STATE OF CALIFORNIA
Budget Change Proposal - Cover Sheet
DF-46 (REV 03/25)

Fiscal Year	Business Unit Number	Department
2026-27	3560	State Lands Commission

Hyperion Budget Request Name	Relevant Program or Subprogram
3560-007-BCP-2026-GB	2570-Marine Environmental Protection Division

Budget Request Title
Regulatory Operations and Enforcement to Support Increased Import Demands

Budget Request Summary
The State Lands Commission is requesting 6.0 positions and $2,085,000 from the Oil Spill Prevention and Administration Fund (OSPAF) in fiscal year 2026-27 and $2,040,000 ongoing to support the six new Senior Engineers, Petroleum Structures (Specialist) positions in the Marine Environmental Protection Division (MEPD) to meet the growing demands of the Marine Oil Terminal (MOT) industry and regulatory mandates. Due to the physical and operational complexities of the structures, components and systems comprising these regulated facilities, the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS) and Article 5.5 standards are uniquely comprehensive and specialized as compared to traditional building standards. These positions will require technical expertise and understanding of structural, mechanical, electrical and pipeline engineering.

Requires Legislation (submit required legislation with the BCP)	Code Section(s) to be Added/Amended/Repealed
☐ Trailer Bill Language ☐ Budget Bill Language ☒ N/A	

Does this BCP contain information technology (IT) components? ☐ Yes ☒ No	Department CIO	Date

For IT requests, specify the project number, the most recent project approval document (FSR, SPR, S1BA, S2AA, S3SD, S4PRA), the approval date, and the total project cost.

Project No. **Approval Date:**

Project Approval Document: **Total Project Cost:**

If proposal affects another department, does other department concur with proposal? ☐ Yes ☐ No

Prepared By	Date	Reviewed By	Date
Kendra Oliver	1/8/2026	Jennifer Coronel	1/8/2026
Department Director	**Date**	**Agency Secretary**	**Date**
Matthew Dumlao	1/8/2026	Wade Crowfoot	1/8/2026

Department of Finance Use Only

Additional Review: ☐ Capital Outlay ☐ ITCU ☐ FSCU ☐ OSAE ☐ Dept. of Technology

Principal Program Budget Analyst	Date submitted to the Legislature
Vy Nguyen	1/9/2026

A. Problem Statement

While the demand for petroleum products has declined, the available in-state production is unable to meet the current demand. Consequently, imported products will be required to close the shortfall between demand and supply. Current Marine Oil Terminals (MOTs) will therefore require upgrades to meet the increased throughput requirements. To that end, the State Lands Commission's (Commission) Marine Environmental Protection Division (MEPD) does not have sufficient multi-disciplined engineering resources to effectively implement the Marine Oil Terminal and Engineering Maintenance Standards (MOTEMS, codified in Chapter 31 of the CA Building Code, CCR, Title 24, Part 2, section 3101F *et seq.*) and Article 5.5 Marine Terminals Oil Pipelines (CCR, Title 2, section 2560 *et seq.*) regulations and adapt to the continuously evolving MOT industry.

The Commission is tasked by the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act with regulating all California MOTs to prevent oil spills and protect public health safety, and the environment. MEPD administers this process by adopting and enforcing MOT regulations, including the MOTEMS and Article 5.5 regulations which became effective February 6, 2006, and September 1, 1998, respectively.

Since the initial codification of MOTEMS and Article 5.5, MEPD Engineering's roles and responsibilities for MOTEMS and Article 5.5 implementation have significantly changed and continue to evolve, resulting in substantial workload increases due to factors including but not limited to:

(1) MEPD's regulatory enforcement programs have significantly expanded based on real-world experience and have become more complex and comprehensive than initially envisioned.

(2) MEPD organizational changes have required staff to restructure their workflows and responsibilities.

(3) Oil industry and related engineering codes, standards, and guidelines have adopted more frequent refresh cycles and continue to steadily advance.

