

# Redbook

## LBO Analysis of Executive Budget Proposal

### Public Utilities Commission of Ohio

Russ Keller, Senior Economist  
March 2023

#### TABLE OF CONTENTS

<b>Quick look</b> .....	<b>1</b>
<b>Overview</b> .....	<b>2</b>
Agency overview.....	2
Appropriation summary.....	2
Staffing levels.....	2
<b>Analysis of FY 2024-FY 2025 budget proposal</b> .....	<b>3</b>
Introduction.....	3
Category 1: Utility Regulation.....	4
C1:1: Gas Pipeline Safety (ALIs 870617 and 870601).....	4
C1:2: Power Siting Board (ALI 870606).....	4
C1:3: Utility and Railroad Regulation (ALI 870622).....	5
C1:4: National Association Dues (ALI 870624).....	6
C1:5: Telecommunications Relay Service (ALI 870626).....	6
C1:6: Underground Safety (ALIs 870646 and 870647).....	7
C1:7: Grid Resilience (ALI 870649).....	7
Category 2: Transportation Regulation.....	8
C2:1: Railroad Crossing Safety (ALI 870614).....	8
C2:2: Motor Carrier Registration (ALIs 870640 and 870641).....	9
C2:3: Transportation Fines (ALI 870643).....	9
C2:4: Hazardous Materials (ALIs 870644 and 870650).....	10
C2:5: Motor Carrier Enforcement (ALI 870645).....	11

C2:6: Motor Carrier Safety (ALI 870608)..... 11  
C2:7: Technology Deployment (ALIs 870648 and 870604) ..... 12

Attachments:

- Catalog of Budget Line Items (COBLI)
- Appropriation Spreadsheet

# LBO Redbook

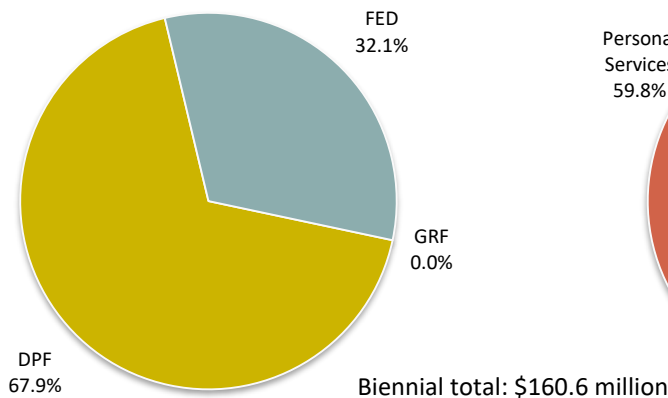
## Public Utilities Commission of Ohio

### Quick look...

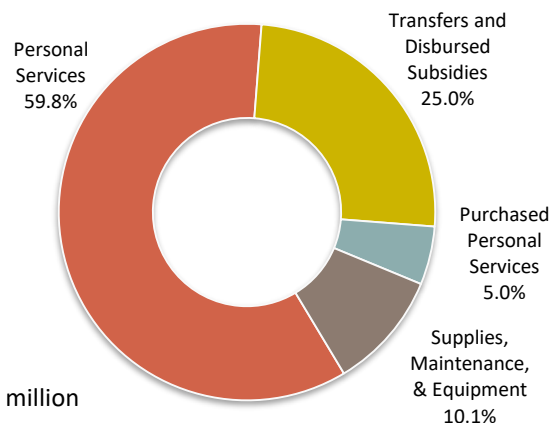
- Since the agency’s inception in 1911, the Public Utilities Commission of Ohio (PUCO) exists as the regulator for all kinds of utility services.
- PUCO is a self-supporting agency with no GRF appropriation. The agency’s funding is derived through assessments to utilities, fees generated by interstate and intrastate motor carrier registrations, and federal assistance.
- As of March 2023, PUCO employed 299 people, inclusive of four appointed commissioners (one commissioner position was vacant).
- The executive budget recommends \$80.2 million for FY 2024 and \$80.4 million for FY 2025.
  - PUCO regards the funding level as sufficient for the agency to accomplish its major goals and objectives during the coming biennium.
  - Federal funding recently increased largely due to the Infrastructure Investment and Jobs Act (IIJA), which created a new grant program for energy grid resiliency.
  - There are no proposed fee changes for the FY 2024-FY 2025 biennium.

Fund Group	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
Dedicated Purpose	\$47,294,112	\$56,495,725	\$54,670,751	\$54,470,721
Federal	\$10,392,963	\$24,569,315	\$25,573,103	\$25,933,573
<b>Total</b>	<b>\$57,687,076</b>	<b>\$81,065,040</b>	<b>\$80,243,854</b>	<b>\$80,404,294</b>
<b>% change</b>	<b>10.1%</b>	<b>40.5%</b>	<b>-1.0%</b>	<b>0.2%</b>

**Chart 1: PUCO Budget by Fund Group  
FY 2024-FY 2025 Biennium**



**Chart 2: PUCO Budget by Expense Category  
FY 2024-FY 2025 Biennium**



## Overview

### Agency overview

The Public Utilities Commission of Ohio (PUCO) regulates providers of utility services, including electric and natural gas companies, local and long distance telephone companies, water and wastewater companies, and rail and trucking companies. PUCO is a quasi-judicial body that was created to assure Ohioans adequate, safe, and reliable public utility services at a fair price. More recently, PUCO gained responsibility for facilitating competitive utility choices for Ohio consumers. PUCO's oversight of regulated utilities affects every Ohioan, from families to businesses, small and large. The Ohio Power Siting Board (OPSB), which is funded by PUCO, reviews and approves new electric generation and transmission facilities in the state.

PUCO continues to regulate and establish rates for investor-owned and noncompetitive utility services. The agency decides matters ranging from rate cases to service complaints. PUCO also serves as the lead agency for the Motor Carrier Safety Assistance Program and in this capacity partners with the Ohio State Highway Patrol to ensure that commercial motor vehicles are safely traveling throughout Ohio. PUCO supports the monitoring, registration, and certification of nearly 4,200 intrastate carriers, 2,500 hazardous materials carriers, over 5,700 rail grade crossings, and more than 1,000 power, utility, and telecommunications companies each year. PUCO assists with disputes between several thousand residential, business, and industrial customers, and utilities or competitive suppliers annually. PUCO's call center representatives work with the consumer and the utility company to help mediate and resolve the claim or issue.

### Appropriation summary

FY 2024 recommended funding for PUCO, totaling \$80.2 million, is \$0.8 million (1.0%) lower than FY 2023 estimated spending. Recommended state-funded appropriations would decrease by \$1.8 million (3.2%) while federally funded line items grow by \$1.0 million (4.1%). Recommended total funding in FY 2025, \$80.4 million, is about \$160,000 (0.2%) more than the FY 2024 recommended total, with a funding increase in federally funded line items partially offset by a decrease in state-funded appropriations. Approximately 25% of PUCO's budget is disbursed as subsidy or transferred to others, the bulk of which spending is attributed to a new federal grant and ongoing motor carrier enforcement.

