



FY 2015

# HURF Estimated Revenue Distribution Flow

As Per FY 2015 Budget

(Millions of Dollars)

<sup>a</sup> ADOT official forecast, November 2013

<sup>b</sup> HURF Transfer to DPS of \$89,247,100 and continues to suspend the \$10 million statutory cap (A.R.S. 28-6537)

<sup>c</sup> \$625,200 for Registration Compliance & \$26,300 for retention

<sup>d</sup> \$1.0 million for highway projects recommended by the Commerce Authority and approved by the State Transportation Board

<sup>e</sup> Laws 2014, Ch.9, Sec. 11 creates a special, off-the-top distribution for local governments in FY2015.

<sup>f</sup> County Share of HURF Revenue to be allocated to each county based 72% of the county of origin for fuel sales and 28% on Unincorporated Population.

<sup>g</sup> Monies are allocated to individual cities and towns based on 50% proportional share of incorporated population and 50% based first on the county of origin of fuel sales and then by incorporated population of each city within the county.

<sup>h</sup> Cities over 300,000 persons receive 3% of HURF.

<sup>i</sup> Distribution of SHF monies for design, acquisition and construction of controlled access highways. 25/75 split.

<sup>j</sup> Transfer 1.51% of SHF share of VLT to the Parity Compensation Fund. Laws 2005, Ch. 306.

<sup>k</sup> Special Transfer of a portion of the SHF share of VLT to the General Fund. Laws 2010, 7th Sp. Sess. Ch.12 & Laws 2011, Ch. 28.

<sup>l</sup> Additional distributions not listed include debt service, capital outlay, adjustments, and other revenue. The beginning balance will be added and available for statewide highway construction

<sup>m</sup> Statutory payments to third parties from VLT collected by third parties

<sup>n</sup> Transfer from SHF to DPS.

