances	274	274	282	291	291	295	306	306	353	353

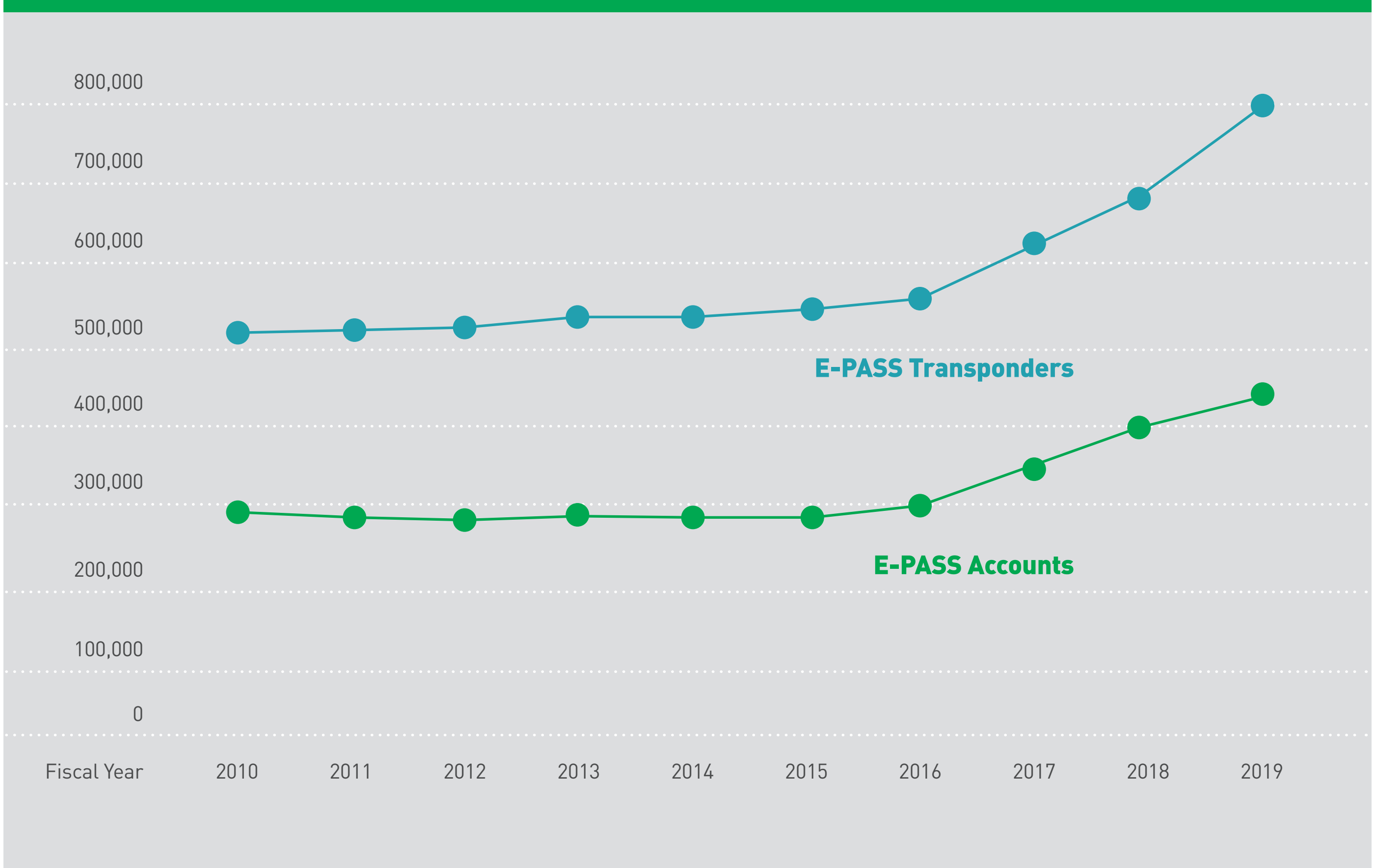
(A) SR 451 was formerly a portion of SR 429 and was re-designated SR 451 in January 2013.
(B) SR 453 was opened in March 2018.
Source: Central Florida Expressway Authority Engineer's Annual Inspection Report.