The table and Chart 1 shown in the "**Quick look**" section present the executive recommended appropriations by fund group. Chart 2 in the "**Quick look**" section shows the executive recommended appropriations by object of expense.

### Staffing levels

PUCO is governed by five commissioners, including the chairperson, who are appointed by the Governor for five-year terms. The Commission has funding for up to 350+ positions, as well as five appointed commissioners. Staff members include individuals from a variety of professional backgrounds. PUCO's budget request noted that "20% of workforce are eligible to retire in the next two years, the [agency's budget] request addresses attrition, knowledge transfer capacity and projected workload growth."

# Analysis of FY 2024-FY 2025 budget proposal

## Introduction

This section provides an analysis of the Governor’s recommended funding for each appropriation line item (ALI) in the Public Utilities Commission of Ohio’s (PUCO) budget. For organizational purposes, these ALIs are grouped into two major categories based on their funding purposes. The analysis for an ALI with a lower category or subcategory designation will appear before that for an ALI with a higher category or subcategory designation. That is, the analysis for an ALI with a category designation of C1:8 will appear before the analysis for an ALI with a category designation of C2:1 and the analysis for an ALI with a category designation of C1:3 will appear before the analysis for an ALI with a category designation of C1:8.

To aid the reader in locating each ALI in the analysis, the following table shows the category in which each ALI has been placed, listing the ALIs in order within their respective fund groups and funds. This is the same order the ALIs appear in the PUCO section of the budget bill.

In the analysis, each appropriation item’s estimated expenditures for FY 2023 and recommended appropriations for FY 2024 and FY 2025 are listed in a table. Following the table, a narrative describes how the appropriation is used and any changes affecting the appropriation that are proposed by the Governor. If the appropriation is earmarked, the earmarks are listed and described.

Categorization of PUCO’s Appropriation Line Items for Analysis of FY 2024-FY 2025 Budget Proposal			
Fund	ALI	ALI Name	Category
<b>Dedicated Purpose Fund Group</b>			
4A30	870614	Grade Crossing Protection Devices – State	2 Transportation Regulation
4L80	870617	Pipeline Safety – State	1 Utility Regulation
5610	870606	Power Siting Board	1 Utility Regulation
5F60	870622	Utility and Railroad Regulation	1 Utility Regulation
5F60	870624	NARUC/NRRI Subsidy	1 Utility Regulation
5LT0	870640	Intrastate Registration	2 Transportation Regulation
5LT0	870641	Unified Carrier Registration	2 Transportation Regulation
5LT0	870643	Non-hazardous Materials Civil Forfeiture	2 Transportation Regulation
5LT0	870644	Hazardous Materials Civil Forfeiture	2 Transportation Regulation
5LT0	870645	Motor Carrier Enforcement	2 Transportation Regulation
5Q50	870626	Telecommunications Relay Service	1 Utility Regulation
5QR0	870646	Underground Facilities Protection	1 Utility Regulation
5QS0	870647	Underground Facilities Administration	1 Utility Regulation
<b>Federal Fund Group</b>			
3330	870601	Gas Pipeline Safety	1 Utility Regulation
3500	870608	Motor Carrier Safety	2 Transportation Regulation

Categorization of PUCO’s Appropriation Line Items for Analysis of FY 2024-FY 2025 Budget Proposal				
Fund	ALI	ALI Name		Category
3500	870648	Motor Carrier Administration High Priority Activities Grants and Cooperative Agreements	2	Transportation Regulation
31D0	870649	Department of Energy Grid Resiliency	1	Utility Regulation
31E0	870650	Hazardous Material Commercial Vehicle Inspection Grants	2	Transportation Regulation
3V30	870604	Commercial Vehicle Information Systems/Network	2	Transportation Regulation

### Category 1: Utility Regulation

PUCO regulates various types of utilities, and this category details the agency’s role in electricity, gas, telephone, water, and sewer services.

#### C1:1: Gas Pipeline Safety (ALIs 870617 and 870601)

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
4L80 ALI 870617, Pipeline Safety – State	\$359,377	\$359,377	\$359,377
% change	--	0.0%	0.0%
3330 ALI 870601, Gas Pipeline Safety	\$1,397,959	\$1,543,289	\$1,543,289
% change	--	10.4%	0.0%

These two items are used to administer the pipeline safety code for all gas and natural gas pipeline operators in the state. These state and federal sources finance PUCO’s duties and responsibilities related to pipeline inspection. PUCO is the state agency certified by the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) to enforce federal safety standards of intrastate natural gas pipeline facilities. PHMSA administers a grant program for conducting inspections, audits, and training programs. PUCO has ten pipeline inspectors to enforce pipeline safety and respond to emergencies. The federal government reimburses up to 80% of the costs of operating this program.

PUCO matches the grant from Dedicated Purpose Fund (DPF) item 870617 with revenue derived from an assessment on gas pipeline operators. The assessment is based on the state appropriation amount, and each operator pays an amount in proportion to their gas supplied or delivered in this state during the preceding calendar year. The assessment paid by each operator is the greater of \$75.00 or \$0.0005 per thousand cubic feet of gas supplied or delivered.

#### C1:2: Power Siting Board (ALI 870606)

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
5610 ALI 870606, Power Siting Board	\$2,388,606	\$3,080,000	\$3,180,000
% change	--	28.9%	3.2%

This item is used by the Ohio Power Siting Board (OPSB) to evaluate submitted applications for the construction of major utility facilities pertaining to electric generation, electric substations, and electric or gas transmission lines.

OPSB must approve, disapprove, or “modify and approve” applications for a certificate of environmental compatibility and public need. These certificates are necessary before an entity begins construction of larger electric utility facilities, inclusive of economically significant wind farms, as well as certain electric transmission lines and gas pipelines. Separately, OPSB processes both “letters of notification” and “construction notices” using an accelerated application process, but these methods are generally reserved for smaller projects.

Revenues in support of this ALI are received from application fees or from amounts billed to applicants for OPSB expenses incurred during the course of their evaluation. The construction of facilities is a market-driven decision, so the Board is unsure about the number of filings that will occur in a given year. The number of applications, as well as the complexity of the cases, varies from year to year. Nevertheless, OPSB has seen a significant increase in applications for new generation and transmission projects in recent years. The Board anticipates a continued influx of applications, so the budget proposal accounts for this increase in terms of staffing and the flexibility to retain outside expertise when needed.

