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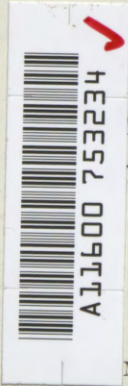
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NOMINATION OF NORBERT T. TIEMANN

GOVERNMENT

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HEARING
 BEFORE THE
 COMMITTEE ON PUBLIC WORKS
 UNITED STATES SENATE
 NINETY-THIRD CONGRESS
 FIRST SESSION
 ON
 NOMINATION OF NORBERT T. TIEMANN TO BE
 FEDERAL HIGHWAY ADMINISTRATOR

MAY 15, 1973

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NOMINATION OF NORBERT T. TIEMANN

HEARING

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NOMINATION OF NORBERT T. TIEMANN

TUESDAY, MAY 15, 1973

U.S. SENATE,
COMMITTEE ON PUBLIC WORKS,
Washington, D.C.

The committee met at 9:55 a.m., pursuant to call, in room 4200, Dirksen Office Building, Senator William Jennings Randolph [chairman] presiding.

Present: Senators Randolph, Bentsen, Burdick, Clark, Biden, Stafford, and Domenici.

Senator RANDOLPH. We had hoped that the official reporter would have arrived but she was caught in a traffic jam following an accident.

Especially, I want the record to be accurate when our distinguished Senators speak today. We are delighted that Senators Hruska and Curtis are here with the nominee, and if the three of you would come to the table please.

This morning the Committee on Public Works meets to consider the nomination of Norbert Tiemann as Federal Highway Administrator.

I need not dwell on his background. As a former Governor of the State of Nebraska, he is well versed in the problems and mechanics of State government. As a businessman and financier, he is aware of the monetary considerations of the job for which he has been nominated. And as a perceptive human being, he knows that he approaches a new job in a time when the program he will direct is in a state of transition.

Highway building is no longer a matter of connecting two points with pavement. While this remains the overall goal, the highway program in 1973 must respond to more than simply the need to move people and products from one place to another.

The highway program must still facilitate this movement, but it must do so in a manner that is consistent with the other goals of contemporary American society. The sophisticated world in which we live demands that the highway program, like every other public activity, not exist in a vacuum but function responsively as an interrelated part of our total life.

Governor Tiemann appears before us today as the successor to Francis C. Turner who retired last summer after a long career as a roadbuilder and a man who played an important role in creating the highway system we have today.

He was nominated to this position at a time when the Congress is in the final stages of developing a new Highway Act. It is likely that the legislation we produce will indicate new directions for the highway program, and Governor Tiemann is the man who will be charged with the responsibility of implementing the provisions of the new law.

It is important, therefore, for us to discuss with him his view of the

proper place of the Federal-aid highway program in modern America. In view of his experience as a Governor, we will want to know his opinion on the new relationships between the Federal Government and the States.

I believe, too, that it is proper to inquire how he will respond to congressional wishes as expressed in law.

Governor Tiemann approaches his new duties at what I conceive to be a challenging period in the history of the Federal-aid highway program. I welcome him before this committee and I look forward to exploring with him his concept of the program he will direct.

I am gratified that Senators Burdick, Clark, and Domenici are present this morning.

I believe Senator Hruska that you, perhaps, desire to speak first. We are happy to have you here.

STATEMENT OF HON. ROMAN L. HRUSKA, U.S. SENATOR FROM THE STATE OF NEBRASKA

Senator HRUSKA. Mr. Chairman, I am happy to introduce on this occasion, the Honorable Norbert T. Tiemann. It is said of Nebraska that one of its principal exports is the people who leave the State to serve elsewhere.

We have such a man here in the person of Norbert Tiemann, unofficially known as "Nobby."

Our nominee was born and educated in Nebraska. He has a B.S. degree. There are many and varied capacities in which he has served in private and public life. His military service over a course of 3 years in the first place, almost 4 years, and 2 years in Germany at a later time. More recently he served as Governor of our State, and served as we converted from one system of taxation to another, and difficult as it was he acquitted himself well. He was the kind of Governor that Nebraska was entitled to. It will not be my purpose to review his accomplishments during his time as Governor. Those facts are known to the committee and if not, are readily ascertainable and available to the committee upon request.

Most of the information will come out during the interrogation by the committee, and will come directly from the nominee. I want to endorse heartily this nomination, and state that he is well qualified for the position for which he has been nominated.