E-PASS Accounts and Transponders | June 30, 2010 through June 30, 2019

FISCAL YEAR	E-PASS ACCOUNTS	E-PASS TRANSPONDERS
2010	294,285	512,170
2011	291,208	513,553
2012	289,681	519,505
2013	291,368	529,898
2014	287,400	532,332
2015	284,793	539,741
2016	300,778	554,542
2017	344,891	619,361
2018	393,589	690,515
2019	429,739	794,220

Source: Central Florida Expressway Authority Toll Collection Database.

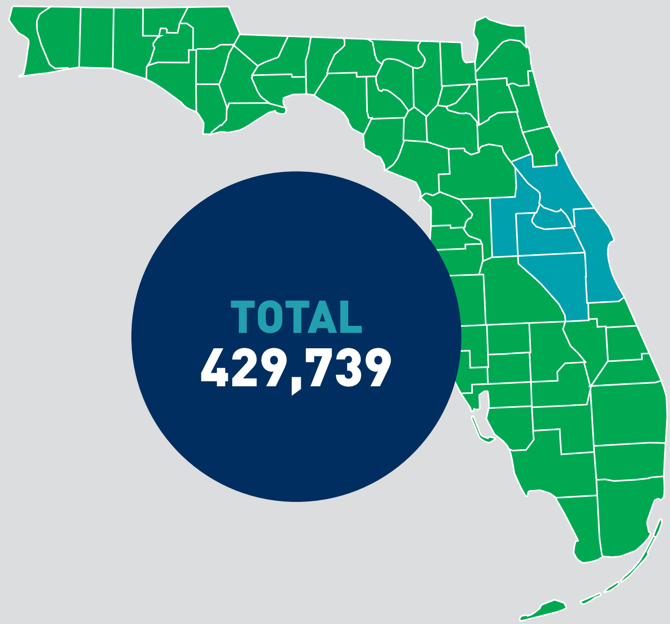
E-PASS Accounts and Transponders By Fiscal Year



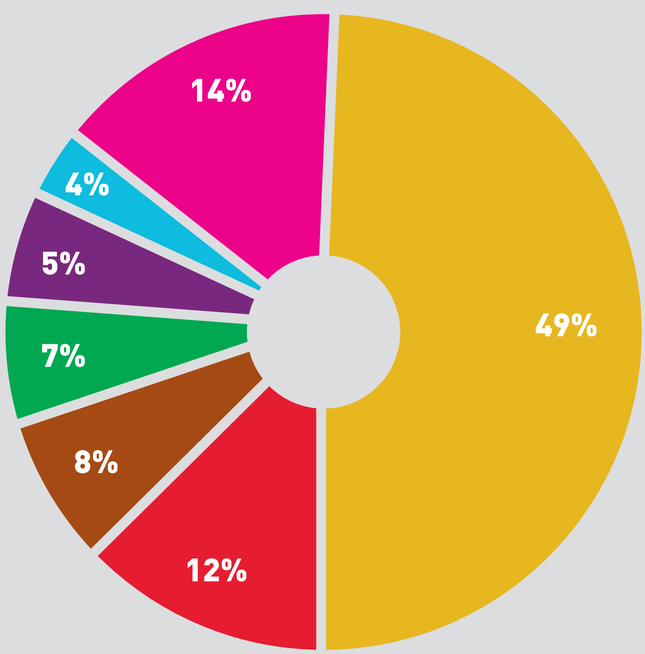
Distribution of E-PASS Accounts by County | As of June 30, 2019

