

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.
- The enacted budget appropriates \$83.6 million for FY 2026 and \$85.9 million for FY 2027.
 - 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 fee changes for the FY 2026-FY 2027 biennium.

Fund Group	FY 2024 Actual	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
Dedicated Purpose	\$49,808,363	\$52,475,071	\$57,635,029	\$59,703,827
Federal	\$14,695,742	\$17,722,097	\$25,959,479	\$26,194,844
Total	\$64,504,105	\$70,197,169	\$83,594,508	\$85,898,671
% change	--	8.8%	19.1%	2.8%

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 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

The enacted budget provides \$83.6 million for PUCO in FY 2026, an increase of \$13.4 million (19.1%) from FY 2025 actual spending. FY 2026 state-funded appropriations increased by \$5.2 million (9.8%), while federally funded line items grew by \$8.2 million (46.5%). Total funding in FY 2027, \$85.9 million, is about \$2.3 million (2.8%) more than the FY 2026 total, with a funding increase in both federally funded line items and state-funded appropriations. Approximately 21% 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.

Analysis of FY 2026-FY 2027 budget

Introduction

This section provides an analysis of the amounts appropriated 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 act.

In the analysis, each appropriation item's actual expenditures for FY 2025 and amounts appropriated for FY 2026 and FY 2027 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.

Categorization of PUCO's Appropriation Line Items for Analysis of FY 2026-FY 2027 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 2026-FY 2027 Budget				
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

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 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
4L80 ALI 870617, Pipeline Safety – State	\$284,069	\$350,000	\$360,000
% change	--	23.2%	2.9%
3330 ALI 870601, Gas Pipeline Safety	\$1,136,269	\$1,683,226	\$1,733,723
% change	--	48.1%	3.0%

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 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
5610 ALI 870606, Power Siting Board	\$3,092,374	\$1,100,000	\$1,100,000
% change	--	-64.4%	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, 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 number of applications, as well as the complexity of the cases, varies from year to year. Nevertheless, for the upcoming biennium, the enacted budget appropriates \$1.1 million for each year, which is a \$2.1 million reduction (64.4%) from FY 2025 actual expenditures as new power projects shift from the initial review and approval stage to implementation.

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

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
5F60 ALI 870622, Utility and Railroad Regulation	\$39,772,231	\$45,851,137	\$47,757,281
% change	--	15.3%	4.2%

This line item covers the broadest set of PUCO’s responsibilities and represents the largest source for agency payroll. About 76% of this line item is planned for personnel-related expenditures over the FY 2026-FY 2027 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 enacted budget appropriates \$45.9 million in FY 2026, a \$6.1 million (15.3%) increase, and \$47.8 million in FY 2027, a \$1.9 million (4.2%) increase from the FY 2026 total. These increases are primarily due to expected activities related to recently approved power projects placed into service after their approval from OPSB. Additionally, these increases are used to upgrade the Docketing Information System, which manages electronically filed case information, to enhance security and functionality.

C1:4: National Association Dues (ALI 870624)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
5F60 ALI 870624, NARUC/NRRI Subsidy	\$46,791	\$45,340	\$45,340
% change	--	-3.1%	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 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
5Q50 ALI 870626, Telecommunications Relay Service	\$326,495	\$1,020,000	\$1,020,000
% change	--	212.4%	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 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
5QR0 ALI 870646, Underground Facilities Protection	\$0	\$20,000	\$20,000
% change	--	N/A	0.0%
5QS0 ALI 870647, Underground Facilities Administration	\$153,622	\$239,729	\$246,776
% change	--	56.1%	2.9%

These 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 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.

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 more than \$125,000 in fines were collected in total over the past three fiscal years, FY 2023-FY 2025.

C1:7: Grid Resilience (ALI 870649)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
3ID0 ALI 870649, Department of Energy Grid Resiliency	\$0	\$7,122,706	\$7,122,706
% change	--	N/A	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 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
4A30 ALI 870614, Grade Crossing Protection Devices – State	\$1,422,990	\$1,200,000	\$1,200,000
% change	--	-15.7%	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), with \$1.2 million of MFT revenue each year allocated to Fund 4A30. Fund 4A30 had a cash balance of \$4.65 million at the end of FY 2025. 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 953 railroad inspections in FY 2025 on behalf of the federal government. PUCO's rail division inspected 5,592 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 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
5LTO ALI 870640, Intrastate Registration	\$204,206	\$230,298	\$237,207
% change	--	12.8%	3.0%
5LTO ALI 870641, Unified Carrier Registration	\$430,324	\$451,794	\$465,348
% change	--	5.0%	3.0%

These two line items are supported by applicable registration fees collected by PUCO. PUCO issued nearly 7,000 motor carrier registrations in FY 2024. 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. The enacted budget exempts certain boat trailers from the definitions of “motor vehicle” and “for-hire motor carrier,” which would minimally reduce revenue, if they transport a single boat, which weighs no more than 26,001 pounds, within ten miles at speeds under 25 miles per hour.

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 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
5LTO ALI 870643, Non-hazardous Materials Civil Forfeiture	\$256,813	\$278,202	\$286,548
% change	--	8.3%	3.0%

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 5LT0 for the support of the line item.