I was a member of the Public Works Committee under Senator Kerr of Oklahoma, during the time we put together the interstate bill. Since then I have served in the appropriations rather than the legislative field. But I want to say that the Interstate Highway Systems have done fine things for the country. This will continue under Mr. Tiemann.

Senator RANDOLPH. Thank you, Senator Hruska. I am glad to recall your membership in this committee under the leadership of Senator Kerr of Oklahoma and others who have worked from the planning through the programing, and now certainly the fruition phases of the highway effort in this country.

And now we will hear from Senator Curtis.

STATEMENT OF HON. CARL T. CURTIS, U.S. SENATOR FROM THE
STATE OF NEBRASKA

Senator CURTIS. Mr. Chairman, I am happy to join in presenting to you the Honorable Norbert Tiemann. Nominated by the President of the United States to serve as Administrator of the Federal Highway Administration. You may have anticipated from the remarks of Senator Hruska that Norbert Tiemann was born in Nebraska in the leading city of Minden. I was born there also.

Senator RANDOLPH. What is the population?

Senator CURTIS. When Mrs. Curtis and I are at home, it is 2,600. Should the committee make a unanimous request, I shall be glad to give you a 2-hour reading on the glories of Minden.

Seriously, I am happy about the fact that the Tiemann family has been an important family in Nebraska for a long time. The Governor's father was a distinguished and public spirited minister of the gospel in my hometown. He was pastor of one of the Lutheran churches there.

Mr. Tiemann is emanantly qualified for this position. He is one of Nebraska's leading citizens. For years he has been involved in public affairs. His business experience is such that it imminently fits him to perform this job in an excellent manner.

Mr. Tiemann served with distinction as Governor of Nebraska from January 1967 to January 1971. The highway program in the State of Nebraska is directly under the Governor. Governor Tiemann carried on a fine highway program and made it possible for the State to move forward in this important area.

Our Federal highway program is administered in cooperation with the States. As a former Governor, Mr. Tiemann understands the problems of the States. He is acquainted with many of the highway officials over the country as well as many of the Governors and other public officials. He is of the highest character and his integrity has never been questioned. I urge a unanimous vote for Mr. Tiemann.

Senator RANDOLPH. Thank you very much, Senator.

I am delighted to see that joining us for the hearing are Senators Bentsen and Stafford.

Carl, I know you find it necessary to go to another commitment, but I want to say that my comment about the size of Minden was just given in a facetious manner. I think the strengths of America are in substantial degree in the smaller communities and the rural sections of this country.

Senator CURTIS. Thank you.

Our town is just the right size. We would not change it in any way.

Senator RANDOLPH. On my right, Senator Domenici believes one of the crusades that should be undertaken in this country is the deurbanization of America.

Is that right, Pete?

Senator DOMENICI. That is correct, just so they don't all come to New Mexico, Mr. Chairman.

Senator BURDICK. I wonder if I may be taken out of order.

We have an important function at the Post Office and Civil Service Committee, to-wit, we are going to take a picture at 10.

Senator RANDOLPH. Do you want me to go with you?

Senator BURDICK. Yes. I wanted to say I have talked to the Gov-

error. I know him personally. He comes from the heartland of the Midwest. I am thoroughly satisfied that he is qualified. I would announce at this time before I leave that I would be happy to vote for him.

Senator RANDOLPH. Thank you. I shall ask Senator Bentsen of Texas if he would come and preside and I will return in approximately 5 minutes. I will join Senator Burdick for the official photograph of the Post Office and Civil Service Committee.

Someone told me late last night that some Senator had advocated that committee be made a subcommittee. I will have to check into that, Quentin. Since the Post Office Department is no longer under the jurisdiction of our committee perhaps it should lose membership. I know that we don't want to lose our membership on it. So we will go and pose for perhaps the last time in that picture.

Senator Bentsen, would you preside.

Senator BENTSEN [presiding]. Governor Tiemann, I am delighted to see you again and have you before this committee.

For about 17 years I was president, and chairman of the board of a life insurance company that was based in Lincoln, Nebr. I had to be up there once a month for board meetings. I know of your tenure as Governor and the fine job you did. I know of the job you did on the road system in Nebraska; it certainly needed it.

As I recall, you were the first Governor to put in a sales tax and income tax. I appreciated that because that left us unique in Texas without an income tax.

We have a number of questions. We asked Secretary Brinegar when he was here and a number of them he was not in a position to answer at that time, having just taken over that position.