ORANGE	211,518
SEMINOLE	49,729
BREVARD	34,842
OSCEOLA	31,167
LAKE	23,244
VOLUSIA	17,536
OTHER	61,703

Source: Central Florida Expressway Authority Toll Collection Database



Percentage of E-PASS Accounts by County



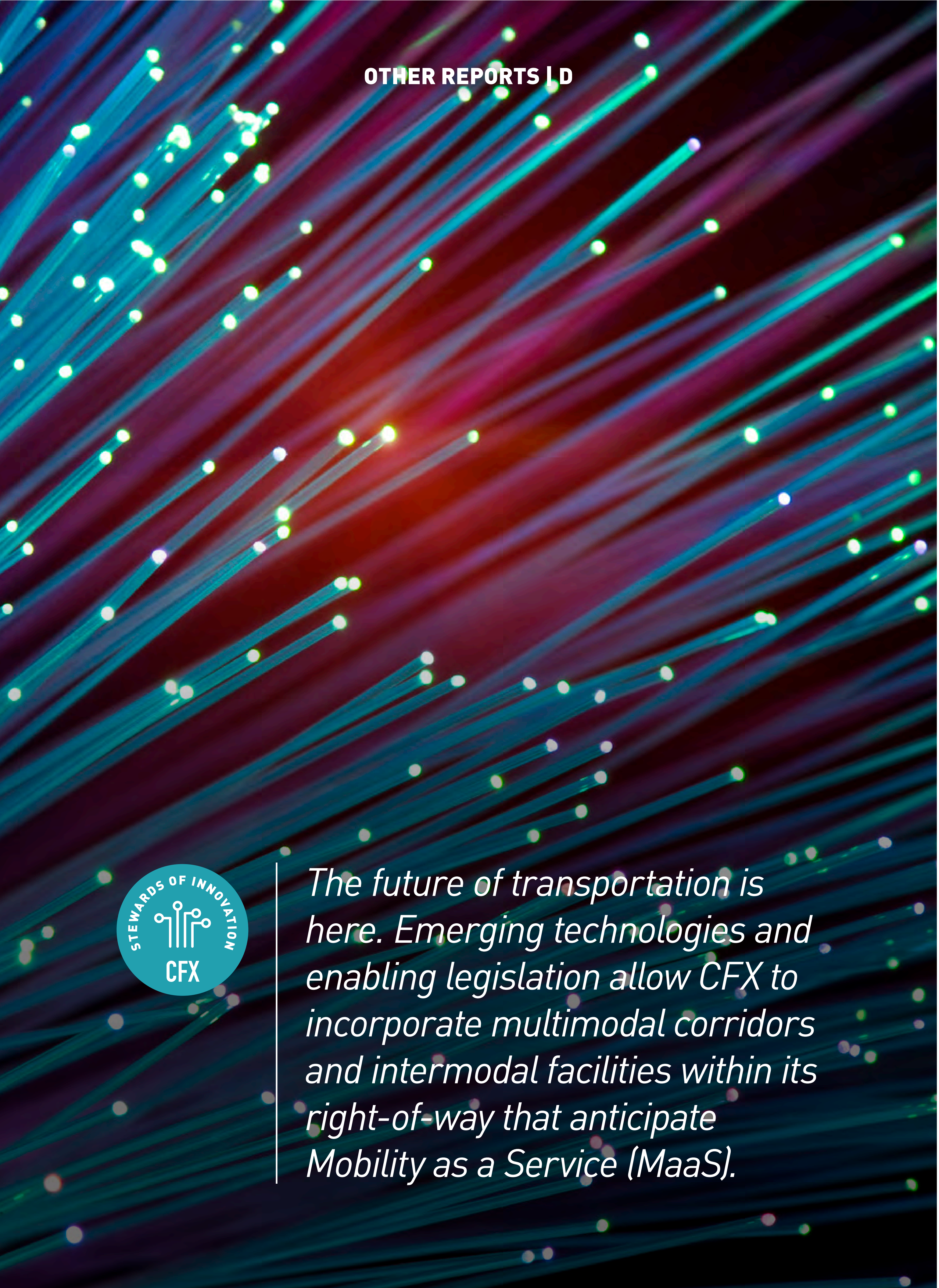
ORANGE	49%
SEMINOLE	12%
BREVARD	8%
OSCEOLA	7%
LAKE	5%
VOLUSIA	4%
OTHER	14%

Number of Employees by Identifiable Activity | Last 10 Fiscal Years

OPERATIONS	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Toll Operations (A)	3	3	3	4	4	4	4	4	4	4
Information Technology	14	14	13	13	12	14	11	12	16	15
Special Projects (B)	0	0	0	0	0	0	2	2	1	1
Public Outreach/Education (C)	0	0	0	0	0	0	0	1	1	1
MAINTENANCE	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**
Maintenance Administration	6	6	6	5	5	5	7	6	8	9
Traffic Operations (D)	1	1	2	2	2	2	3	3	3	3
ADMINISTRATION	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**
Administrative Services (E)	4	5	5	5	4	4	9	9	8	8
Legal	2	3	3	2	2	3	3	3	3	3
Accounting	12	12	12	10	11	11	9	10	11	11
Procurement (F)	5	5.4	5.1	6	6	6	4	4	4	4
Human Resources	1	1	1	1	1	1	1	1	2	2
Supplier Diversity (G)	1	1	1	1	1	1	1	1	1	1
Communications (H)	3	3	3	3	3	3	3	3	4	3
Construction Administration	3	3	3	3	3	3	3	2	3	3
Engineering (I)	1	1	1	2	2	2	3	4	4	4
Records Management (J)	0	0	0	0	0	0	2	2	2	3
TOTAL EMPLOYEES	**56**	**58.4**	**58.1**	**57**	**56**	**59**	**65**	**67**	**75**	**75**