(4) The MOT industry has changed and continues to rapidly evolve in the state and worldwide with significant increases in renewable fuels, fuels transportation via terminal (as opposed to refining, piping, etc.), and outside regulations directly affecting built MOT facilities (e.g., 2020 California Air Resources Board (CARB) At-Berth Regulation, 2022 CARB Commercial Harbor Craft Amend, and 2024 Phasing Out PFAS in Class B Firefighting Foam pursuant to Chapter 308, Statutes of 2020 (SB 1044)).

At the same time, MEPD Engineering positions (authorized and filled) have decreased due to budget cuts, and recruitment and retention challenges. MEPD Engineering is overwhelmed with regulatory implementation statewide. Presently, over 670 MOTEMS and/or Article 5.5 submittals are in queue awaiting review (which date back to 2018), and MEPD has been unable to pursue substantive MOTEMS and Article 5.5 rulemaking since 2018 and 2007, respectively.

In the next ten years, MEPD anticipates overseeing the construction of at least four new MOTs, major seismic rehabilitation of at least two existing MOTs, and numerous construction projects related to the rapidly evolving MOT industry. MEPD must also continue to track and assess MOTEMS Audits and Inspections of all thirty five MOTs (which are conducted every three to six years for the life of the facilities), MOTEMS Post-Event Inspections resulting from significant, potentially damage-causing events such as earthquakes, storms, vessel impact, fire, explosion, tsunami, etc. (which occur a few times every year), and Article 5.5 pipeline tests and inspections on more than 350 pipelines at the MOTs (which are to be conducted every one to five years for the life of the facilities).

Resource History

(Dollars in thousands)

Program Budget	**PY – 4 20-21**	**PY – 3 21-22**	**PY – 2 22-23**	**PY-1 23-24**	**PY 24-25**	**CY 25-26**
Authorized Expenditures	$1,683	$1,714	$1,756	$1,730	$1,744	$1,766
Actual Expenditures	$1,379	$1,469	$1,505	$1,287	$1,557	$1,325
Authorized Positions	7	7	7	7	7†	7†
Filled Positions	6	6	6**	5***	5**	5*
Vacancies	1	1	1	2	2†	2†

* Each asterisks symbol indicates one (1) engineering Retired Annuitant (RA) working for MEPD.

† Each dagger symbol indicates one (1) engineering position earmarked for elimination from the MEPD by Control Section 4.12 of the 2024 Budget Act.

Workload History

Workload Measure	**PY - 4**	**PY - 3**	**PY - 2**	**PY-1**	**PY**	**CY** **(as of 08/15/25)**
MOTEMS Submittals Received	Unknown	99	148	122	120	9
MOTEMS Submittals Reviewed	75	88	99	107	93	6
MOTEMS Submittals Awaiting/ Pending Review at End of Fiscal year (FY)	58	70	119	134	161	164
MOTEMS Stakeholder Meetings	30	45	45	58	79	15
Article 5.5 Submittals Received	331	441	380	446	407	7
Article 5.5 Submittals Reviewed	169	313	324	403	291	1
Article 5.5 Submittals Awaiting/ Pending Review at End of FY	162	290	346	389	505	511
Engineering MOT Site Visits	0	2	3	3	4	0
MOTEMS and Article 5.5 Customer Service Meetings	0	0	0	0	0	0
MOTEMS and Article 5.5 Rulemaking	No	No	No	No	No	No
MOTEMS and Article 5.5 External Research	No	No	No	No	No	No

B. Justification

To meet the growing demands of the MOT industry and regulatory mandates, the optimal solution is for MEPD to hire six (6.0) new Senior Engineer, Petroleum Structures (Specialist) positions to effectively implement the MOTEMS and Article 5.5 regulations and adapt to the continuously evolving MOT industry. Several factors must be considered to substantiate this conclusion, including but not limited to:

Senior Level of Technical Expertise Required

The Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS), Chapter 31F of the California Building Code, establish engineering, inspection, and maintenance criteria for all MOTs in California in order to prevent oil spills and to protect public health, safety and the environment. These comprehensive building standards contain detailed technical requirements for engineering assessments related to existing and new MOTs and other facility structures, equipment, components and systems subject to MOTEMS and other technical standards.