So we proceeded without the benefit of the administration's views on our bill on a number of key issues. But now that the bill has passed both bodies, we would like to see that these things that the administration report to us as expeditiously as they can in order that we may have full consideration of what they want.

We want their input. We want their contribution. We want to try to evaluate it. We don't want to try to wait until the end of the session and then have the administration saying that we can't get the Congress to act.

You know how the committee process works. It means that we have to have an early input before all those things finally hit the funnel at the end of a session, so we can be passing legislation that has been properly considered and after we have given it full consideration.

There is quite a variance between the Senate bill and the House bill as to the authorization levels.

In conference right now one of the concerns is what the administration feels are acceptable authorization levels that wouldn't bring about a veto.

Can you give us any idea of what the administration feels concerning the acceptable level of authorization now?

Mr. TIEMANN. No, sir; Senator Bentsen. I am afraid I can't give you any more definitive answer as to the administration position on the level of funding.

Coming in, I suppose, at a rather awkward time in the passage of this important legislation, the input that I might have been able to

give to the administration and likewise have not had the benefit of those individuals in the Department of Transportation who might have consulted with the White House.

As time goes on hopefully we will be able to achieve that better rapport than I am able to detect presently.

Senator BENTSEN. Why don't you then just proceed?

STATEMENT OF NORBERT T. TIEMANN

Mr. TIEMANN. I have no prepared statement but I have some comments I would like to make.

Senator BENTSEN. Why don't you go ahead?

Mr. TIEMANN. First of all I want to thank Senator Hruska and Senator Curtis for their fine generosity and comments with regard to this nomination and for them taking the time to appear.

As a former Governor I am aware of the great trust placed in my hand as the Federal Highway Administrator if confirmed by the Senate. It is indeed an honor to be nominated by the President to head the greatest public works project in the world.

That responsibility will not be taken lightly. Having served as Governor of Nebraska in difficult years as indicated by the tax reform bills and some other bills, I think you are aware that in order to accomplish this it is necessary to establish a good working relationship with the individuals in the legislative branch and the committees who are responsible for making things work.

If I can offer as evidence, during the last legislative session, by working very early in the legislative procedure with the legislature we were able to achieve 15 out of 19 major legislative proposals enacted into law. This was with a legislature that the press called hostile.

Now, I think that points up the elements that I just mentioned, the great need to establish a relationship early. I would hope that we would be able to accomplish that with this committee and the counterpart committee in the House.

Next, I would ask Ralph Bartelsmeyer who has been wearing two hats, Acting Administrator and Deputy Administrator, to stay on as long as he wants to stay on.

I need his experience. I will ask Frank Turner to be my ex officio mentor, to be my strong right arm. Both of these men are extremely well qualified and have the respect not only of the Congress but the State governments across the Nation.

I further am a strong advocate of public participation in the legislative process. To that end the Federal Highway Administration has asked the Highway Research Board of the National Academy of Sciences to sponsor a meeting which will be held May 29 through 31.

The subject of the conference will be citizen participation in the transportation planning process.

I think that out of this you will recognize that this is the final concept. Public participation is sometimes difficult and the opportunity for public participation must be offered to the public and also they must be encouraged to attend.

Highway safety will be one of the highest priorities in the Federal Highway Administration. I think during my tenure of office as Gov-

error we devoted ourselves to highway safety. We learned a long time ago that the Interstate Highway System was designed and planned to save lives, we attempted to design part of our State highway system the same way.

This required money. So we went to the people, with the constitutional change enabling us to issue revenue bonds, for highway construction. I might add that is not a politically popular thing to do. Nor was it politically popular to issue mandatory drivers test or inspections of cars.

Nevertheless, in the pursuit of safety it was mandatory.

Also, as one of the original antitrust busters, if you will, I have learned since that time that now the Federal highway program must interface with all other modes of transportation, that as we are nearing the end of the interstate construction—I think you will recognize it in the House bill and Senate bill presently in conference—that there is about a 50-to-50 split between rural and urban highways in the funding levels.

It seems to me that as we phase out the Interstate System, we are beginning to get to the end of that, that we have to recognize that the level of funding for urban mass transit must be increased. I don't think there is any argument as to the need for funding the mass transit system.

I think the sensitivity comes in how do we fund it. It seems to me that here's an area that could be very well compromised—and men of good will can sit down and decide how this can be solved.

We can talk about land use planning and any other things and I would be glad to respond to questions. I thank you for giving me the opportunity.

