

Mr. STERNLIEB. Yes; and at the risk of being academic, which is a prerogative of the academician, after all, I do not think that administrative difficulties can be permitted to intrude on the conceptual approach to be utilized. If we do not know how to do something because of some difficulties of administering, then it is the responsibility of the administrator to find out how. That is what they get paid for.

Senator MUSKIE. Just two more questions. We provide for optional fixed payments in the bill, presumably to give poor people an opportunity to get compensation without going through the burden of administration and redtape. Do you feel that that technique as worked in the urban renewal program is a good idea, the optional fixed payment?

Mr. STERNLIEB. Yes, sir.

Senator MUSKIE. Are they adequate in the bill?

Mr. STERNLIEB. There I have some reservations. I will not make any criticism at this moment. I can appreciate the limitations that we are suffering under. I think, however, this is an area that the committee should continually reexamine.

Senator MUSKIE. If we do not get titles VIII and IX enacted as written, do you think that we will experience any real difficulties in the results? How critical are they, in other words? How important are they?

Mr. STERNLIEB. I think they are very, very important. We simply cannot stop the wheel, we cannot immobilize our society. We are dependent on mobility. If I can turn for a moment from governmental programs which impact society and cause relocation, if we can just turn to our private business we can see the phenomenon. When we look at mobility patterns, for example, the most mobile people in our society are no longer the poor, they are the rich. The pattern of corporate relocation, corporate transfer, is a constant. In my own neighborhood, when one goes house hunting he sees Scott Paper houses, IBM houses, what-have-you houses. These houses are actually owned by corporations because they have had to move their executives.

Now, notice in those cases, in order to avoid impacting the individuals, a corporation actually takes title to a property, not uncommonly moving the wife into a hotel in the new city so that she can survey the area before deciding on a house. A whole infrastructure is built up in private industry to complement the fact of mobility.

When we look at Government action here, I think we should be somewhat embarrassed; that rather than viewing this bill as an act of generosity we should view it as a very long-overdue first step toward meeting a continual challenge. This challenge is here. We are not going to be able to stop it.

I think the waving of urban turbulence as a red flag, saying that if you do not do what we want, we-are-going-to-get-you-type of thing, has been much overdone. What is much more significant, however, is the relationship between the Government and the individual, not the Government and the protester, but the Government and the individual, and the individual's rights. Society makes us impact those rights. We have to. The roads have to go through for the good of everybody. Clearance of a slum area is required. It has to be. But, we must make that individual whole, and I think that is the important part.