### **C1:3: Utility and Railroad Regulation (ALI 870622)**

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
5F60 ALI 870622, Utility and Railroad Regulation	\$39,012,561	\$39,012,561	\$39,012,561
% change	--	0.0%	0.0%

This line item covers the broadest set of PUCO’s responsibilities and represents the largest source for agency payroll. About 84% of this line item is planned for personnel-related expenditures over the FY 2024-FY 2025 biennium.

PUCO regulates investor-owned telephone, electric, gas, water, and sewer utilities. This item is funded by PUCO’s primary revenue source, the Public Utilities Fund (Fund 5F60). All regulated utilities pay an assessment based on their intrastate revenues. The total amount of assessments collected is equivalent to the appropriations from Fund 5F60.

The Revised Code established Fund 5F60 for the sole purpose of maintaining and administering the duties of the Commission. The principal duties of PUCO are registering and certifying utilities to operate in the state while monitoring and analyzing the quality and reliability of service provided to consumers. The advent of competition has enabled many new companies to enter the public utility field. Given the importance of reliable public utility service, PUCO continuously reviews companies entering the market for their capability to operate a public utility in Ohio. The agency tracks the utility markets and sets rates for some services. PUCO also establishes, monitors, and enforces minimum standards of service and safety standards while resolving utility disputes through mediation, arbitration, and adjudication. Consequently, PUCO’s Rate and Analysis Department and Service Monitoring and Enforcement Department comprise nearly half of the agency’s staff.

The executive budget proposes that PUCO address how electricity is procured for customers of PUCO-regulated utilities that are enrolled in the state’s low-income assistance program, the Percentage of Income Payment Plan (PIPP). Current law requires electric load for this segment of customers to be procured separately from others. The proposed change will permit flexibility in how this electricity is auctioned. PIPP customers are subsidized by a rider on all electric consumers’ monthly bills, so the executive proposal could lower the amount being charged to ratepayers, if PUCO obtains better generation rates for PIPP consumers. The administrative costs of the PIPP Program are also paid by ratepayers, so PUCO will experience a minimal increase in expenditures, if any, after the Department of Development transfers this authority to PUCO.

#### **C1:4: National Association Dues (ALI 870624)**

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
5F60 ALI 870624, NARUC/NRRI Subsidy	\$85,000	\$85,000	\$85,000
% change	--	0.0%	0.0%

This line item is for PUCO’s payment of annual dues to its relevant national association. According to PUCO, technological innovations, economic incentives, and legal and legislative changes affect the way the agency operates. PUCO regards a highly trained staff as essential in order for the agency to address a multitude of complex issues in a timely manner. One such training tool is the National Regulatory Research Institute (NRRI), which is supported by this line item. The National Association of Regulatory Utility Commissioners (NARUC) assesses PUCO and other state commissions to support NRRI, which provides research products based on facts, objective analysis, and independence. NRRI envisions itself as an independent, nonprofit corporation that is both politically relevant and academically rigorous.

#### **C1:5: Telecommunications Relay Service (ALI 870626)**

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
5Q50 ALI 870626, Telecommunications Relay Service	\$3,000,000	\$1,020,000	\$1,020,000
% change	--	-66.0%	0.0%

This line item pays program costs for the Telecommunications Relay Service (TRS), which was mandated by the federal Americans with Disabilities Act of 1990. TRS enables citizens of Ohio with hearing or speech disabilities to place and receive telephone calls. TRS providers – generally telephone companies – are compensated for the costs of providing TRS from ALI 870626; the TRS user does not pay any costs. There are several forms of TRS, depending on the particular needs of the user and the equipment available. TRS providers must offer service that meets certain mandatory minimum standards set by the Federal Communications Commission.

PUCO requested an annual appropriation of \$2.0 million over the FY 2024-FY 2025 biennium. The Commission said “regular annual assessments are performed in May of each year, and cover the costs associated with the TRS contract for the following year. Cash should not



exceed the annual assessment amount, except for invoice timing differences at the beginning of a fiscal year.”

### **C1:6: Underground Safety (ALIs 870646 and 870647)**

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
5QR0 ALI 870646, Underground Facilities Protection	\$50,000	\$50,000	\$50,000
% change	--	0.0%	0.0%
5QS0 ALI 870647, Underground Facilities Administration	\$636,368	\$500,000	\$500,000
% change		-21.4%	0.0%

The two line items are used to administer the one-call notification system for underground digging. Before beginning any digging project, Ohio law requires that a person contact the Ohio Utilities Protection Service (OUPS) at least 48 hours in advance. Once OUPS is notified, underground facilities will be marked for free. Absent this process, there is an increased chance of hitting an underground utility line while digging, which can cause damage to the environment or serious personal injuries. S.B. 378 of the 130<sup>th</sup> General Assembly assigned to PUCO the duties of enforcing Ohio’s damage prevention laws. Since January 1, 2016, aggrieved parties may report alleged compliance failures to PUCO to be investigated. When the investigation is complete, PUCO will then forward the information to the Underground Technical Committee (UTC), a committee made up of individuals with knowledge and experience in safe excavation, who will decide if a compliance failure occurred and determine an appropriate consequence.

In order to pay the costs of enforcing the new damage prevention laws, users of the “One-Call (Call Before You Dig)” system must register with PUCO and pay an annual registration fee that the Revised Code specifies must not be more than \$50. Failure to register may result in a fine up to \$2,500.

Any fines assessed against violators of the damage prevention law will be deposited into Fund 5QR0. Revenue from fines must be used to fund grants to provide public awareness, training, education, and incentive programs to reduce the number and severity of compliance failures. PUCO made no expenditures from DPF line item 870646 since its inception in FY 2016 while nearly \$14,000 in fines were collected in total over the past three fiscal years, FY 2020-FY 2022.

### **C1:7: Grid Resilience (ALI 870649)**

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
3ID0 ALI 870649, Department of Energy Grid Resiliency	\$7,122,706	\$7,122,706	\$7,122,706
% change	--	0.0%	0.0%

This line item funds competitive grants supporting activities that reduce the likelihood and consequence of impacts to the electric grid due to extreme weather, wildfire, and natural disaster. Statutory language in the Infrastructure Investment and Jobs Act (IIJA) requires prioritization of transformational transmission and distribution technology solutions that will generate the greatest regional or community benefit (whether rural or urban) in reducing the likelihood and consequences of disruptive events to the power system. Ohio's federal allocation under the IIJA is estimated to be \$7.1 million in each year for a project period from federal fiscal year (FFY) 2022 through FFY 2026. The grant requires a 15% state match, which will be met through eligible administrative and technical assistance in-kind contributions paid from ALI 870622, Utility and Railroad Regulation.

## Category 2: Transportation Regulation

PUCO regulates various types of transportation, including rail and trucking companies, transportation network companies, and those that move household goods. This category contains appropriations pertaining to those duties.