Senator BENTSEN. I understand you were one of the original anti-trust busters. You now say these programs have to interface. What does that mean? Do you favor the utilization of the highway trust fund for rail mass transit or not?

Mr. TIEMANN. Yes. I will answer that question with an affirmative answer.

You said rail transit. I mean all transit.

Senator BENTSEN. But one of the big fights is the rail mass transit. The answer is "Yes."

Mr. TIEMANN. Yes. I think the point in time has come now where we have to realize that the need to transport people and goods can take most any form of transportation modes, not just highways.

Therefore, I agree that part of the trust fund should be used for mass transit projects.

Senator BENTSEN. Senator Domenici?

Senator DOMENICI. I, too, want to join with those who have indicated their confidence in your appointment and confidence that you will succeed in your new administrative role.

I do want to tell you of one area that concerns me and see if you have some views on it.

It seems to me that in the area of delays, delays of projects that have an impact on the environment or otherwise, that delay has almost become synonymous with good, that if you delay things long enough you are accomplishing some societal benefit.

It concerns me greatly, for instance, Governor, that a medium-sized highway project is now taking 35 months in this country from date of inception of the idea until a bid is let.

Senator BENTSEN. Did you say societal or suicidal?

Senator DOMENICI. Either one. Some say it is a benefit to society. But anyway, I am concerned we have not arrived at the adequate approach of calculating the impact and doing it quickly and then get on with deciding yes or no.

It seems to me there are many ingredients built into the delay that can be detrimental. Do you have any of your own views with reference to this and any ideas as to what your approach will be?

Mr. TIEMANN. Yes, sir. Of course the Federal Highway Administration is bound to follow the letter of the law. The National Environmental Policy Act as it is presently written and section 4-F with regard to environment legislation are important areas, and we will carry out the letter of the law.

I suppose the answer here is probably a little more far reaching than that. It is mandatory in my judgment that we have a national land use policy to avoid further conflict. I think the Congress is considering something along that line.

I could refer to our experience on land use, one version of land use in our State and the great need for educating the public as to why we need to set aside transportation corridors or whatever land use might be prevailing.

In our State, for planning purposes, we divide the State into 26 planning regions, comprehensive health, rural development, water resources, soil conservation, highway development, whatever it might be.

Nebraska has 93 counties. When we unveiled our program we met with county officials and told them here's our plan. We showed them the map with 26 regional plans. One of the county commissioners stood up and said "CRU's." He said that is a county replacement unit. It was not our intention to replace the counties. It was our intention to have these as a planning area. I think if a national land use policy is established it would avoid many of these problems.

Senator DOMENICI. One last observation, this might be my last opportunity to state this to you publicly for a while, but it seems to me the best way to cure the constant confrontation that is being preached as between Congress and the administration even concerning our endeavors here with reference to the Public Works Committee, is as suggested by our chairman, for us to get responses regarding positions and policies and answers as quickly as you can.

I hope you understand that we request these in good faith. When we don't get them or we get something indicating that there really isn't much concern as to the inquiry or what our requests are, I think it certainly is not conducive to getting on with this enormous job of transportation and safety and the other aspects that you will have under your jurisdiction.

So I join with those not by way of admonishing but by way of requesting that you exert every effort to establish this relationship quickly.

This committee is not partisan with reference to this aspect of our Nation's needs. We don't want it to turn into that.

So I personally ask that you cooperate to the fullest in that regard.

Mr. TIEMANN. I will give you my pledge, Senator Domenici, that this will be one of the high priorities of mine, close cooperation not only with this committee but the counterpart in the House and you individually.

Senator DOMENICI. Mr. Chairman, I will have to excuse myself but I want the record to show that most certainly if I were here I would vote in the affirmative for that confirmation.

Senator BENTSEN. Would you like to leave your proxy?

Senator DOMENICI. Yes; I will leave it with you.

Senator BENTSEN. Senator Clark?

Senator CLARK. What do you see as a realistic target date for the completion of the Interstate System?

Mr. TIEMANN. This was under discussion in one of the meetings we had recently. I think presently 1980 has been set as one of the target dates. I am not at all sure that that is going to be the completion date. The reason I say that, and I guess I have to hedge my answer more to say it is impossible to tell you how we can be completed because of the literally hundreds of court cases pending.