The Article 5.5 regulations provide the best achievable protection of the public health, safety, and of the environment by using the best achievable technology in providing for marine terminal oil pipeline integrity. These piping/pipeline standards apply to the evaluation of each existing MOT oil transfer pipeline and design of each new MOT pipeline and contain detailed technical requirements for assessment of pipeline systems at MOTs.

Due to the physical and operational complexities of the structures, components and systems comprising these regulated facilities, the MOTEMS and Article 5.5 standards are uniquely comprehensive and specialized as compared to traditional building and operational standards. Thus, the MEPD Engineering staff adopting and enforcing these regulations must be capable of using advanced technical expertise and evolved judgment to resolve complex engineering problems and provide extensive engineering guidance to the regulated community on a wide range of highly technical MOT-specific engineering topics. Ultimately, MEPD Engineering staff must also be capable of making informed decisions as to fitness-for-purpose from an engineering standpoint of specific facilities, structures and nonstructural systems and components, and overall MOTs.

Quantity of Positions Requested

MEPD's MOTEMS and Article 5.5 workloads have increased substantially since the inception of these programs due to program development and evolution of the MOT industry.

The MOTEMS program enforcement is much more comprehensive and dynamic than originally envisioned at the inception of the program due to numerous factors, including but not limited to, the rate of deterioration of the state's aged MOT infrastructure and complexity of MOT asset management in modern times.

The oil industry has also been experiencing a major shift from hydrocarbons to renewable fuels that has stimulated numerous MOTEMS and Article 5.5 modifications projects over the past five years, such as the alteration of existing piping/pipeline systems from petroleum to renewable service and the addition of new renewable feedstock and fuel pipelines which entails comprehensive MOTEMS reevaluation and compliance review prior to operation or use or reuse. In fact, MEPD has overseen the conversion of two MOTs to predominantly renewable service, and installation of three new renewable fuels MOTs in California between 2019 and 2025. It is anticipated that renewable feedstock and fuels workload will continue to increase in the coming years with direct MOTEMS and Article 5.5 compliance implications.

Additionally, implementation of other state regulations at MOTs and the terminal facilities and oil refineries associated with these MOTs are directly impacting the built assets and operations at MOTs and therefore MOTEMS implementation. These include the 2020 CARB At-Berth Regulation, 2022 CARB Commercial Harbor Craft (CHC) Amendment, and 2024 SB 1044 Phasing Out PFAS in Class B Firefighting Foam. MEPD has received and anticipated continuing to receive numerous

MOTEMS submittals related to MOT upgrades to satisfy these non-MEPD standards by the compliance deadlines:

(a) January 1, 2025, CARB At-Berth emissions control compliance deadline for tanker vessels for visits to regulated terminals at Port of Los Angeles or Port of Long Beach

(b) January 1, 2027, CARB At-Berth emissions control compliance deadline for tanker vessels for visits to all other regulated terminals in the state

(c) January 1, 2028, deadline for transition to F3 firefighting foam for terminals or oil refineries

(d) Phased in 2023 to 2032 CARB CHC deadlines for new requirements for emissions, reporting, fuel use, idling, and facility power for tugboats depending on particular engine type and the available compliance flexibilities

For many years, MEPD has been negatively impacted by not being able to retain enough engineering staff and resources to satisfy the engineering needs of the Commission and the regulated community, let alone to accommodate the rapidly evolving MOT industry and newly enacted state regulations directly impacting MOTs. Thus, MEPD Engineering presently:

(a) has a backlog of over 160 MOTEMS and 510 Article 5.5 submittals awaiting review,

(b) has not been able to pursue MOTEMS rulemaking and research for over 6 years (i.e., missing the 2021 and 2024 triennial CBC code adoption and intervening cycles),

(c) has not been able to pursue Article 5.5 rulemaking and research for over 18 years,

(d) has not been able to perform MOT engineering site visits/field inspections on a routine basis to verify MOTEMS and Article 5.5 regulatory compliance since 2015,

(e) has not been able to participate in professional training, conferences, committees, and research to keep current on technical skills, developments and standards since 2019, and

(f) has not been able to implement up-to-date engineering policies and procedures for workplace effectiveness.