### C2:1: Railroad Crossing Safety (ALI 870614)

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
4A30 ALI 870614, Grade Crossing Protection Devices – State	\$2,400,000	\$2,000,000	\$1,700,000
% change	--	-16.7%	-15.0%

This line item is used by PUCO to order state-funded installation of lights and gates at grade crossings throughout the state. Revenue for this purpose comes from the state motor fuel tax (MFT); \$1.2 million of MFT revenue each year is allocated to Fund 4A30. Fund 4A30 had a cash balance of \$5.39 million at the end of FY 2022, so that the appropriation amounts can be funded despite being more than the revenue to the fund. PUCO employs federally certified railroad inspectors throughout Ohio. Among other duties, the inspectors monitor railroad rights-of-way and grade crossings for surface conditions, view obstruction, fencing and drainage concerns, and conditions on railroad equipment at rail yards and other facilities.

PUCO's staff of federally certified inspectors conducted 970 railroad inspections in FY 2022 on behalf of the federal government. PUCO's rail division inspected 5,316 public grade crossings in Ohio for state compliance. A total of 187 federal, state, and locally funded safety upgrades were ordered during the year.

PUCO, in partnership with the Ohio Rail Development Commission (ORDC), selects Ohio highway-railroad crossings for federally funded upgrades based on a priority list that ranks the crossings in order of accident risk. Criteria used in ranking each crossing relative to its risk of accident include: number of tracks, average daily traffic count, crash history, number of highway lanes, maximum speed of trains, and number of trains per day. While the average cost of upgrading a crossing is \$200,000, the local community incurs no costs under the federal program.

For crossings not eligible under the federal program, the state-funded Grade Crossing Upgrade Program allows the cost of a project to be shared between the local community, the

state, and the railroad involved. Depending upon a variety of factors including the amount of daily train and motor vehicle traffic at the crossing, communities can expect to pay from 25% to 65% of the cost of the project. State funding is a means for supplementing local funding where a shortfall would otherwise result. PUCO allocates funds based on an objective formula measuring both the seriousness of the hazard and other special conditions at the crossing.

### **C2:2: Motor Carrier Registration (ALIs 870640 and 870641)**

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
5LTO ALI 870640, Intrastate Registration	\$210,661	\$210,661	\$210,661
% change	--	0.0%	0.0%
5LTO ALI 870641, Unified Carrier Registration	\$476,636	\$476,636	\$476,636
% change	--	0.0%	0.0%

These two line items are supported by applicable registration fees collected by PUCO. PUCO processes nearly 15,000 motor carrier registrations each year. The Commission grants a Certificate of Public Convenience and Necessity (CPCN), of which the majority are for intrastate commerce rather than interstate carriers.

All for-hire motor carriers operating solely in Ohio (or “intrastate commerce”) must pay a registration fee to PUCO. The fee ranges between \$20 and \$30 per vehicle, depending on the nature of the business and what it transports. During the first instance this fee is paid, PUCO issues a CPCN, and the annual renewable period is from May 1 to June 30.

All interstate, for-hire motor carriers must initially register with PUCO before operating, but the agency does not collect any other revenue from these carriers beyond the one-time fee at the time a CPCN is issued. This exemption applies so long as the carrier registered their interstate operations under the federal Unified Carrier Registration (UCR) Agreement and kept their UCR registration in good standing.

### **C2:3: Transportation Fines (ALI 870643)**

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
5LTO ALI 870643, Non-hazardous Materials Civil Forfeiture	\$311,144	\$311,144	\$311,114
% change	--	0.0%	0.0%

This line item funds the administrative costs of PUCO’s civil forfeitures program. Its appropriation also places a limit on agency spending of fines assessed on motor carriers. Once the fund receives nonhazardous materials forfeitures equivalent to the appropriation authority, all additional fines are deposited in the GRF. More than 35,000 penalties are assessed each year, resulting in approximately \$2.5 million being credited to the GRF.

PUCO regards its motor carrier civil forfeiture review initiative as an effective tool for incentivizing general truck safety. When used in conjunction with its database of historical audits and inspections, PUCO can observe changes in compliance behavior. Audits and inspections that reveal serious violations are subject to fines up to \$25,000 for each day of each violation. Fines are initially deposited into Fund 5LTO for the support of the line item.

### **C2:4: Hazardous Materials (ALIs 870644 and 870650)**

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
5LTO ALI 870644, Hazardous Materials Civil Forfeiture	\$1,165,000	\$1,165,000	\$1,165,000
% change	--	0.0%	0.0%
3IE0 ALI 870650, Hazardous Material Commercial Vehicle Inspection Grants	\$414,031	\$414,031	\$414,031
% change	--	0.0%	0.0%

The two line items fund PUCO's efforts to ensure industry compliance with hazardous materials transportation laws through training and inspections.

PUCO's expenditures from DPF item 870644, supported by civil forfeitures derived from hazardous materials carriers and shippers, funds emergency response training. When PUCO discovers violations of the federal "Hazardous Materials Transportation Uniform Safety Act of 1990," or any regulation adopted under the Act, the Commission must consider assessing civil penalties specified in federal law.

Cleveland State University's (CSU) hazardous materials training center receives \$400,000 each year to support their program, which trains government and private industry regarding the safe handling of hazardous materials. CSU trainings are conducted in Cleveland and at other locations within the state. Local government entities may contact CSU before applying for a PUCO grant to determine if CSU can provide the proposed training.

The next \$400,000 goes to a hazardous materials training grant program that distributes money to local government subdivisions, educational institutions, and state agencies in Ohio. The funding enables public safety and emergency services personnel to learn the proper techniques concerning the management of hazardous materials spills and releases that occur during transportation. In August 2022, PUCO approved 15 grants totaling \$400,000. In total, the 16 recipients, inclusive of CSU, will train more than 5,000 public safety and emergency services professionals in Ohio.

In December 2020, the federal government created a new grant for hazardous materials inspections under the Consolidated Appropriations Act, 2021. Federal (FED) item 870650 provides training and financial support for state entities to perform hazardous material shipper inspections. The funding is used to provide training normally funded by states, reimburse shipper inspection costs, and develop a certification for state hazardous materials packaging and shipping inspection programs. The goal of the federal grant is to improve the quality and consistency of shipper inspections that impact all modes of hazardous materials transport (other than pipelines) by increasing oversight at shipper locations.

### C2:5: Motor Carrier Enforcement (ALI 870645)

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
5LTO ALI 870645, Motor Carrier Enforcement	\$6,400,372	\$6,400,372	\$6,400,372
% change	--	0.0%	0.0%

This line item is PUCO's largest state-funded source of operating expenses for its regulation of for-hire motor carriers, which are a public utility in Ohio. PUCO estimates that 29% of this item will be used for equipment, supplies, and maintenance during the FY 2024-FY 2025 biennium, while an additional 71% will be used for personnel-related expenditures.