(A) Changed name from Headquarters to Toll Operations in FY 2010.
(B) Special Projects was established in FY 2016.
(C) Public Outreach/Education was established in FY 2017.
(D) Changed name from Expressway Operations to Traffic Operations in 2017.
(E) Changed name from Executive to Administrative Services in FY 2017.
(F) Changed name from Purchasing & Contracts to Procurement in FY 2009.
(G) Changed name from Business Development to Supplier Diversity in FY 2015.
(H) Changed name from Marketing & Communications to Communications in FY 2013.
(I) Changed name from Plans Production to Engineering in FY 2019.
(J) Records Management was established in FY 2016.

Source: Central Florida Expressway Authority Payroll Registers



STEWARDS OF INNOVATION
CFX

The future of transportation is here. Emerging technologies and enabling legislation allow CFX to incorporate multimodal corridors and intermodal facilities within its right-of-way that anticipate Mobility as a Service (MaaS).

Other Reports

MSL
Certified Public Accountants

Independent Auditors' Report

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

TO THE MEMBERS OF THE CENTRAL FLORIDA EXPRESSWAY AUTHORITY
Orlando, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the basic financial statements, as listed in the table of contents, of the Central Florida Expressway Authority ("CFX") as of and for the year ended June 30, 2019, and have issued our report thereon dated October 31, 2019.

INTERNAL CONTROL OVER FINANCIAL REPORTING

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

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

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

COMPLIANCE AND OTHER MATTERS

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

Pursuant to provisions of Chapter 10.550, *Rules of the Auditor General*, we reported certain matters to management in a separate management letter and Independent Accountant's Report dated October 31, 2019.

PURPOSE OF THIS REPORT

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

Moore Stephens Lovelace, P.A

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida
October 31, 2019

Independent Auditors' 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, 2019, and have issued our report thereon dated October 31, 2019.

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 and is intended solely for the information and use of CFX members, management, and the bondholders and is not intended to be, and should not be, used by anyone other than these specified parties.

Moore Stephens Lovelace, P.A

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida
October 31, 2019

MSL
Certified Public Accountants

Independent Accountant's Report

TO THE MEMBERS OF THE CENTRAL FLORIDA EXPRESSWAY AUTHORITY
Orlando, Florida

We have examined the compliance of the Central Florida Expressway Authority ("CFX") with the requirements of Section 218.415, Florida Statutes, during the fiscal year ended June 30, 2019. 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, 2019.

Moore Stephens Lovelace, P.A

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida
October 31, 2019

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, 2019, and have issued our report thereon dated October 31, 2019.

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; the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance); and Chapter 10.550, Rules of the Auditor General.

OTHER REPORTING REQUIREMENTS

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 for Each Major Federal Program and Report on Internal Control over Compliance; Schedule of Findings and Questioned Costs; 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 and schedule, which are dated October 31, 2019, 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 us to apply appropriate procedures and report the results of our determination as to whether or not CFX has met one or more of the conditions described in Section 218.503(1), Florida Statutes, and identification of the specific condition(s) met. In connection with our audit, we determined that CFX did not meet any of the conditions described in Section 218.503(1), Florida Statutes.

Pursuant to Sections 10.554(1)(i)5.b. 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 communicate 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.c., 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, 2019.

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.

