

Greenbook

LBO Analysis of Enacted Budget

Public Utilities Commission of Ohio

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Attachment:

Appropriation Spreadsheet

LBO Greenbook

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 June 2021, PUCO employed 296 people, inclusive of five appointed commissioners.
- The budget appropriates \$62.8 million per year for FY 2022 and FY 2023.
 - There are no fee changes for the FY 2022-FY 2023 biennium.

Fund Group	FY 2020 Actual	FY 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
Dedicated Purpose	\$43,853,006	\$42,433,527	\$50,847,836	\$50,847,836
Federal	\$13,597,897	\$9,984,434	\$11,951,028	\$11,930,028
Total	\$57,450,903	\$52,417,961	\$62,798,864	\$62,777,864
% change	5.3%	-8.8%	19.8%	-0.0%

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 continues to regulate and establish rates for investor-owned and noncompetitive utility services. The agency decides matters ranging from rate cases to service complaints. The Ohio Power Siting Board (OPSB), which is funded by PUCO, reviews and approves new electric generation and transmission facilities in the state. 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 7,300 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.

PUCO is governed by five commissioners, including the chairperson, who are appointed by the Governor for five-year terms. The Commission has funding for a total of 350+ positions. Staff members include individuals from a variety of professional backgrounds such as accountants, auditors, inspectors, engineers, economists, investigators, and attorneys.

Appropriation summary

The enacted budget provides FY 2022 funding for PUCO totaling \$62.8 million, \$10.4 million (19.8%) more than FY 2021 actual expenditures (but just \$5.3 million, or 9.3%, more than FY 2020 expenditures). FY 2022 state-funded appropriations grow by \$8.4 million (19.8%) from FY 2021, while federally funded line items increase by just under \$2.0 million (19.7%). Total funding in FY 2023, \$62.8 million, is \$21,000 (0.0%) less than total FY 2022 funding, with all of the funding decrease attributed to an expiring federal grant. The table shown in the **"Quick look"** section presents the enacted budget's appropriations by fund group.

Analysis of FY 2022-FY 2023 budget

Introduction

This section provides an analysis of the amounts appropriated for each appropriation line item (ALI) in PUCO's 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 act.

In the analysis, each appropriation item's actual expenditures for FY 2021 and amounts appropriated for FY 2022 and FY 2023 are listed in a table. Following the table, a narrative describes how the appropriation is used and any changes affecting the appropriation made by the enacted budget. If the appropriation is earmarked, the earmarks are listed and described.

Categorization of PUCO's Appropriation Line Items for Analysis of FY 2022-FY 2023 Budget				
Fund	ALI	ALI Name		Category
Dedicated Purpose Fund Group				
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
Federal Fund Group				
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 2022-FY 2023 Budget				
Fund	ALI	ALI Name		Category
3500	870648	Motor Carrier Administration High Priority Grants and Cooperative Agreements	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 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
4L80 ALI 870617, Pipeline Safety – State	\$325,372	\$346,253	\$346,253
% change	--	6.4%	0.0%
3330 ALI 870601, Gas Pipeline Safety	\$1,204,980	\$1,397,959	\$1,397,959
% change	--	16.0%	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 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 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
5610 ALI 870606, Power Siting Board	\$1,222,506	\$1,205,185	\$1,205,185
% change	--	-1.4%	0.0%

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, the OPSB processes both “letters of notification” and “construction notices” using an accelerated application process, but these methods are generally reserved for smaller projects.

Recently enacted S.B. 52 of the 134th General Assembly made a handful of changes to the law governing OPSB operations. Most notably, the act adds two voting ad hoc members to the Board for consideration of certain wind and solar electric generation applications; the ad hoc members are to be county and township officials representing the county and township affected by the project. And it requires applicants for such projects to file decommissioning plans as part of their applications. S.B. 52 made no changes to the funding source for this line item, however.

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 enacted budget amends codified law by permitting OPSB to obtain the services of outside experts, if approved by the Controlling Board, and fund the expense through application fees imposed under existing law.