PUCO's primary mission in commercial vehicle safety is the prevention and reduction of crashes on roadways and highways, as well as the protection of the traveling public from commercial operations of large, heavy, or hazardous cargo-laden vehicles. The agency's comprehensive strategy integrates carrier registration, driver and vehicle inspections, motor carrier investigations, safety audits, civil forfeitures, safety grant funding, and the issuance of educational materials. New carriers are often the largest contributing factor to unsafe roadways, so PUCO administers a safety audit program targeted at this group.

### C2:6: Motor Carrier Safety (ALI 870608)

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
3500 ALI 870608, Motor Carrier Safety	\$14,947,602	\$15,710,777	\$16,103,547
% change	--	5.1%	2.5%

This line item supports the use of federal funds for the Motor Carrier Safety Assistance Program (MCSAP). Only the state's lead agency, as designated by the Governor, is eligible to apply for MCSAP grant funding by submitting a commercial vehicle safety plan to the federal government. Federal grants are awarded with intent to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles.

As the lead agency of MCSAP, PUCO passes money through to the Ohio Department of Public Safety (ODPS), which is the sole motor carrier safety sub-recipient in the program. Two divisions of ODPS are involved in MCSAP. The Ohio Bureau of Motor Vehicles is responsible for implementing the Performance and Registration Information Systems Management Program, which is a condition for MCSAP eligibility, while the Ohio State Highway Patrol (OSHP) conducts safety enforcement activities.

PUCO and OSHP inspectors conducted more than 63,086 driver/vehicle inspections during FY 2022. Each inspection follows a thorough process to ensure that the driver and vehicle meet necessary state and federal regulations. Vehicles, drivers, and companies that fail to meet these regulations may be declared out-of-service and cannot continue operating until they comply. FY 2022 inspections resulted in 9,226 vehicles and 4,653 drivers being placed out-of-service due to severe violations.

**C2:7: Technology Deployment (ALIs 870648 and 870604)**

Fund/ALI	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
3500 ALI 870648, Motor Carrier Administration High Priority Activities Grants and Cooperative Agreements	\$687,017	\$750,000	\$750,000
% change	--	9.2%	0.0%
3V30 ALI 870604, Commercial Vehicle Information Systems/Networks	\$0	\$32,300	\$0
% change	--	N/A	-100.0%

The two line items fund a PUCO database enabling it to effectively track motor carriers’ records. The Commercial Vehicle Information Systems and Networks Fund (Fund 3V30) formerly received money from a federal grant utilized for the integration and sharing of state and federal data. PUCO does not anticipate any revenues during FY 2024-FY 2025, and the executive budget recommends a \$32,300 appropriation in FY 2024 to exhaust the remaining cash balance.

Since 2001, PUCO has maintained a database linking multiple Ohio state agencies that provide necessary information, such as civil forfeiture records, vehicle crash instances, and vehicle permits, to complete requisite audit and safety initiatives. The reporting platform is referred to as the Commercial Vehicle Information Systems and Networks (CVISN) Program.

Beginning in FFY 2017, the federal government merged the CVISN grant into the Motor Carrier Safety Assistance Program High Priority Grant and renamed the enterprise the Innovative Technology Deployment (ITD) Program. States may use ITD funds to: (1) improve safety and productivity of motor carriers, commercial vehicles, and their drivers, (2) streamline enforcement operations, (3) improve efficiency and effectiveness of commercial safety programs through targeted enforcement, or (4) improve security of commercial vehicle data and the sharing of data between states.

## Public Utilities Commission of Ohio

---

### Dedicated Purpose Fund Group

#### 4A30 870614 Grade Crossing Protection Devices-State

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$827,321	\$810,485	\$828,887	\$2,400,000	\$2,000,000	\$1,700,000
% change	-2.0%	2.3%	189.5%	-16.7%	-15.0%

**Source:** Dedicated Purpose Fund Group: \$1.2 million per year from the state gasoline tax

**Legal Basis:** R.C. 4907.471 and 4907.472; Section 375.10 of H.B. 110 of the 134th G.A.

**Purpose:** This line item is used to provide warning devices (including flasher lights and gates) at rail-highway crossings, pursuant to R.C. 4907.471. Funds from this line item are used to provide preliminary funding for upgrades or funding for which federal funds cannot be used (e.g., to cover preliminary engineering costs). The upgrades are undertaken by the railroads, and the PUCO reimburses them for the expenditure when the project is complete.

#### 4L80 870617 Pipeline Safety-State

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$346,094	\$325,372	\$340,489	\$359,377	\$359,377	\$359,377
% change	-6.0%	4.6%	5.5%	0.0%	0.0%

**Source:** Dedicated Purpose Fund Group: Assessments against gas and natural gas pipeline operators (individual assessments are based on the total amount of gas supplied during the calendar year preceding the assessment; assessments are made in October of each year and the total amount assessed depends on the appropriation level)

**Legal Basis:** R.C. 4905.92; Section 375.10 of H.B. 110 of the 134th G.A. (originally established by H.B. 365 of the 119th G.A.)

**Purpose:** Moneys in this line item are used to administer the pipeline safety code for all gas and natural gas pipeline operators in the state and to finance PUCO's duties and responsibilities under the program. The line item partially covers the cost associated with PUCO's pipeline inspectors and inspection program.

## Public Utilities Commission of Ohio

### 5610 870606 Power Siting Board

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$889,858	\$1,222,506	\$1,159,598	\$2,388,606	\$3,080,000	\$3,180,000
% change	37.4%	-5.1%	106.0%	28.9%	3.2%

**Source:** Dedicated Purpose Fund Group: Fees submitted with applications for a certificate of environmental compatibility and public need plus reimbursements for expenses incurred in processing applications. Utilities are billed annually for expenses incurred in the prior year.

**Legal Basis:** R.C. 4906.06; Section 375.10 of H.B. 110 of the 134th G.A. (originally established by H.B. 291 of the 115th G.A.)

**Purpose:** This line item provides operating funds for the Power Siting Board. The board is empowered to approve, disapprove, or "modify and approve" applications for a certificate of environmental compatibility and public need. A public utility must have such a certificate before constructing or expanding major utility facilities.

### 5F60 870622 Utility and Railroad Regulation

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$32,728,284	\$32,256,949	\$36,893,716	\$39,012,561	\$39,012,561	\$39,012,561
% change	-1.4%	14.4%	5.7%	0.0%	0.0%

**Source:** Dedicated Purpose Fund Group: Assessments against the intrastate revenues of the railroads and utilities regulated by the Public Utilities Commission. The total assessment in any year is equal to the agency's appropriation from the Public Utilities Fund (Fund 5F60; i.e., line items 870622 and 870624). If the agency's expenditures are less than its appropriation in a given year, the next year's assessment is reduced by the difference.