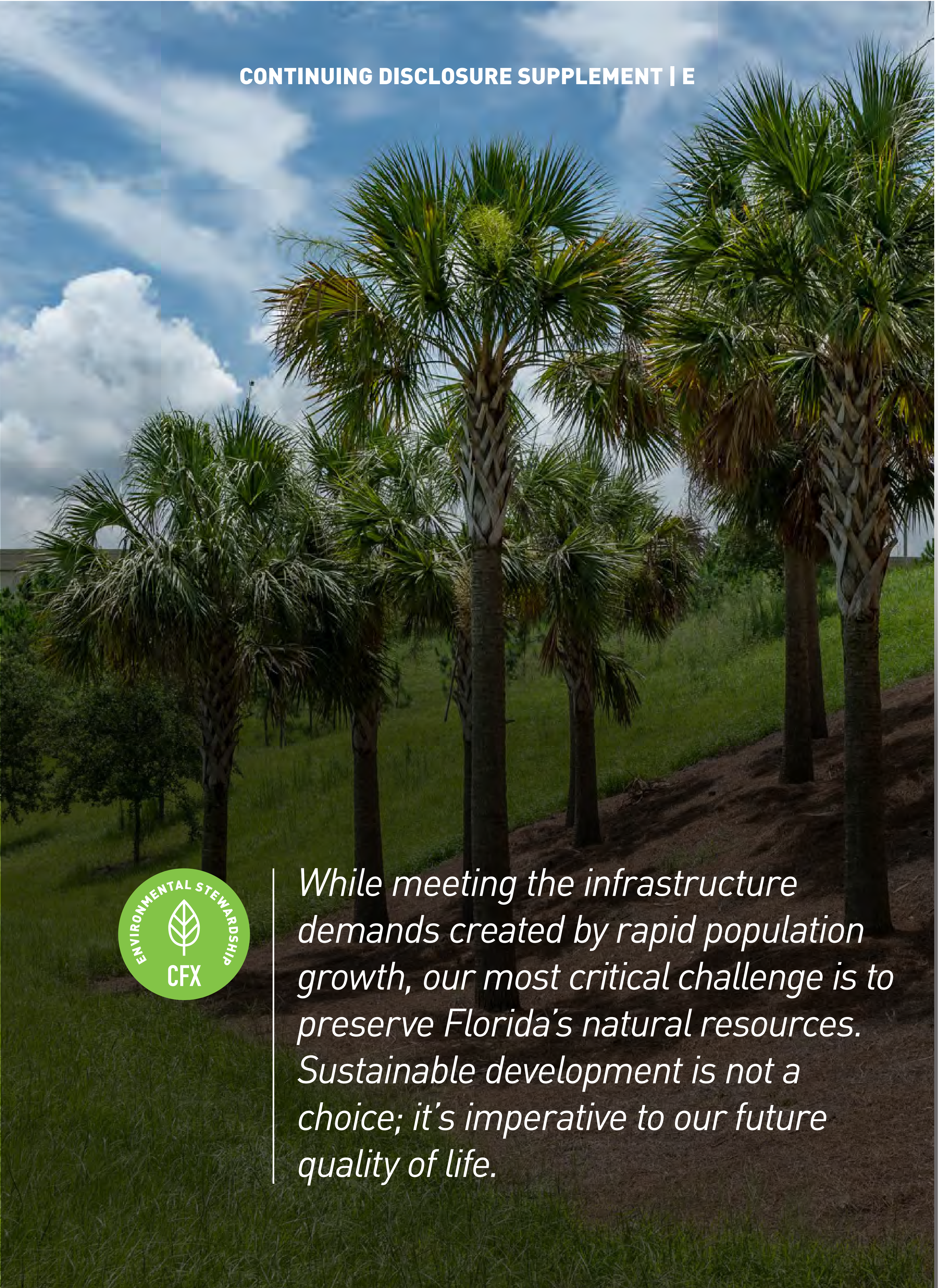
PURPOSE OF THIS LETTER

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

MOORE STEPHENS LOVELACE, P.A.
Certified Public Accountants

Orlando, Florida
October 31, 2019



ENVIRONMENTAL STEWARDSHIP
CFX

While meeting the infrastructure demands created by rapid population growth, our most critical challenge is to preserve Florida's natural resources. Sustainable development is not a choice; it's imperative to our future quality of life.

Continuing Disclosure Supplement

CONCERNING CERTAIN OPERATING DATA AND FINANCIAL INFORMATION OF CENTRAL FLORIDA EXPRESSWAY AUTHORITY

The following Continuing Disclosure Supplement is being included as part of the Comprehensive Annual Financial Report of Central Florida Expressway Authority (CFX) for the fiscal year ended June 30, 2019 to provide the following data and financial information which CFX is required to file as part of its annual disclosure filing pursuant to its continuing disclosure obligations related to its various outstanding revenue bonds:

CFX System Toll Rates (1) | As of June 30, 2019

CFX EXPRESSWAY	MOTORCYCLE & 2 AXLES		3 AXLES		4 AXLES		5 AXLES	
SR 408 (EAST WEST EXPRESSWAY)	**E-PASS**	**CASH**	**E-PASS**	**CASH**	**E-PASS**	**CASH**	**E-PASS**	**CASH**
Hiawassee Main Plaza	$ 0.84	$ 1.00	$ 1.67	$ 2.00	$ 1.95	$ 2.25	$ 2.51	$ 3.00
Good Homes Road	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50	$ 0.28	$ 0.50
Hiawassee Road	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Pine Hills Main Plaza	$ 1.11	$ 1.25	$ 1.67	$ 2.00	$ 1.95	$ 2.25	$ 2.51	$ 3.00
Old Winter Garden Road	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
John Young Parkway (SR 423)	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
Orange Blossom Trail	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Mills Avenue	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Conway Main Plaza	$ 1.11	$ 1.25	$ 1.67	$ 2.00	$ 1.95	$ 2.25	$ 2.51	$ 3.00
Bumby Avenue	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Conway Road	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
Andes/Semoran Blvd	$ 1.11	$ 1.25	$ 1.11	$ 1.25	$ 1.11	$ 1.25	$ 1.11	$ 1.25
Semoran Boulevard (SR 436)	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
Dean Main Plaza	$ 0.84	$ 1.00	$ 1.67	$ 2.00	$ 1.95	$ 2.25	$ 2.51	$ 3.00
Dean Road	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Rouse Road	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
SR 414 (APOPKA EXPRESSWAY)	**E-PASS**	**CASH**	**E-PASS**	**CASH**	**E-PASS**	**CASH**	**E-PASS**	**CASH**
Coral Hills Main Plaza	$ 1.11	$ 1.25	$ 1.67	$ 2.00	$ 2.22	$ 2.50	$ 2.79	$ 3.25
Keene Road	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Hiawassee Road	$ 0.29	$ 0.50	$ 0.29	$ 0.50	$ 0.29	$ 0.50	$ 0.29	$ 0.50
SR 417 (CENTRAL FLORIDA GREENEWAY)	**E-PASS**	**CASH**	**E-PASS**	**CASH**	**E-PASS**	**CASH**	**E-PASS**	**CASH**
John Young Main Plaza	$ 1.40	$ 1.75	$ 1.95	$ 2.25	$ 2.51	$ 3.00	$ 3.06	$ 3.50
John Young Parkway (SR 423)	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
Orange Blossom Trail	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Landstar Boulevard	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50
Boggy Creek Main Plaza	$ 1.40	$ 1.75	$ 1.95	$ 2.25	$ 2.51	$ 3.00	$ 3.06	$ 3.50
South Access Rd/Int'l Airport	$ 1.11	$ 1.25	$ 1.11	$ 1.25	$ 1.11	$ 1.25	$ 1.11	$ 1.25
Boggy Creek Road	$ 1.11	$ 1.25	$ 1.11	$ 1.25	$ 1.11	$ 1.25	$ 1.11	$ 1.25
Lake Nona Boulevard	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
Narcoossee Road	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00	$ 0.84	$ 1.00
Moss Park Road	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Innovation Way	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Curry Ford Main Plaza	$ 0.84	$ 1.00	$ 1.67	$ 2.00	$ 1.95	$ 2.25	$ 2.51	$ 3.00
Lee Vista Boulevard	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
Curry Ford Road (SR 552)	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
University Main Plaza	$ 0.84	$ 1.00	$ 1.67	$ 2.00	$ 1.95	$ 2.25	$ 2.51	$ 3.00
Colonial Drive (SR 50)	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75
University Boulevard	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75	$ 0.56	$ 0.75