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

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
5LT0 ALI 870644, Hazardous Materials Civil Forfeiture	\$822,157	\$1,167,567	\$1,178,594
% change	--	42.0%	0.9%
3IE0 ALI 870650, Hazardous Material Commercial Vehicle Inspection Grants	\$181,801	\$300,000	\$300,000
% change	--	65.0%	0.0%

These 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, which are supported by civil forfeitures derived from hazardous materials carriers and shippers, 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. Throughout FY 2025, PUCO approved 26 grants totaling \$400,000. In total, the 27 recipients, inclusive of CSU, will train more than 3,600 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 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
5LTO ALI 870645, Motor Carrier Enforcement	\$5,663,000	\$5,680,962	\$5,786,733
% change	--	0.3%	1.9%

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 34% of this item will be used for equipment, supplies, and maintenance during the FY 2026-FY 2027 biennium, while an additional 66% 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 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
3500 ALI 870608, Motor Carrier Safety	\$16,166,336	\$16,103,547	\$16,288,415
% change	--	-0.4%	1.1%

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 77,303 driver/vehicle inspections during FY 2025. 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 2025 inspections resulted in 10,915 vehicles and 4,646 drivers being placed out-of-service due to severe violations.

C2:7: Technology Deployment (ALI 870648)

Fund/ALI	FY 2025 Actual	FY 2026 Appropriation	FY 2027 Appropriation
3500 ALI 870648, Motor Carrier Administration High Priority Activities Grants and Cooperative Agreements	\$237,692	\$750,000	\$750,000
% change	--	215.5%	0.0%

This line item funds a PUCO database enabling it to effectively track motor carriers' records. The federal grant funds are also used for traffic enforcement, and vehicle inspections performed in targeted areas that are experiencing high rates of commercial motor vehicle crashes.

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.

**FY 2026 - FY 2027 Final Appropriations
All Fund Groups - Detail**

H.B. 96 - Main Operating Appropriations Bill

Detail by Agency			FY 2024	FY 2025	Appropriation FY 2026	Appropriation FY 2027	FY 2025 to FY 2026 % Change	FY 2026 to FY 2027 % Change
PUC Public Utilities Commission of Ohio								
4A30	870614	Grade Crossing Protection Devices - State	\$1,572,338	\$1,422,990	\$1,200,000	\$1,200,000	-15.67%	0.00%
4L80	870617	Pipeline Safety - State	\$188,205	\$284,069	\$350,000	\$360,000	23.21%	2.86%
5610	870606	Power Siting Board	\$2,949,849	\$3,092,374	\$1,100,000	\$1,100,000	-64.43%	0.00%
5F60	870622	Utility and Railroad Regulation	\$36,626,274	\$39,772,231	\$45,851,137	\$47,757,281	15.28%	4.16%
5F60	870624	NARUC/NRRI Subsidy	\$45,341	\$46,791	\$45,340	\$45,340	-3.10%	0.00%
5LT0	870640	Intrastate Registration	\$209,887	\$204,206	\$230,298	\$237,207	12.78%	3.00%
5LT0	870641	Unified Carrier Registration	\$411,752	\$430,324	\$451,794	\$465,348	4.99%	3.00%
5LT0	870643	Non-Hazardous Materials Civil Forfeiture	\$253,545	\$256,813	\$278,202	\$286,548	8.33%	3.00%
5LT0	870644	Hazardous Materials Civil Forfeiture	\$1,043,786	\$822,157	\$1,167,567	\$1,178,594	42.01%	0.94%
5LT0	870645	Motor Carrier Enforcement	\$5,878,826	\$5,663,000	\$5,680,962	\$5,786,733	0.32%	1.86%
5Q50	870626	Telecommunications Relay Service	\$409,652	\$326,495	\$1,020,000	\$1,020,000	212.41%	0.00%
5QR0	870646	Underground Facilities Protection	\$0	\$0	\$20,000	\$20,000	N/A	0.00%
5QS0	870647	Underground Facilities Administration	\$218,910	\$153,622	\$239,729	\$246,776	56.05%	2.94%
Dedicated Purpose Fund Group Subtotal			\$49,808,363	\$52,475,071	\$57,635,029	\$59,703,827	9.83%	3.59%
3330	870601	Gas Pipeline Safety	\$1,534,041	\$1,136,269	\$1,683,226	\$1,733,723	48.14%	3.00%
3500	870608	Motor Carrier Safety	\$12,386,257	\$16,166,336	\$16,103,547	\$16,288,415	-0.39%	1.15%
3500	870648	Motor Carrier Administration High Priority Activities Grants and Cooperative Agreements	\$660,801	\$237,692	\$750,000	\$750,000	215.53%	0.00%
3ID0	870649	Department of Energy Grid Resiliency	\$0	\$0	\$7,122,706	\$7,122,706	N/A	0.00%
3IE0	870650	Hazardous Material Commercial Vehicle Inspection Grants	\$82,343	\$181,801	\$300,000	\$300,000	65.02%	0.00%
3V30	870604	Commercial Vehicle Information Systems/Networks	\$32,300	\$0	\$0	\$0	N/A	N/A
Federal Fund Group Subtotal			\$14,695,742	\$17,722,097	\$25,959,479	\$26,194,844	46.48%	0.91%
Public Utilities Commission of Ohio Total			\$64,504,105	\$70,197,169	\$83,594,508	\$85,898,671	19.09%	2.76%