**Legal Basis:** R.C. 4905.10; Section 375.10 of H.B. 110 of the 134th G.A. (originally established by H.B. 215 of the 122nd G.A.)

**Purpose:** This line item funds activities related to the regulation of investor-owned telephone, electric, gas, water and sewer utilities. The item also funds the Commission's regulation of railroads.



## Public Utilities Commission of Ohio

### 5F60 870624 NARUC/NRRI Subsidy

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$25,925	\$67,521	\$67,892	\$85,000	\$85,000	\$85,000
% change	160.4%	0.5%	25.2%	0.0%	0.0%

**Source:** Dedicated Purpose Fund Group: Assessments against the intrastate revenues of the railroads and utilities regulated by the Public Utilities Commission

**Legal Basis:** Section 375.10 of H.B. 110 of the 134th G.A. (originally established by H.B. 215 of the 122nd G.A.)

**Purpose:** This line item funds PUCO's share of an assessment levied by the National Association of Regulatory Utility Commissioners (NARUC) to support the National Regulatory Research Institute (NRRI). The fee is based on a percentage of utilities' operating revenues by class of utility.

### 5LTO 870640 Intrastate Registration

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$200,525	\$194,951	\$200,830	\$210,661	\$210,661	\$210,661
% change	-2.8%	3.0%	4.9%	0.0%	0.0%

**Source:** Dedicated Purpose Fund Group: Fees paid by for-hire motor carriers operating solely in Ohio: \$30 per year for a tractor or truck pulling trailer, tow truck, or bus and \$20 per year for a straight truck, van, or car.

**Legal Basis:** R.C. 4921.19; Section 375.10 of H.B. 110 of the 134th G.A.

**Purpose:** This line item is used to enforce the Federal Motor Carrier Safety Regulations for intrastate motor carriers operating in Ohio.

### 5LTO 870641 Unified Carrier Registration

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$505,495	\$446,676	\$460,670	\$476,636	\$476,636	\$476,636
% change	-11.6%	3.1%	3.5%	0.0%	0.0%

**Source:** Dedicated Purpose Fund Group: Fees for unified carrier registration

**Legal Basis:** R.C. 4921.11 and 4921.19; Section 375.10 of H.B. 110 of the 134th G.A.

**Purpose:** The fund receives fees for unified carrier registration. The Revised Code requires that annual fee amounts levied by PUCO be identical to those established by the Unified Carrier Registration Agreement (UCRA) Board of Directors as approved by the Federal Motor Carrier Safety Administration. Federal law mandates that all motor carriers required to register with the U.S. Department of Transportation (including private, for-hire, and exempt carriers, as well as brokers, freight forwarders, and leasing companies) pay the fees. Purely intrastate motor carriers are not subject to unified carrier registration fees.

## Public Utilities Commission of Ohio

### 5LT0 870642 Hazardous Materials Registration

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$77,306	\$0	\$0	\$0	\$0	\$0
% change	-100%	N/A	N/A	N/A	N/A

- Source:** Dedicated Purpose Fund Group: Registration and permitting fees paid by motor carriers that transport hazardous materials
- Legal Basis:** Discontinued line item (formerly R.C. 4921.15; originally established by H.B. 487 of the 129th G.A.)
- Purpose:** Funds from this line item were used to enforce the Hazardous Materials Transportation Law. Motor carriers transporting hazardous materials paid a unique registration fee to PUCO. H.B. 49 of the 132nd G.A. repealed this state-administered fee effective September 2017. Commercial motor vehicles that carry hazardous materials register with PUCO using the same forms used by motor carriers transporting non-hazardous materials.

### 5LT0 870643 Non-Hazardous Materials Civil Forfeiture

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$283,819	\$291,915	\$312,265	\$311,144	\$311,144	\$311,114
% change	2.9%	7.0%	-0.4%	0.0%	0.0%

- Source:** Dedicated Purpose Fund Group: Forfeitures paid by for-hire motor carriers, private motor carriers, or persons subject to the laws governing the transportation of persons or property
- Legal Basis:** R.C. 4923.99 and 4921.21; Section 375.10 of H.B. 110 of the 134th G.A.
- Purpose:** This line item funds the administrative costs of the civil forfeitures program, and centralizes collection of civil forfeitures from for-hire motor carriers, private motor carriers, or persons subject to the laws governing the transportation of persons or property. The Revised Code requires that the forfeitures be deposited into the Public Utilities Transportation Safety Fund (Fund 5LT0) until a point of parity is reached when the amount in the fund equals the total amount appropriated from the fund for the fiscal year. Once the point is reached, additional forfeitures must be deposited into the GRF.

## Public Utilities Commission of Ohio

### 5LTO 870644 Hazardous Materials Civil Forfeiture

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$241,189	\$984,919	\$1,062,339	\$1,165,000	\$1,165,000	\$1,165,000
% change	308.4%	7.9%	9.7%	0.0%	0.0%

**Source:** Dedicated Purpose Fund Group: Forfeitures paid by motor carriers and persons who transport hazardous materials

**Legal Basis:** R.C. 4923.99 and 4921.21; Section 375.10 of H.B. 110 of the 134th G.A.

**Purpose:** This line item funds emergency response training and other hazardous materials training programs throughout the state. According to law, 50% must go to Cleveland State University for its training program for public safety and emergency services personnel, and 45% must be distributed to other educational institutions, state agencies, regional planning commissions, and political subdivisions. The remaining 5% must be retained by PUCO for administering the law. In the event that the fund receives less than \$400,000, the Cleveland State University program would receive no less than \$200,000.

### 5LTO 870645 Motor Carrier Enforcement

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$6,147,391	\$4,495,707	\$5,072,017	\$6,400,372	\$6,400,372	\$6,400,372
% change	-26.9%	12.8%	26.2%	0.0%	0.0%

**Source:** Dedicated Purpose Fund Group: Revenues derived from annual taxes on for-hire motor carriers subject to PUCO regulation

**Legal Basis:** R.C. 4921.13 and 4921.19; Section 375.10 of H.B. 110 of the 134th G.A.

**Purpose:** Funds in this line item support activities related to the enforcement of statutes, rules and regulations governing for-hire motor carriers, which are a public utility in Ohio. PUCO ensures that these regulated motor carriers adhere to state and federal safety standards. This line item provides matching funds for federal grants funding appropriated through line items 870604 and 870608.

## Public Utilities Commission of Ohio

### 5Q50 870626 Telecommunications Relay Service

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$1,579,798	\$1,336,527	\$895,411	\$3,000,000	\$1,020,000	\$1,020,000
% change	-15.4%	-33.0%	235.0%	-66.0%	0.0%

**Source:** Dedicated Purpose Fund Group: An annual assessment from telecommunication service providers. The Revised Code specifies that the amount assessed against each provider be determined using a competitively neutral formula determined by PUCO.