CFX System Toll Rates (1) | As of June 30, 2019

CONTINUED

CFX EXPRESSWAY	MOTORCYCLE & 2 AXLES			3 AXLES			4 AXLES			5 AXLES		
SR 429 (WESTERN BELTWAY)	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**
Forest Lake Main Plaza	$ 1.40	$ 1.75	N/A	$ 1.95	$ 2.25	N/A	$ 2.51	$ 3.00	N/A	$ 3.06	$ 3.50	N/A
CR 437A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A
West Road	$ 0.84	$ 1.00	N/A	$ 0.84	$ 1.00	N/A	$ 0.84	$ 1.00	N/A	$ 0.84	$ 1.00	N/A
SR 438	$ 0.29	$ 0.50	N/A	$ 0.29	$ 0.50	N/A	$ 0.29	$ 0.50	N/A	$ 0.29	$ 0.50	N/A
Independence Mainline Plaza	$ 1.40	$ 1.75	N/A	$ 1.95	$ 2.25	N/A	$ 2.51	$ 3.00	N/A	$ 3.06	$ 3.50	N/A
CR 535	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A
New Independence Parkway	$ 0.84	$ 1.00	N/A	$ 0.84	$ 1.00	N/A	$ 0.84	$ 1.00	N/A	$ 0.84	$ 1.00	N/A
Schofield Road	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A	$ 0.56	$ 0.75	N/A
Ponkan Mainline Plaza	$ 0.80	N/A	$ 1.39	$ 1.20	N/A	$ 1.79	$ 1.60	N/A	$ 2.19	$ 2.00	N/A	$ 2.59
Mt. Plymouth Mainline Plaza	$ 0.75	N/A	$ 1.34	$ 1.13	N/A	$ 1.72	$ 1.50	N/A	$ 2.09	$ 1.88	N/A	$ 2.47
SR 528 (BEACHLINE EXPRESSWAY)	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**
Boggy Creek Road/McCoy Road	$ 1.11	$ 1.25	N/A	$ 1.11	$ 1.25	N/A	$ 1.11	$ 1.25	N/A	$ 1.11	$ 1.25	N/A
Conway Road/Tradeport Drive	$ 1.11	$ 1.25	N/A	$ 1.11	$ 1.25	N/A	$ 1.11	$ 1.25	N/A	$ 1.11	$ 1.25	N/A
Beachline Main Plaza	$ 0.89	$ 1.00	N/A	$ 1.75	$ 2.00	N/A	$ 2.04	$ 2.25	N/A	$ 2.60	$ 3.00	N/A
International Corporate Park	$ 0.60	$ 0.75	N/A	$ 0.60	$ 0.75	N/A	$ 0.60	$ 0.75	N/A	$ 0.60	$ 0.75	N/A
Dallas Main Plaza (2)	$ 0.51	$ 0.75	N/A	$ 0.77	$ 1.00	N/A	$ 1.02	$ 1.25	N/A	$ 1.02	$ 1.25	N/A
Dallas Boulevard	$ 0.51	$ 0.75	N/A	$ 0.51	$ 0.75	N/A	$ 0.51	$ 0.75	N/A	$ 0.51	$ 0.75	N/A
SR 453	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**	**E-PASS**	**CASH**	**PBP**
Coronado Mainline Plaza	$ 0.65	N/A	$ 1.24	$ 0.98	N/A	$ 1.57	$ 1.30	N/A	$ 1.89	$ 1.63	N/A	$ 2.22

NOTES:

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

(2) The toll listed in the table is what is collected by CFX. The customer at the toll plaza pays an additional $0.26 more for E-PASS transactions and $0.75 more for cash transactions regardless of the number of axles.

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

FISCAL YEAR		SR 408	SR 528	SR 417	SR 429	SR 414(2)	SR 453(3)	Discount Programs(4)	Total System Toll Revenues Less Discount Programs
2010	(5)(6)	$ 108,705	$ 46,974	$ 79,558	$ 23,593	$ 4,225	$ N/A	$ 9,445	$ 253,610
2011	(6)	110,020	48,824	80,892	24,562	5,180	N/A	9,466	260,012
2012	(6)	110,209	49,376	81,738	25,154	5,737	N/A	9,606	262,608
2013	(5)(6)	122,806	55,494	92,993	29,830	7,860	N/A	10,819	298,164
2014	(6)	129,425	57,480	100,585	34,022	9,343	N/A	11,722	319,133
2015	(6)	138,261	61,977	113,411	39,733	10,715	N/A	13,170	350,927
2016	(6)	147,029	69,003	133,718	47,394	12,453	N/A	18,695	390,902
2017	(6)	150,241	75,676	147,095	53,701	13,590	N/A	16,555	423,748
2018	(6)	148,945	76,118	156,925	61,146	14,613	341	16,320	441,768
2019	(6)(7)	149,844	78,155	165,788	72,463	15,929	1,478	20,421	463,236

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

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

(3) SR 453 opened to traffic in March 2018.

(4) Prior to May 1, 2016, the Volume Discount Program provided a 5% discount to customers with at least 40 transactions per month and a 10% discount to customers with at least 80 transactions per month. On May 1, 2016, CFX replaced the Volume Discount Program with the Loyalty Discount Program which provides a 10% discount to customers with at least 40 transactions per month and a 15% discount to customers with at least 80 transactions per month. The I-4 Commuter Discount Program, instituted for a six-year period beginning in Fiscal Year 2017, provides an additional 5% discount to customers with 20 or more transactions per month on the CFX "beltway" facilities (SR 417, SR 429 and SR 414). This discount is only offered during months when actual total revenue exceeds the current revenue projections by more than 2.0%. The School Bus Rebate Program, which began on February 1, 2016, provides a 99% discount to school buses in Orange, Brevard, Lake, Osceola, Polk, Seminole and Volusia Counties transporting students on official school business on CFX facilities. This rebate is only offered during months when actual total revenue exceeds the current revenue projections by more than 2.0%. See "SYSTEM REVENUES - Discount Programs" herein.