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

Fund/ALI	FY 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
5F60 ALI 870622, Utility and Railroad Regulation	\$32,256,949	\$36,615,760	\$36,615,760
% change	--	13.5%	0.0%

This line item covers the broadest set of PUCO’s responsibilities and represents the largest source for agency payroll. 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 agency reviews and 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 enacted budget appropriates \$36.6 million in this line item in both FY 2022 and FY 2023. This amount is \$4.4 million (13.5%) more than FY 2021 actual expenditures. The act removes the requirement that PUCO's office be open during specific business hours. The agency regards this flexibility as a means to increase efficiency, because it accompanies other improvements in technology capable of streamlining operations. The budget also specifies that telephone companies providing basic local exchange service may publish the required telephone directory on the internet rather than in printed form, if the company provides reasonable notice to customers of the available options for directory assistance.

C1:4: National Association Dues (ALI 870624)

Fund/ALI	FY 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
5F60 ALI 870624, NARUC/NRRI Subsidy	\$67,521	\$85,000	\$85,000
% change	--	25.9%	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 the 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 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
5Q50 ALI 870626, Telecommunications Relay Service	\$1,336,527	\$3,000,000	\$3,000,000
% change	--	124.5%	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.

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

Fund/ALI	FY 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
5QR0 ALI 870646, Underground Facilities Protection	\$0	\$50,000	\$50,000
% change	--	N/A	0.0%
5QS0 ALI 870647, Underground Facilities Administration	\$0	\$316,000	\$316,000
% change		N/A	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. Am. Sub. S.B. 378 of the 130th 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. Approximately 18,000 individuals and companies registered with the PUCO as participants in the one-call notification system.

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 \$4,250 in fines were collected in CY 2020.

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 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
4A30 ALI 870614, Grade Crossing Protection Devices – State	\$810,485	\$2,200,000	\$2,200,000
% change	--	171.4%	0.0%

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. 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 conducted 851 railroad inspections in 2019 on behalf of the federal government. All 5,685 public grade crossings in Ohio were inspected for safety. A total of 80 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.

H.B. 110 appropriates \$2.2 million in each of FY 2022 and FY 2023 for this line item. That amount is \$1.4 million (171.4%) more than actual FY 2021 expenditures. The increase is made possible by an accumulated cash balance in Fund 4A30.

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

Fund/ALI	FY 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
5LTO ALI 870640, Intrastate Registration	\$194,951	\$195,000	\$195,000
% change	--	0.0%	0.0%
5LTO ALI 870641, Unified Carrier Registration	\$446,676	\$450,000	\$450,000
% change	--	0.7%	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 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
5LT0 ALI 870643, Non-hazardous Materials Civil Forfeiture	\$291,915	\$299,942	\$299,942
% change	--	2.7%	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.

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 5LT0 for the support of the line item.

C2:4: Hazardous Materials (ALI 870644)

Fund/ALI	FY 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
5LT0 ALI 870644, Hazardous Materials Civil Forfeiture	\$984,919	\$1,165,000	\$1,165,000
% change	--	18.3%	0.0%

This line item, supported by civil forfeitures derived from hazardous materials carriers and shippers, is used by PUCO to fund 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.

C2:5: Motor Carrier Enforcement (ALI 870645)

Fund/ALI	FY 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
5LT0 ALI 870645, Motor Carrier Enforcement	\$4,495,707	\$4,919,696	\$4,919,696
% change	--	9.4%	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. The appropriation is funded by annual taxes on for-hire motor carriers subject to PUCO regulation. 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.

The enacted budget appropriates \$4.9 million in both FY 2022 and FY 2023 under this line item. That amount is about \$424,000 (9.4%) more than FY 2021 actual expenditures.

C2:6: Motor Carrier Safety (ALI 870608)

Fund/ALI	FY 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
3500 ALI 870608, Motor Carrier Safety	\$8,222,632	\$10,082,069	\$10,082,069
% change	--	22.6%	0.0%

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 conducts safety enforcement activities.

H.B. 110 appropriates \$10.1 million under this line item in both FY 2022 and FY 2023. That amount is \$1.9 million (22.6%) more than actual FY 2021 expenditures.

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

Fund/ALI	FY 2021 Actual	FY 2022 Appropriation	FY 2023 Appropriation
3500 ALI 870648, Motor Carrier Administration High Priority Activities Grants and Cooperative Agreements	\$547,933	\$450,000	\$450,000
% change	--	-17.9%	0.0%
3V30 ALI 870604, Commercial Vehicle Information Systems/Networks	\$8,889	\$21,000	\$0
% change	--	136.2%	-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 (CVISN) 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 2022-FY 2023, and the enacted budget provides a \$21,000 appropriation in FY 2022 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 CVISN Program.

