

Historical Tax Law Changes Highway User Revenue Fund Overview

Laws 2011, Chapter 28 suspends, as session law, the HURF distribution formula as required in A.R.S. § 28-6538. This law requires ADOT to transfer \$4,090,000 from SHF in FY 2012 to the 10 least populated counties to hold them harmless from the MVD funding shift.

Laws 2011, Chapter 33 suspends, as session law, the statutory cap of \$10.0 million established by A.R.S. § 28-6537 and related to A.R.S. § 28-6993 governing HURF and SHF revenues available to fund DPS' Highway Patrol costs. This same suspension has been enacted in other session laws in prior years.

Laws 2012, Chapter 302 suspends, as session law, the statutory cap of \$10.0 million established by A.R.S. § 28-6537 and related to A.R.S. § 28-6993 governing HURF and SHF revenues available to fund DPS' Highway Patrol costs. This same suspension has been enacted in other session laws in prior years.

Laws 2013, 1st Special Session, Chapter 5 suspends, as session law, the statutory cap of \$10.0 million established by A.R.S. § 28-6537 and related to A.R.S. § 28-6993 governing HURF and SHF revenues available to fund DPS' costs. This same suspension has been enacted in other session laws in prior years.

Laws 2014, Chapter 9 requires, as session law, \$30.0 million of HURF revenues in both FY 2015 and FY 2016 and \$60.0 million of HURF revenues in FY 2017 to be allocated directly to counties, cities and towns in percentages reflecting the current non-state distribution of HURF revenues. The language specifies that these HURF revenues may only be spent on direct construction/repair and right-of-way expenditures. These additional HURF monies are due to a reduction of an equal amount of HURF in the DPS budget; the General Fund replaced the reduced HURF funding in the DPS budget.

Laws 2014, Chapter 12 suspends, as session law, the statutory cap of \$10.0 million established by A.R.S. § 28-6537 governing HURF revenues available to fund DPS' Highway Patrol costs. This same suspension has been enacted in other session laws in prior years, but the suspension had also applied to SHF.

Laws 2015, Chapter 10 requires, as session law, \$30.0 million of HURF revenues in FY 2015, FY 2016 and FY 2017 to be allocated directly to counties, cities and towns in percentages reflecting the current non-state distribution of HURF revenues. The legislation repeals the requirement for a \$60.0 million allocation in FY 2017 as required by Laws 2014, Chapter 9. The language specifies that these HURF revenues may only be spent on direct construction/repair and right-of-way expenditures.

Laws 2015, Chapter 17 suspends, as session law, the statutory cap of \$10.0 million established by A.R.S. § 28-6537 governing HURF revenues available to fund DPS' Highway Patrol costs.