standards and other Commercial Vehicle Safety Alliance programs. (The Commercial Vehicle Safety Alliance is a national organization that has developed uniform inspection procedures, and trains inspectors in these procedures.)

Available MCSAP funds are distributed in three separate grants: Basic, Supplemental, and Special. *Basic* grants are given to each State with an approved State Enforcement Plan according to an allocation formula based on the most recent reliable data concerning the following factors in equal proportion: road mileage, vehicle miles traveled, number of commercial vehicles over 10,000 pounds, population, and special fuel consumption. *Supplemental* grants are used to encourage innovative, successful, cost efficient or cost effective programs and may include emphasis areas identified through consultation between the Federal Highway Administration and States. To be eligible for a supplemental grant, a State must qualify for a basic grant. *Special* grants are awarded for activities that help States meet the requirements of eligibility for basic grants; or for States already participating in the basic program, to develop the prerequisites for expanded activities not presently part of their basic programs. Special grants are also available for research or data collection activities. To be eligible for a special grant, a State need not qualify for a basic grant.

MCSAP reimburses States for 80% of eligible costs identified in the State's State Enforcement Plan. The other 20% must be provided by the State. Eligible costs are defined in 49 CFR 350.29 but include salaries and benefits of inspection and enforcement personnel, recruitment costs, training, equipment, vehicles, uniforms, motor fuel and oil, communications equipment, travel costs and per diem, and special inspection equipment, among others.

3. DOT, Federal Railroad Administration, State Participation Program

The Department has studied this program as a possible avenue to provide training for safe routine transportation procedures for rail transportation.

Initial responsibility for the inspection of hazardous material shipments by rail, which travel on private property, historically has been placed with the railroads. Government oversight of these type of inspections has been shared by both the Interstate Commerce Commission and the Federal Railroad Administration. To date, States and tribes have played a limited role in these inspections and no monetary Federal assistance is currently provided in regard to the performance of the inspections. Following passage of HMTUSA, the Federal Railroad Administration promulgated regulations on State participation in railroad safety inspections and investigations concerning transportation of hazardous materials.

The State Participation Program (49 CFR Part 212) for inspector training began in 1992. State participation is voluntary. The Federal Railroad Administration pays for each State participant's travel expenses, per diem allowance, and course tuition associated with any conferences, seminars, workshops or classroom training. The State is then required to provide salary and benefits for the trained inspector who is expected to spend fifty percent of his/her time conducting Federal Railroad Administration-related inspections. Federal Railroad Administration training does not include provision of gear or equipment.

The Federal Railroad Administration trains inspectors in five disciplines: track, motive power and equipment, operating practices, signal and train control, and hazardous materials. In 1995 there are 283 Federal Inspectors and 60 safety discipline specialists spread across the eight standard Federal regions. Currently, 30 States participate in the program with 134 State inspectors encompassing all five safety disciplines.

The number of both Federal and State inspectors who receive training in any given fiscal year is dependent upon two factors. These factors are the training budget allocated to the Federal Railroad Administration as an agency and the reallocation of the training funds within the Federal Railroad Administration which determines the training offered and the number of inspectors, both State and Federal, who will attend the training. If the cost of training all the perspective Federal and State inspectors in a single fiscal year would place a drain on the training budget, then the participation in training is limited.

Prior to applying for the Federal Railroad Administration inspector training program, a State employee must meet the minimum apprentice level requirements as stated in 49 CFR Part 212. The Federal Railroad Administration will work with the apprentice applicant to gain the necessary field experience in order to become certified as a Federal Railroad Administration inspector under the auspices of the State Participation Program.

4. Current DOE Training Programs

Current Department training programs are considered in this document as possible sources of training for all aspects required of a Section 180(c) program, regardless of chosen funding mechanisms.

The Department of Energy has an extensive infrastructure with which to train personnel for safe transportation of radioactive materials, compliance with Federal regulations, and preparedness and response to radiological materials accidents at fixed facilities and during shipment. The following discussion describes the current divisions of responsibility within the Department for transportation and emergency response policy, current training programs for transportation-related activities, and the applicability of these to a Section 180(c) program. This is not a comprehensive description of the Department's programs but rather an outline of those training programs with potential relevance to a Section 180(c) program.

The Department maintains a radiological accident response capability for the Federal government. The Department's Assistant Secretary for Defense Programs manages the Radiological Assistance Program and ensures that the necessary emergency plans, procedures, and resources are developed and maintained. Qualified Radiological Assistance Program teams are located in ten regions of the United States ready to respond when summoned by any other Federal agency, State, tribe, local government official, private industry representative, or private citizen. The Department's Office of Nonproliferation and National Security is responsible for coordinating the development and operation of the overall Departmental Emergency Management System, including maintenance of an Emergency Operations Center. The Department also provides this capability in support of the Federal Radiological Emergency Response Plan, which outlines the roles and responsibilities of all Federal agencies in situations involving radioactive materials.

Within the Office of Environmental Management, the Office of Transportation, Emergency Management, and Analytical Services is responsible for setting Departmental policy on transportation matters. As part of this responsibility, the Office of Emergency Management (EM–26) Emergency Management Team administers the Transportation Emergency Preparedness Program, to coordinate all non-weapons transportation emergency preparedness