Beginning in federal fiscal year 2017, the federal government merged the CVISN grant into the Motor Carrier Safety Assistance Program High Priority Grant and renamed the enterprise, 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.

FY 2022 - FY 2023 Final Appropriations

All Fund Groups

Line Item Detail by Agency			Appropriations			FY 2021 to FY 2022	Appropriations	FY 2022 to FY 2023
			FY 2020	FY 2021	FY 2022	% Change	FY 2023	% Change
Report For: Main Operating Appropriations Bill			Version: As Enacted					
PUC	Public Utilities Commission of Ohio							
4A30	870614	Grade Crossing Protection Devices-State	\$ 827,321	\$ 810,485	\$ 2,200,000	171.44%	\$ 2,200,000	0.00%
4L80	870617	Pipeline Safety-State	\$ 346,094	\$ 325,372	\$ 346,253	6.42%	\$ 346,253	0.00%
5610	870606	Power Siting Board	\$ 889,858	\$ 1,222,506	\$ 1,205,185	-1.42%	\$ 1,205,185	0.00%
5F60	870622	Utility and Railroad Regulation	\$ 32,728,284	\$ 32,256,949	\$ 36,615,760	13.51%	\$ 36,615,760	0.00%
5F60	870624	NARUC/NRRI Subsidy	\$ 25,925	\$ 67,521	\$ 85,000	25.89%	\$ 85,000	0.00%
5LT0	870640	Intrastate Registration	\$ 200,525	\$ 194,951	\$ 195,000	0.03%	\$ 195,000	0.00%
5LT0	870641	Unified Carrier Registration	\$ 505,495	\$ 446,676	\$ 450,000	0.74%	\$ 450,000	0.00%
5LT0	870642	Hazardous Materials Registration	\$ 77,306	\$ 0	\$ 0	N/A	\$ 0	N/A
5LT0	870643	Non-Hazardous Materials Civil Forfeiture	\$ 283,819	\$ 291,915	\$ 299,942	2.75%	\$ 299,942	0.00%
5LT0	870644	Hazardous Materials Civil Forfeiture	\$ 241,189	\$ 984,919	\$ 1,165,000	18.28%	\$ 1,165,000	0.00%
5LT0	870645	Motor Carrier Enforcement	\$ 6,147,391	\$ 4,495,707	\$ 4,919,696	9.43%	\$ 4,919,696	0.00%
5Q50	870626	Telecommunications Relay Service	\$ 1,579,798	\$ 1,336,527	\$ 3,000,000	124.46%	\$ 3,000,000	0.00%
5QR0	870646	Underground Facilities Protection	\$0	\$0	\$ 50,000	N/A	\$ 50,000	0.00%
5QS0	870647	Underground Facilities Administration	\$ 0	\$ 0	\$ 316,000	N/A	\$ 316,000	0.00%
Dedicated Purpose Fund Group Total			\$ 43,853,006	\$ 42,433,527	\$ 50,847,836	19.83%	\$ 50,847,836	0.00%
3330	870601	Gas Pipeline Safety	\$ 1,118,062	\$ 1,204,980	\$ 1,397,959	16.02%	\$ 1,397,959	0.00%
3500	870608	Motor Carrier Safety	\$ 11,019,905	\$ 8,222,632	\$ 10,082,069	22.61%	\$ 10,082,069	0.00%
3500	870648	Motor Carrier Administration High Priority Activities Grants and Cooperative Agreements	\$ 1,314,066	\$ 547,933	\$ 450,000	-17.87%	\$ 450,000	0.00%
3V30	870604	Commercial Vehicle Information Systems/Networks	\$ 145,863	\$ 8,889	\$ 21,000	136.25%	\$ 0	-100.00%
Federal Fund Group Total			\$ 13,597,897	\$ 9,984,434	\$ 11,951,028	19.70%	\$ 11,930,028	-0.18%
Public Utilities Commission of Ohio Total			\$ 57,450,903	\$ 52,417,961	\$ 62,798,864	19.80%	\$ 62,777,864	-0.03%