**Legal Basis:** R.C. 4905.84; Section 375.10 of H.B. 110 of the 134th G.A. (originally authorized by H.B. 562 of the 127th G.A.)

**Purpose:** The Americans with Disabilities Act mandates an intrastate telecommunications relay service (TRS) for persons with communication disabilities. TRS enables persons with hearing or speech disabilities to communicate by phone in a manner functionally equivalent to someone without such a disability through the use of a text telephone yoke (TTY) or other similar devices. This line item reimburses the service vendor for the costs of providing the service.

### 5QR0 870646 Underground Facilities Protection

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$0	\$0	\$0	\$50,000	\$50,000	\$50,000
% change	N/A	N/A	N/A	0.0%	0.0%

**Source:** Dedicated Purpose Fund Group: Fines for compliance failures regarding underground utility damage prevention

**Legal Basis:** R.C. 4913.29 and 4913.31; Section 375.10 of H.B. 110 of the 134th G.A. (originally established by the Controlling Board in FY 2016)

**Purpose:** This line item funds grants to provide public awareness, training, education, and incentive programs to reduce the number and severity of compliance failures among those that dig underground. Revenues to the fund consist of all fines collected under the underground utility damage prevention law enacted by S.B. 378 of the 130th G.A. The maximum fine is \$2,500 for a first offense and \$5,000 for a subsequent offense for most violations.

## Public Utilities Commission of Ohio

### 5QS0 870647 Underground Facilities Administration

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$0	\$0	\$0	\$636,368	\$500,000	\$500,000
% change	N/A	N/A	N/A	-21.4%	0.0%

**Source:** Dedicated Purpose Fund Group: Registration fees and related fines paid by those who participate in the one-call notification system

**Legal Basis:** R.C. 4913.30; Section 375.10 of H.B. 110 of the 134th G.A. (originally established by the Controlling Board in FY 2016)

**Purpose:** Revenues to this fund consist of safety registration fees collected from each utility, excavator, developer, and designer who participates in the one-call notification system, and fines related to failure to register. The required safety registration fee, which is determined by PUCO, can be up to \$50 annually. PUCO must administer and oversee the registration process. R.C. 4913.03 provides that failure to register results in a fine up to \$2,500. This line item must be used for the operation of the underground technical committee, created under R.C. 3781.34. The line item also funds PUCO in the performance of its duties created under S.B. 378 of the 130th G.A.

### Federal Fund Group

#### 3330 870601 Gas Pipeline Safety

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$1,118,062	\$1,204,980	\$1,406,195	\$1,397,959	\$1,543,289	\$1,543,289
% change	7.8%	16.7%	-0.6%	10.4%	0.0%

**Source:** Federal Fund Group: FAL 20.700, Pipeline Safety

**Legal Basis:** R.C. 4905.91; Section 375.10 of H.B. 110 of the 134th G.A. (originally established by the Controlling Board in FY 1973)

**Purpose:** This line item contains operating funds for the Gas Pipeline Safety program. This federal grant program was originally authorized by the Natural Gas Pipeline Safety Act of 1968 and more recently by the Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2020. The grant supports up to 80% of the cost of personnel, equipment and activities reasonably required to carry out inspection and enforcement activities of intrastate pipeline facilities transporting natural gas or hazardous liquids. In order to remain eligible for the funds, the state must maintain a previously established level of effort. The state's share of expenses comes from line item 870622, Utility and Railroad Regulation.

## Public Utilities Commission of Ohio

### 3500 870608 Motor Carrier Safety

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$11,019,905	\$8,222,632	\$8,578,169	\$14,947,602	\$15,710,777	\$16,103,547
% change	-25.4%	4.3%	74.3%	5.1%	2.5%

**Source:** Federal Fund Group: FAL 20.218, Motor Carrier Safety Assistance Program (Federal Motor Carrier Safety Administration)

**Legal Basis:** R.C. 4921.21; Section 375.10 of H.B. 110 of the 134th G.A. (originally established by Controlling Board in 1984)

**Purpose:** These federal funds are used to administer the Motor Carrier Safety Assistance Program (MCSAP) involving the safe operation of commercial motor vehicles. Specific funded activities include vehicle inspections; traffic enforcement; motor carrier reviews; educational outreach by state agencies; safety data uploads and related data quality initiatives; and new entrant carrier reviews. To receive the grant, PUCO must maintain a certain level of expenditure, in addition to the required 15% matching share of a MCSAP grant award. Federal law changes in 2015 resulted in the consolidation of several federal grants, which increased the overall amount of funding for this specific grant. PUCO is the lead state agency for these federal funds, and the entire federal grant is appropriated through this line item. An appropriate amount of the grant is subsequently transferred to the Department of Public Safety to fund the Department's enforcement division. The matching funds for this line item come from line item 870645, Motor Carrier Enforcement.

### 3500 870648 Motor Carrier Administration High Priority Activities Grants and Cooperative Agreements

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$1,314,066	\$547,933	\$328,333	\$687,017	\$750,000	\$750,000
% change	-58.3%	-40.1%	109.2%	9.2%	0.0%

**Source:** Federal Fund Group: FAL 20.237, High Priority grant to enhance the Motor Carrier Safety Assistance Program (Federal Motor Carrier Safety Administration)

**Legal Basis:** R.C. 4923.09, Section 375.10 of H.B. 110 of the 134th G.A. (originally established by Controlling Board in FY 2019)

**Purpose:** The High Priority grant program is a discretionary (competitive) grant program providing Federal financial assistance to enhance MCSAP commercial vehicle safety plan (CVSP) activities, maintain innovative technology, and new projects not included in the CVSP that have a positive impact on commercial motor vehicle safety. PUCO transfers all funds received to the Ohio Department of Public Safety, which uses the money to conduct safety enforcement activities such as vehicle inspections, commercial motor vehicle traffic stops, educational outreach to motor carrier operators, and coordination of drug interdiction activities.

## Public Utilities Commission of Ohio

### 3ID0 870649 Department of Energy Grid Resiliency

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$0	\$0	\$0	\$7,122,706	\$7,122,706	\$7,122,706
% change	N/A	N/A	N/A	0.0%	0.0%

**Source:** Federal Fund Group: Dedicated Purpose Fund Group: FAL 81.254, Grid Resilience Grants

**Legal Basis:** Established by the Controlling Board on November 21, 2022

**Purpose:** This line item funds competitive grants supporting activities that reduce the likelihood and consequence of impacts to the electric grid due to extreme weather, wildfire, and natural disaster. Statutory language in the Infrastructure Investment and Jobs Act (IIJA) requires prioritization of transformational transmission and distribution technology solutions that will generate the greatest regional or community benefit (whether rural or urban) in reducing the likelihood and consequences of disruptive events to the power system. Ohio's federal allocation under the IIJA is estimated to be \$7.1 million in each year for a project period from federal fiscal year (FFY) 2022 through FFY 2026. The grant requires a 15% state match, which will be met through eligible administrative and technical assistance in-kind contributions paid from ALI 870622, Utility and Railroad Regulation.