(5) Under CFX's prior toll policy, the first of the scheduled toll increases took effect in Fiscal Year 2009 and the second on July 1, 2012. On February 9, 2017, CFX adopted a new toll policy which eliminated the 15% planned toll increase scheduled for July 1, 2017 in favor of annual indexed increases beginning July 1, 2018. See "SYSTEM REVENUES - System Toll Structure" herein.

(6) Total System Toll Revenues include recaptured unpaid toll notices/Pay By Plate invoices and account adjustments, which adjustments occur throughout the Fiscal Year. The FY 2018 General Traffic and Earnings Consultant's Annual Report dated May 2019 and attached hereto as APPENDIX D only presents these effects on a System-wide basis. Accordingly, the toll revenues presented by facility shown in this table may differ from those shown in such Annual Report.

(7) First annual indexed toll rate increase under new toll policy took place on July 1, 2018. See "SYSTEM REVENUES System Toll Structure" herein

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

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

FISCAL YEAR	Operating Expenses (1)	Plus Maintenance Expenses	Plus Administrative Expenses	Less Department Participation	Total Net Expenses (2)
2010	$ 34.2	$ 13.6	$ 5.2	$ 8.6	$ 44.4
2011	35.6	13.7	5.3	7.4	47.2
2012	35.4	12.4	5.6	2.5	50.9
2013	36.7	13.6	5.5	2.7	53.1
2014	38.3	14.3	5.1	8.5	49.2
2015	40.3	14.4	5.6	8.7	51.6
2016	42.5	13.6	6.4	7.7	54.8
2017	49.5	15.1	7.1	6.7	65.0
2018	55.6	17.6	7.7	6.9	74.0
2019	65.4	17.8	8.4	7.0	84.6

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

*Numbers may not add due to rounding. Does not include amounts attributable to Poinciana Parkway.
Source: Central Florida Expressway Authority

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

FISCAL YEAR	Operating Revenues (1)	Plus Interest Revenues	Less Operations, Maintenance & Administration Expense	Plus Advances from Department for Operations and Maintenance (2)	Less Deposits into Operations, Maintenance & Administration Reserve	Net Revenues Available for Debt Service	Net Revenues Available for Debt Service Including Supplemental Payments (3)	Total Debt Service	Debt Service Ratio of Net Revenues to Debt Service	Debt Service Ratio of Net Revenues and Supplemental Payments to Debt Service (3)
2010	$ 256,047	$ 4,101	$ 52,988	$ 8,616	$ -	$ 215,776	$ 224,051	$ 119,935	1.80	1.87
2011	263,439	5,259	54,565	7,372	69	221,436	229,710	132,998	1.66	1.73
2012	266,642	4,311	53,373	2,494	118	219,956	228,179	145,679	1.51	1.57
2013	303,647	2,162	55,839	2,771	367	252,374	260,708	131,957	1.91	1.98
2014	325,604	1,594	57,642	8,507	303	277,760	286,325	139,498	1.99	2.05
2015	359,185	1,970	60,292	8,663	1,295	308,231	317,319	140,047	2.20	2.27
2016	400,860	3,677	62,553	7,699	972	348,711	358,108	143,882	2.42	2.49
2017	433,942	4,954	71,687	6,694	1,073	372,830	372,830	165,163	2.26	2.26
2018	452,435	3,642	80,970	6,930	735	381,302	381,302	164,563	2.32	2.32
2019	476,197	6,458	91,640	7,041	1,086	396,970	396,970	170,170	2.33	2.33

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

(2) Commencing in Fiscal Year 2014, such advances are returned to the Department within 60 days of receipt.

(3) Supplemental Payments were pledged only to the Series 1990 Bonds and were available to pay debt service only on such Series of Bonds. These calculations only applied to such Series 1990 Bonds which are no longer outstanding as of the date hereof.

Does not include amounts attributable to Poinciana Parkway.
Source: Central Florida Expressway Authority

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

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