

The Origin of Elements of the Department of Transportation

The Department of Transportation represents the combination of organizations in existence at the time of enactment of the DOT statute on August 15, 1966 (P.L. 89-670) together with newly-created organizations having particular transportation responsibilities. Attached to this summary are two charts which illustrate the origin of various units of DOT and indicate the paths by which they were transferred to the Department.

United States Coast Guard (Existing Organization)

The Coast Guard, as now constituted, developed as a result of the Act of January 28, 1915, when the Revenue Cutter Service and the Lifesaving Service were merged. It was transferred from the Treasury Department to DOT.

Federal Aviation Administration (Existing Organization)

The passage of the Federal Aviation Act on August 23, 1958 provided the first comprehensive Federal government role in fostering and regulating civil aeronautics. Under the legislation the Federal Aviation Administration superseded the Civil Aeronautics Authority and absorbed some of the Civil Aeronautics Board's personnel. Before becoming a part of DOT it had been an independent agency.

Federal Highway Administration (Existing Organization)

Representative of the Federal interest in the nation's highway transportation system, its components included organizational entities transferred with their functions and facilities from the Department of Commerce and the Interstate Commerce Commission. The primary programs and responsibilities of the Administration were carried out by three bureaus, the Bureau of Public Roads, the Bureau of Motor Carrier Safety and the National Highway Safety Bureau.

- (a) The Bureau of Public Roads was created in July 1918. The Bureau was then transferred to the Department of Commerce under Reorganization Plan 7, effective August 20, 1949; and transferred to the Federal Highway Administration, Department of Transportation effective April 1, 1967.
- (b) The Bureau of Motor Carrier Safety was established in the Interstate Commerce Commission pursuant to provisions of the Motor Carrier Act of August 9, 1935, subsequently cited as Part II of the Interstate Commerce Act. Formerly a section of the ICC's Bureau of Operations and Compliance (originally Bureau of Motor Carriers), it was transferred to the Federal Highway Administration, Department of Transportation, effective April 1, 1967.
- (c) The National Highway Safety Bureau was a composite of two separate agencies established in the Department of Commerce pursuant to the Highway Safety Act of 1966 and the National Traffic and Motor Vehicle Safety Act of 1966. Transferred to the Federal Highway Administration, Department of Transportation, effective April 1, 1967, by Executive

Order 11357 signed June 1, 1967, the two agencies were merged into a single bureau to carry out the provisions of both acts.

Federal Railroad Administration (New Organization)

The Federal Railroad Administration was created pursuant to section 3(a)(1) of the Department of Transportation Act of 1966 (80 Stat. 932). Other sections of the Act provided for the transfer to the new Department of the Alaska Railroad from the Department of Interior; the railroad safety activities of the Bureau of Railroad Safety and Service of the Interstate Commerce Commission; and the Office of High Speed Ground Transportation of the Office of the Under Secretary for Transportation, Department of Commerce. These organizational elements were assigned to the Federal Railroad Administration by the Secretary of Transportation under authority granted by the Act.

National Highway Traffic Safety Administration (New Organization)

The National Highway Traffic Safety Administration is a composite of two separate agencies established in the Department of Commerce pursuant to the National Highway Safety Act of 1966 and the National Traffic and Motor Vehicle Safety Act of 1966. Pursuant to section 6(a) of the DOT Act, these two agencies were transferred to the Department of Transportation on April 1, 1967, and were merged into a single National Highway Safety Bureau to carry out the provisions of both acts by Executive Order 11357 of June 6, 1967. By administrative action of the Secretary of Transportation, the Bureau was placed within the Federal Highway Administration. Effective March 20, 1970, the Secretary separated the Bureau from the Federal Highway Administration and established the Bureau as one of the operating administrations of the Department reporting directly to him.

Urban Mass Transportation Administration (Existing Organization)

Growing interest in public transportation problems was discerned in the Truman and Eisenhower Administrations but it was in the Kennedy Administration that the first substantial Federal effort materialized when the Housing Act of 1961 authorized \$100 million for loans to State and local governments to enable them to acquire mass transportation equipment. This led to the creation of a Federal Office of Transportation in the then Housing and Home Finance Agency (HHFA).

Eventually, pressure led to the enactment of the Urban Mass Transportation Act of 1964 which was signed by President Johnson on July 9. When the Department of Housing and Urban Development was created in 1965 the Urban Transportation Administration was a part of the U.S. Department of Housing and Urban Development.

After DOT was created in 1967 the Secretaries of DOT and DHUD negotiated the appropriate placement of an urban mass transportation administration within DOT which was finally consummated on January 2, 1968.

Saint Lawrence Seaway Development Corporation (Existing Organization)

The Saint Lawrence Seaway Development Corporation was created by Public Law 358, 83rd Congress, approved May 13, 1954, as amended (68 Stat. 92), Public Law 670, 89th Congress, approved October 15, 1966 (80 Stat. 931) and Public Law 92-340 (86 Stat.). The Corporation is a wholly Government-owned enterprise and is responsible for the development, operation, and maintenance of that part of the Seaway within the territorial limits of the United States. The Corporation is one of the operating administrations in the Department of Transportation, and is self-sustaining, being financed from revenues received from tolls charged for the use of its facilities.

ORIGIN AND BASIC ENABLING STATUTES OF DOT ELEMENTS

<u>DOT UNIT</u>	<u>DATE/ORIGIN</u>	<u>STATUTE</u>	<u>EXISTING OR NEW</u>	<u>PRIOR AGENCY</u>
OST	1966	PL 89-670	New	None
USCG	1915	38 Stat 800	Existing	Treasury
FAA	1958	PL 85-726	Existing	Independent
FHWA	1894	27 Stat 734 Public #130	Existing	Agriculture
FRA	1966	PL 89-670	New	None
NHTSA	1970	PL 91-605	New	FHWA
UMTA	1964	PL 88-365	Existing	DHUD
SLSDC	1954	PL 83-358	Existing	Independent