FHWA presently reviews its regulation on the enforcement of the National Environmental Policy Act because of the court cases and we probably will have more of them. I think probably it is not realistic to come up with a solid date at the moment with all of these variables at issue.

Senator CLARK. You would like to see it completed as quickly as we can?

Mr. TIEMANN. Yes, sir.

Senator CLARK. What's your own feeling in terms of impoundment of funds under the trust fund? Do you support the idea of fighting inflation in that way or do you think it is the wrong kind of policy to pursue, speaking only in terms of impoundment of the highway trust fund?

Mr. TIEMANN. I agree with the administration's position.

At the moment with the economy, with the inflation as it is, that the priority of fighting inflation probably takes precedence over highway building. This is not an easily digestible decision that has to be made by the President or those of us responsible for administering this particular program.

But I would have to agree with the administration.

Senator CLARK. You don't see any constitutional problem with the impoundment of funds?

Mr. TIEMANN. As of the moment "No," but I suspect court action somewhere along the line with respect to the Missouri case and possibly the appeal will shed more light than I can give now.

Senator CLARK. Would you favor, as you view it now, extending the Interstate System after it is completed?

Mr. TIEMANN. Whether we call it the extension of the Interstate System or whatever name we give to it, the States most certainly have highway needs that are yet unmet.

If I could refer again to Nebraska, we developed a 6-year, a 12-year and a 20-year expressway-freeway system in anticipation of the ending of our Interstate System.

We hope to fund that by issuing bonds, hopefully with some match-

ing funds. Something will have to be worked out with the Federal Government to allow them to continue their program because the interstate is finished and our problems are not solved.

Senator CLARK. You would prefer to see a little more money spent by 70-to-30 funding rather than a new Interstate System or extension?

Mr. TIEMANN. Yes. I think this probably would fill the needs of the States to a more adequate degree than the extension of the Interstate System.

Senator CLARK. Thank you.

Senator BENTSEN. Senator Stafford?

Senator STAFFORD. Thank you, Mr. Chairman.

I have had an opportunity to talk with Governor Tiemann before the meeting today and I am pretty well satisfied myself that he should be confirmed as the Highway Administrator.

I just have one or two questions.

One has to do with your willingness to appear before any Senate committees in the future in connection with any question that might arise in the administration of your duties. I assume you will be willing to make such an appearance?

Mr. TIEMANN. I will be more than happy to, Senator, yes.

Senator STAFFORD. The other has to do with a new concept in highway safety as far as the Federal role in safety throughout the Nation is concerned. It is in a bill which came out of the Highway Transportation Subcommittee and full Public Works Committee under the leadership of the present chairman who is presiding this morning.

It would require that certain sums of money be spent by the State to promote highway safety on all of the highways of the Nation. It has a new title. Thereafter, it would require that if a State did not spend its money that instead of forfeiting that sum which was the traditional way of trying to force States to do something, that the Federal Government could mandate the money be spent for the purposes of highway safety.

I wonder if you have any attitude toward that?

Mr. TIEMANN. As an old State's righter, my first impression is one of opposition. We have as first priority the matter of highway safety.

Senator STAFFORD. There would be no action by the Federal Government unless over a considerable period of time, as I recall 2 years, the State will take any action with respect to the money itself.

As I understand it, you would support such a proposal provided the Congress passes it.

Mr. TIEMANN. Yes. I think I prefer the 1966 legislation where you required and gave the opportunity to the States to pass the mandatory driver examination and automobile inspection, and if they would not, then the States would lose some Federal funds.

This was a rather mild club over the State but it was an effective one.

Senator STAFFORD. Well, Governor, I think you will do a good job. I know that having served as the Governor of Nebraska you understand the trials and tribulations of public office. I can sympathize with you. I intend to confirm the nomination.

Senator BENTSEN. Mr. Chairman?

Senator RANDOLPH. I think it would be well for you to continue as chairman of the subcommittee as we listen further to the colloquy.

Senator BENTSEN. All right, Mr. Chairman.

Do you have any questions?

Senator RANDOLPH. Yes.

I think it is best to come to a direct question, Governor.

As you know, the Public Works Committee reported the Federal highway bill without funding from the trust fund for rail transit. You are familiar with that action of this committee?

Mr. TIEMANN. Yes, sir.

Senator RANDOLPH. Then the Senate made a change allowing certain amounts of money to go to rail transit. You are familiar with that development?

Mr. TIEMANN. Yes, sir.