These negative impacts are compounding over time and have significantly hampered MEPD's ability to satisfy our statutory obligations of providing the best achievable protection of public health and safety and the environment at MOTs. Furthermore, this prolonged insufficiency in multi-disciplined engineering resources is beginning to impede the progress of numerous design, rehabilitation, repair, construction, and maintenance projects at existing and new MOTs, and threatening to obstruct time-sensitive MOT projects from being implemented efficiently and optimally to keep in-state fuel distribution running as smoothly as possible.

Therefore, MEPD requires more engineering staff to clear the backlog of MOTEMS and Article 5.5 reviews awaiting/pending review, as well as to resume the mandated levels of rulemaking and effectively implement the MOTEMS and Article 5.5 regulations and adapt to the continuously evolving MOT industry.

C. Departmentwide and Statewide Considerations

Statewide Considerations:

The California Energy Commission (CEC) issued a letter to Governor Newsom on June 27, 2025, that identifies strategies and recommendations to ensure that Californians have access to safe, affordable, and reliable transportation fuels and that petroleum refiners continue to see value in serving the California market, even as in-state demand for petroleum-based fuels declines over the coming decades. The first of three strategies that the CEC recommends in this letter states:

> "*1. Stabilize fuel supply through imports of refined fuels and maintaining in-state refining capacity.*

a. Support necessary import of refined fuel products (such as California-specific gasoline) by addressing regulatory and permitting issues that limit import capacity.

b. Retain in-state petroleum refining capacity where possible to maintain resilience of the transportation fuels system."

This request directly aligns with this strategy by:

(a) Addressing existing regulatory issues that may limit import capacity of refined fuel products (i.e., insufficient MEPD Engineering staffing to implement MOT regulatory compliance efforts related to audits, inspections, designs, rehabilitation, repairs, construction, and maintenance projects for existing and new MOTs in a time-sensitive manner, while enforcing safety regulations critical to preventing oil spills and providing the best achievable protection to public health, safety and the environment), and

(b) Aiding in retaining in-state petroleum refining capacity by ensuring that the MOTs directly connected to these refineries can operate efficiently and optimally to keep in-state fuel refining and distribution competitive.

Departmentwide Considerations:

The Commission's 2021-2025 Strategic Plan identifies the emerging challenges and opportunities the Commission is committed to addressing over the five-year plan and beyond and outlines seven focus areas, including: "*Building a Reimagined Workforce*".

This request directly aligns with this strategy by:

(a) Enabling reorganization of the MEPD organizational chart needed to reflect new and evolving work streams,

(b) Implementing increased use of multi-disciplinary approaches to existing and new work efforts to eliminate organizational silos and improve efficiency, and

(c) Preventing overdependence on a small number of highly skilled staff for time-critical tasks by creating skills redundancy to increase the number of personnel available to support critical functions.

D. Outcomes and Accountability

This BCP expected outcome is as follows:

- Recruit and retain 6.0 new MEPD Senior Engineers.
- Eliminate the MOTEMS and Article 5.5 compliance reviews backlog by 2030-31 and continue timely regulatory compliance reviews thereafter.
- Resume conducting engineering site visits of each MOT on a routine basis and in conjunction with operations staff (i.e., at least two to four times per year) by 2030-31.
- Resume conducting advanced MOTEMS and/or Article 5.5 rulemaking with research and highly technical rulemaking on a cyclical basis by 2030-31.
- Resume routine MOTEMS and Article 5.5 Customer Service Meetings on a routine basis (i.e., at least two to four times per year) by 2030-31.