### 3IE0 870650 Hazardous Material Commercial Vehicle Inspection Grants

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$0	\$0	\$0	\$414,031	\$414,031	\$414,031
% change	N/A	N/A	N/A	0.0%	0.0%

**Source:** Federal Fund Group: Dedicated Purpose Fund Group: FAL 21.707, Hazardous Materials State Inspection

**Legal Basis:** Established by the Controlling Board on October 24, 2022

**Purpose:** This line item provides training and financial support for state entities to perform hazardous material shipper inspections. The funding is used to provide training normally funded by states, reimburse shipper inspection costs, and develop a certification for state hazardous materials packaging and shipping inspection programs. The goal of the federal grant is to improve the quality and consistency of shipper inspections that impact all modes of hazardous materials transport (other than pipelines) by increasing oversight at shipper locations.

## Public Utilities Commission of Ohio

### 3V30    870604    Commercial Vehicle Information Systems/Networks

FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimate	FY 2024 Introduced	FY 2025 Introduced
\$145,863	\$8,889	\$80,266	\$0	\$32,300	\$0
% change	-93.9%	803.0%	-100%	N/A	-100%

**Source:** Federal Fund Group: FAL 20.205, Commercial Vehicle Information Systems/Networks (Federal Highway Administration, Highway Planning and Construction grants)

**Legal Basis:** Section 375.10 of H.B. 110 of the 134th G.A. (originally established by H.B. 94 of the 124th G.A.)

**Purpose:** Beginning in federal fiscal year 2017, the Commercial Vehicle Information Systems and Networks (CVISN) Program was renamed as the Innovative Technology Deployment (ITD) Program, but many programmatic components remain the same. Federal funds for the ITD Program are used to enhance existing computer systems for commercial vehicle inspections and registration. PUCO serves as the lead state agency and coordinates projects with departments of Public Safety and Transportation. Multiple federal transportation grants, including CVISN, were consolidated in 2015 with the enactment of the Fixing America’s Surface Transportation Act, or FAST Act. The Motor Carrier Safety Assistance Program High Priority grant program now includes components of the previously separate CVISN grant program.



**FY 2024 - FY 2025 Appropriations - As Introduced**

**All Fund Groups**

Line Item Detail by Agency			Estimate	Introduced	FY 2023 to FY 2024	Introduced	FY 2024 to FY 2025	
			FY 2022	FY 2023	FY 2024	% Change	FY 2025	% Change
<b>Report For: Main Operating Appropriations Bill</b>			<b>Version: As Introduced</b>					
<b>PUC Public Utilities Commission of Ohio</b>								
4A30	870614	Grade Crossing Protection Devices-State	\$ 828,887	\$ 2,400,000	\$ 2,000,000	-16.67%	\$ 1,700,000	-15.00%
4L80	870617	Pipeline Safety-State	\$ 340,489	\$ 359,377	\$ 359,377	0.00%	\$ 359,377	0.00%
5610	870606	Power Siting Board	\$ 1,159,598	\$ 2,388,606	\$ 3,080,000	28.95%	\$ 3,180,000	3.25%
5F60	870622	Utility and Railroad Regulation	\$ 36,893,716	\$ 39,012,561	\$ 39,012,561	0.00%	\$ 39,012,561	0.00%
5F60	870624	NARUC/NRRI Subsidy	\$ 67,892	\$ 85,000	\$ 85,000	0.00%	\$ 85,000	0.00%
5LTO	870640	Intrastate Registration	\$ 200,830	\$ 210,661	\$ 210,661	0.00%	\$ 210,661	0.00%
5LTO	870641	Unified Carrier Registration	\$ 460,670	\$ 476,636	\$ 476,636	0.00%	\$ 476,636	0.00%
5LTO	870643	Non-Hazardous Materials Civil Forfeiture	\$ 312,265	\$ 311,144	\$ 311,144	0.00%	\$ 311,114	-0.01%
5LTO	870644	Hazardous Materials Civil Forfeiture	\$ 1,062,339	\$ 1,165,000	\$ 1,165,000	0.00%	\$ 1,165,000	0.00%
5LTO	870645	Motor Carrier Enforcement	\$ 5,072,017	\$ 6,400,372	\$ 6,400,372	0.00%	\$ 6,400,372	0.00%
5Q50	870626	Telecommunications Relay Service	\$ 895,411	\$ 3,000,000	\$ 1,020,000	-66.00%	\$ 1,020,000	0.00%
5QR0	870646	Underground Facilities Protection	\$ 0	\$ 50,000	\$ 50,000	0.00%	\$ 50,000	0.00%
5QS0	870647	Underground Facilities Administration	\$ 0	\$ 636,368	\$ 500,000	-21.43%	\$ 500,000	0.00%
<b>Dedicated Purpose Fund Group Total</b>			<b>\$ 47,294,112</b>	<b>\$ 56,495,725</b>	<b>\$ 54,670,751</b>	<b>-3.23%</b>	<b>\$ 54,470,721</b>	<b>-0.37%</b>
3330	870601	Gas Pipeline Safety	\$ 1,406,195	\$ 1,397,959	\$ 1,543,289	10.40%	\$ 1,543,289	0.00%
3500	870608	Motor Carrier Safety	\$ 8,578,169	\$ 14,947,602	\$ 15,710,777	5.11%	\$ 16,103,547	2.50%
3500	870648	Motor Carrier Administration High Priority Activities Grants and Cooperative Agreements	\$ 328,333	\$ 687,017	\$ 750,000	9.17%	\$ 750,000	0.00%
3ID0	870649	Department of Energy Grid Resiliency	\$ 0	\$ 7,122,706	\$ 7,122,706	0.00%	\$ 7,122,706	0.00%
3IE0	870650	Hazardous Material Commercial Vehicle Inspection Grants	\$ 0	\$ 414,031	\$ 414,031	0.00%	\$ 414,031	0.00%
3V30	870604	Commercial Vehicle Information Systems/Networks	\$ 80,266	\$ 0	\$ 32,300	N/A	\$ 0	-100.00%
<b>Federal Fund Group Total</b>			<b>\$ 10,392,963</b>	<b>\$ 24,569,315</b>	<b>\$ 25,573,103</b>	<b>4.09%</b>	<b>\$ 25,933,573</b>	<b>1.41%</b>
<b>Public Utilities Commission of Ohio Total</b>			<b>\$ 57,687,076</b>	<b>\$ 81,065,040</b>	<b>\$ 80,243,854</b>	<b>-1.01%</b>	<b>\$ 80,404,294</b>	<b>0.20%</b>