Senator RANDOLPH. Now we are in conference with the House. I, of course, am against the transfer of funds from the highway trust fund to rail transit, but believe strongly in mass transit programs, having not only voted for them in the Senate but having been a sponsor of legislation to authorize a total of \$6 billion for transit.

So often I have to document the record about my desire for rail transit that might be applicable to a certain number of cities in the country.

I have also joined in appealing to the President on at least two occasions to release the mass transit funds which were available under action taken in the Congress but were not being used for the purposes which the Congress had set forth.

But in the conference now it is my responsibility not to express there my personal viewpoint, but to act as a Senator, as a conferee.

The House, as you know, defeated the proposal for diversion of funds from the highway trust fund to rail transit. So we have a difficult situation as we continue our conference.

The House, by a very substantial vote, turned down the proposal which was approved by a close vote in the Senate.

Now, you are part of the administration team. But you are the Federal Highway Administrator. You are not the Secretary-to-be of the Department of Transportation. You come as the Federal Highway Administrator.

Regardless of your feeling as a member of the administration team, you have your beliefs as an individual. I have very frankly said how I believe personally on this matter.

Now, I am a member of a conference so I present the Senate viewpoint with Senator Bentsen and Senator Stafford and others.

I am asking you what is your personal opinion. I am not asking the administration viewpoint, the Secretary of Transportation's viewpoint. We know that viewpoint. I am asking you for your personal feeling about this problem.

Mr. TIEMANN. Yes; Senator. I am on record as having given testimony during my tenure in office as Governor against the diversion of any funds at all from the trust fund. It is earmarked for highway construction and it should be that way. I continue to feel that way personally.

However, as I indicated earlier, the administration's viewpoint is counter to that and being a member of that administration I will follow that mandate. However the public trust, if I am confirmed, that is placed in my hands means I follow the letter of the law.

If the letter of the law says there shall or shall not be diversion, whatever it is, that is what I shall administer.

Senator RANDOLPH. Thank you very much, Governor.

I felt that you would want to place this on the record. I had no background of where you had taken a stand during your Governorship in Nebraska. I only wanted you to make clear to the committee your feeling in reference to this matter.

Now, a second question.

We have tried in the Senate Public Works Committee, working through the leadership of Senator Bentsen and others on the Subcommittee on Transportation, to advance more direct participation of the States in connection with the construction of highways, not only in the interstate category but in the primary, secondary, and other types of road development. I had felt for many years that we needed a greater leadership from the States.

I believe, of course, in Federal approval of projects before they actually go to construction. But there has been a tendency, I think, for the Federal Government at times to go beyond its constituted authority.

I am not using the word "interfere." With experience now for some years with the highway program, do you feel the States can more readily accept and frankly commit themselves to action rather than to wait on the processes of the Federal Government?

Would you address yourself to that question?

Mr. TIEMANN. Yes. I very much agree with the premise of your question, Senator Randolph. One of the mottos around our office was "The quicker you cut redtape, the faster you will cut the ribbon." We very often had a battle with the Federal Highway Administration as to who is causing all the redtape. You can cut the redtape in the area where you have the responsibility. I think the Federal Highway Administration is moving very quickly in the reduction of redtape.

For example, the certification acceptance procedure which is presently undergoing review and evaluation in the Federal building of highways will eliminate the Federal Highway Administration step by step approval of the design, planning and building.

I think we will eliminate a great deal of redtape—that is one of the high priorities, the elimination of redtape.

Senator RANDOLPH. Thank you.

We have made that a major matter here in the committee. I am happy not just at your agreement but I am also gratified that you feel that there must be more flexibility, opportunity, and responsibility given to the States for the development of these programs.

Thank you, Mr. Chairman.

I have no further questions.

I think hopefully our committee can act rather promptly on your nomination.

For the record, I shall say that the Governor, I believe, has called on all members of the committee insofar as he could arrange appointments with them. We have explored some of his thinking. It will be my privilege to vote the committee to report his nomination to the Senate.

Mr. TIEMANN. Thank you, Senator.

Senator BENTSEN. Thank you very much, Mr. Chairman.

Senator Clark, do you have any further questions?

Governor, we appreciate very much having your testimony. You have dealt with candor. Let me as acting chairman say I certainly favor your nomination and intend to vote for it.

We have no further questions at this time.

Thank you for your appearance.

Senator RANDOLPH. We will then go into executive session.

[Whereupon at 10:33 a.m. the committee recessed its open session and proceeded to committee business in executive session.]

