



Bill Text Version: **ENROLLED**

Proposed Amd.:

Sub. Bill For.:

**Date:** June 11, 2025 3:05 PM

**Author:** PRESSLY

**Dept./Agy.:** Department of Transportation and Development

**Subject:** The CURRENT Authority

**Analyst:** Kimberly Fruge

FLOODS/FLOODING EN INCREASE SD EX See Note Page 1 of 1  
Creates the Coordinated Use of Resources for Recreation, Economy, Navigation, and Transportation Authority. (8/1/25)

Proposed law creates the Coordinated Use of Resources for Recreation, Economy, Navigation, and Transportation (CURRENT) Authority within the Department of Transportation and Develop for the prioritization, planning, and funding of projects related to flood control, risk reduction, navigation, and water resource management in all areas of the state not included within the coastal area; provides for the CURRENT Board; stipulates the board develop a master plan and an annual plan; provides for the functions and responsibilities of the board; provides for an executive director of the authority; allows the executive director to employ, appoint, transfer, assign, terminate, and promote personnel as necessary; provides for civil penalties for interference with drainage within the upland area.

Proposed law is subject to appropriation by the legislature.

### EXPENDITURE EXPLANATION

Proposed law will result in an indeterminable, but likely significant, increase in expenditures for the creation, administration, and operation of the Coordinated Use of Resources for Recreation, Economy, Navigation, and Transportation (CURRENT) Authority within the Department of Transportation and Development (DOTD). DOTD reports that there will be an increase in expenditures but the magnitude of such increase is unknown at this time. To the extent the department is able to utilize existing resources, the magnitude of the increase may be less than currently anticipated.


Proposed law requires the appointment of an executive director of the authority and provides for an array of powers and duties of the executive director. The magnitude of the increase in expenditures will depend on the salaries set for the executive director and whether DOTD is able to reassign someone from within the department, which is unknown at this time.

Proposed law requires the board to develop a master plan and annual plan. DOTD indicates in-house resources are not sufficient to create a master plan and additional resources would be required to contract with an outside vendor. The costs to create a master plan are indeterminable, but the department reports that similar plans have cost over \$1 M.

The LFO assumes that the expenses would be out of the Transportation Trust Fund - Regular (TTF-R) account and could occur across multiple fiscal years. To the extent TTF-R funding cannot be used for these purposes, the department may require SGF funding.

## REVENUE EXPLANATION

Proposed law may increase SGF revenues if a person is convicted of interference with a drainage system in the upland area. Proposed law provides for a fine of not less than \$250 and not more than \$300. The exact fiscal impact of the passage of this legislation on SGF revenue is indeterminable because the fines that would be imposed on those convicted are optional, and the amount of the fines imposed may vary.

<u>Senate</u>	<u>Dual Referral Rules</u>	<u>House</u>	
<input checked="" type="checkbox"/> 13.5.1	>= \$100,000 Annual Fiscal Cost {S & H}	<input checked="" type="checkbox"/> 6.8(F)(1)	>= \$100,000 SGF Fiscal Cost {H & S}
<input type="checkbox"/> 13.5.2	>= \$500,000 Annual Tax or Fee Change {S & H}	<input type="checkbox"/> 6.8(G)	>= \$500,000 Tax or Fee Increase or a Net Fee Decrease {S}
			 <b>Patrice Thomas</b> <b>Deputy Fiscal Officer</b>