However, the following challenges must also be acknowledged as potentially impactful to achieving the projected workload metrics:

Recruitment & Retention Challenges:

For nearly two decades, MEPD has struggled to recruit and retain qualified employees in the classifications of Associate Engineer, Petroleum Structures, Senior Engineer Petroleum Structures (Specialist), and Associate Process Safety Engineer. This is due to the highly specialized and multidisciplinary technical work performed, unique engineering experience required upon hire to

perform such work, and lack of competitive compensation (as compared to private industry) in these specific positions.

These recruitment and retention issues are evidenced by long-term hiring problems that have existed since the 2005 inception of the MOTEMS program, including but not limited to numerous hiring efforts held with few or no qualified applicants and without successfully filling any or all vacant positions, applicants declining hiring offers due to lack of competitive compensation, and employees leaving the Commission for jobs offering better compensation. Past attempts to address these problems have included hiring employees into engineering classifications with less stringent qualifications (e.g., hiring Assistant Civil Engineer or Associate Civil Engineer classes and performing multi-year in-house training to enable these employees to satisfy the minimum qualification requirements for the Associate Engineer, Petroleum Structures classification from 2008 to 2011), utilizing the Hire Above Minimum (HAM) procedure (which is no longer available for these job classifications), increased recruitment efforts by broadcasting the job availability to a larger audience, actively recalling multiple retired annuitants, and affecting overtime on permanent engineering staff (when permitted under the budget). However, the Division's significantly increased MOTEMS workload and long-standing staffing issues no longer enable the in-house training option to be a viable hiring strategy, and dependence on retired annuitants and overtime are not stable, sustainable, or sufficient solutions. And despite these efforts, the Division was unable to fill the last two engineering vacancies within this select group (i.e., beginning in May 2018) prior to their elimination from the MEPD budget in 2024-25 and currently has a 29-percent engineering vacancy rate (i.e., 2 out of 7 engineering positions vacant).

Thus, it is anticipated that recruitment and retention efforts could fail to meet the optimal timeframes and the MOTEMS and Article 5.5 program enforcement could fall further behind and remain dependent on retired annuitants and mandatory overtime (when available).

Anticipated Workload Increase Challenges:

While MEPD anticipates a significant increase in MOTEMS submittals received in 2025-26 and 2026-27 based on the 2020 CARB At-Berth Regulation, 2022 CARB Commercial Harbor Craft (CHC) Amendment, and 2024 SB-1044 Phasing Out PFAS in Class B Firefighting Foam compliance deadlines related to MOTs, the magnitude and duration of this increased workload is uncertain at this time.

Projected Outcomes

Workload Measure	CY	BY	BY+1	BY+2	BY+3	BY+4
MOTEMS Submittals Received	~150	~150	120-150	120-150	120-150	120-150
MOTEMS Submittals Reviewed	~100	~100	~200	~200	~200	~150
MOTEMS Submittals Awaiting/Pending Review at End of FY	~210	~260	~195	~130	~65	~50
MOTEMS Stakeholder Meetings	75-100	75-100	60-75	60-75	60-75	60-75
Article 5.5 Submittals Received	400-450	400-450	400-450	400-450	400-450	400-450
Article 5.5 Submittals Reviewed	~300	~300	~600	~600	~600	~450
Article 5.5 Submittals Awaiting/Pending Review at End of FY	~635	~760	~585	~410	~235	~210
Engineering MOT Site Visits	0-10	10-35	35-70	35-70	35-70	70-140
MOTEMS and Article 5.5 Customer Service Meetings	0	0	0-2	0-2	0-2	2-4
MOTEMS and Article 5.5 Rulemaking	No	Yes	Yes	Yes	Yes	Yes
MOTEMS and Article 5.5 External Research	No	No	No	No	No	Yes

E. Implementation Plan

The following key milestones, deliverables, and timeline for implementation are proposed:

- 2026-27:
  - Commence and complete recruitment to fill all 6.0 new Senior Engineer positions.
  - Begin MOTEMS and Article 5.5 compliance enforcement onboarding training for all new incumbents, including conducting engineering site visits of some MOTs.
  - Existing incumbents will continue to process MOTEMS and Article 5.5 compliance reviews at current rate.
  - Existing and new incumbents will participate in most or all MOTEMS Stakeholder meetings to become familiar with each MOT and specific MOT projects.
  - Commence basic MOTEMS and/or Article 5.5 rulemaking to familiarize existing and new incumbents with regulations and rulemaking processes, but no research or highly technical rulemaking will be pursued.
- 2027-28:
  - Conclude MOTEMS and Article 5.5 compliance enforcement onboarding training for all new incumbents, including conducting engineering site visits of all MOTs.
  - Existing and new incumbents will focus on processing MOTEMS and Article 5.5 compliance reviews to reduce backlog (i.e., at double the current rate due to double the quantity of staff).
  - Existing and new incumbents will participate in most or all MOTEMS Stakeholder meetings to become familiar with each MOT and specific MOT projects.

- Existing and new incumbents will conduct engineering site visits of each MOT at least one to two times per year.
- Continue basic MOTEMS and/or Article 5.5 rulemaking, but no research or highly technical rulemaking will be pursued.
- May commence MOTEMS and Article 5.5 Customer Service Meetings.

- 2028-29:
  - Existing and new incumbents will focus on processing MOTEMS and Article 5.5 compliance reviews to reduce backlog (i.e., at double the current rate due to double the quantity of staff).
  - Existing and new incumbents will participate in most or all MOTEMS Stakeholder meetings to become familiar with each MOT and specific MOT projects.
  - Existing and new incumbents will conduct engineering site visits of each MOT at least one to two times per year.
  - Continue basic MOTEMS and/or Article 5.5 rulemaking, but no research or highly technical rulemaking will be pursued.
  - May commence MOTEMS and Article 5.5 Customer Service Meetings.
- 2029-30:
  - Existing and new incumbents will focus on processing MOTEMS and Article 5.5 compliance reviews to reduce backlog (i.e., at double the current rate due to double the quantity of staff).
  - Existing and new incumbents will participate in most or all MOTEMS Stakeholder meetings to become familiar with each MOT and specific MOT projects.
  - Existing and new incumbents will conduct engineering site visits of each MOT at least one to two times per year.
  - Continue basic MOTEMS and/or Article 5.5 rulemaking, but no research or highly technical rulemaking will be pursued.
  - May commence MOTEMS and Article 5.5 Customer Service Meetings.
- 2030-31:
  - Existing and new incumbents will process MOTEMS and Article 5.5 compliance reviews as necessary (i.e., at reduced rate from previous years as backlog is cleared).
  - Existing and new incumbents will participate in most or all MOTEMS Stakeholder meetings to become familiar with each MOT and specific MOT projects.
  - Existing and new incumbents will conduct engineering site visits of each MOT on a routine basis and in conjunction with operations staff (i.e., at least two to four times per year).
  - Commence advanced MOTEMS and/or Article 5.5 rulemaking with research and highly technical rulemaking pursued.
  - Commence routine MOTEMS and Article 5.5 Customer Service Meetings (i.e., at least two to four times per year).

Supplemental Information (If Applicable)

None.

BCP Fiscal Detail Sheet

(Dollars in Thousands)

BCP Title: Regulatory Operations and Enforcement to Support Increased Import Demands

BR Name: 3560-007-BCP-2026-GB

Budget Request Summary

Personal Services

Personal Services	FY26 Current Year	FY26 Budget Year	FY26 BY+1	FY26 BY+2	FY26 BY+3	FY26 BY+4
Positions - Permanent	0.0	6.0	6.0	6.0	6.0	6.0
Total Positions	**0.0**	**6.0**	**6.0**	**6.0**	**6.0**	**6.0**
Salaries and Wages Earnings - Permanent	0	1,097	1,097	1,097	1,097	1,097
Total Salaries and Wages	**$0**	**$1,097**	**$1,097**	**$1,097**	**$1,097**	**$1,097**
Total Staff Benefits	0	607	607	607	607	607
Total Personal Services	**$0**	**$1,704**	**$1,704**	**$1,704**	**$1,704**	**$1,704**

Operating Expenses and Equipment

Operating Expenses and Equipment	FY26 Current Year	FY26 Budget Year	FY26 BY+1	FY26 BY+2	FY26 BY+3	FY26 BY+4
5301 - General Expense	0	60	60	60	60	60
5302 - Printing	0	12	12	12	12	12
5304 - Communications	0	12	12	12	12	12
5306 - Postage	0	12	12	12	12	12
5320 - Travel: In-State	0	30	18	18	18	18
5322 - Training	0	30	12	12	12	12
5324 - Facilities Operation	0	132	132	132	132	132
5326 - Utilities	0	24	24	24	24	24
5346 - Information Technology	0	48	54	54	54	54
5368 - Non-Capital Asset Purchases - Equipment	0	21	0	0	0	0
Total Operating Expenses and Equipment	**$0**	**$381**	**$336**	**$336**	**$336**	**$336**

Total Budget Request

Total Budget Request	FY26 Current Year	FY26 Budget Year	FY26 BY+1	FY26 BY+2	FY26 BY+3	FY26 BY+4
Total Budget Request	**$0**	**$2,085**	**$2,040**	**$2,040**	**$2,040**	**$2,040**

Fund Summary

Fund Source

Fund Source	FY26 Current Year	FY26 Budget Year	FY26 BY+1	FY26 BY+2	FY26 BY+3	FY26 BY+4
State Operations - 0320 - Oil Spill Prevention and Administration Fund	0	2,085	2,040	2,040	2,040	2,040
Total State Operations Expenditures	**$0**	**$2,085**	**$2,040**	**$2,040**	**$2,040**	**$2,040**
Total All Funds	**$0**	**$2,085**	**$2,040**	**$2,040**	**$2,040**	**$2,040**

Program Summary

Program Funding

Program Funding	FY26 Current Year	FY26 Budget Year	FY26 BY+1	FY26 BY+2	FY26 BY+3	FY26 BY+4
2570 - Marine Environmental Protection Division	0	2,085	2,040	2,040	2,040	2,040
Total All Programs	**$0**	**$2,085**	**$2,040**	**$2,040**	**$2,040**	**$2,040**

Personal Services Details

Positions

Positions	FY26 Current Year	FY26 Budget Year	FY26 BY+1	FY26 BY+2	FY26 BY+3	FY26 BY+4
7929 - Sr Engr - Petroleum Structures (Spec) (Eff. 07-01-2026)	0.0	6.0	6.0	6.0	6.0	6.0
Total Positions	**0.0**	**6.0**	**6.0**	**6.0**	**6.0**	**6.0**

Salaries and Wages

Salaries and Wages	FY26 Current Year	FY26 Budget Year	FY26 BY+1	FY26 BY+2	FY26 BY+3	FY26 BY+4
7929 - Sr Engr - Petroleum Structures (Spec) (Eff. 07-01-2026)	0	1,097	1,097	1,097	1,097	1,097
Total Salaries and Wages	**$0**	**$1,097**	**$1,097**	**$1,097**	**$1,097**	**$1,097**

Staff Benefits

Staff Benefits	FY26 Current Year	FY26 Budget Year	FY26 BY+1	FY26 BY+2	FY26 BY+3	FY26 BY+4
5150350 - Health Insurance	0	172	172	172	172	172
5150450 - Medicare Taxation	0	84	84	84	84	84
5150600 - Retirement - General	0	351	351	351	351	351
Total Staff Benefits	**$0**	**$607**	**$607**	**$607**	**$607**	**$607**

Total Personal Services

Total Personal Services	FY26 Current Year	FY26 Budget Year	FY26 BY+1	FY26 BY+2	FY26 BY+3	FY26 BY+4
Total Personal Services	**$0**	**$1,704**	**$1,704**	**$1,704**	**$1,704**	**$1,704**