



DEPARTMENT OF TRANSPORTATION

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The U.S. Department of Transportation Broadcast News Service for Friday, June 15 has actualities on President Nixon's price freeze program along with a feature on protecting wildlife on highways.

First, Assistant Secretary for Congressional and Intergovernmental Affairs, Robert T. Monagan on the price freeze program:

"President Nixon's price freeze program attacks inflation where it is most visible and most vulnerable, in commodity pricing. The controls he has called for, along with Phase IV proposals, make eminent economic sense.

"There is more to be done -- the Congress has a critical role to play in considering the reduction of certain tariffs to increase supplies of scarce goods and providing authority to dispose of more surplus commodities held in Government stockpiles. In these and other areas, the President will be seeking accelerated Congressional action on critical economic issues.

"In cooperation with the Congress, the Administration will be working to bring economic stability and lasting relief to the beleaguered consumer."

Next, a feature on wildlife preservation:

"Growing concern for balancing progress with the delicate needs of nature was reinforced recently by the addition of a wildlife biologist to the staff of the Department of Transportation's Federal Highway Administration. The biologist, Robert Belichik, will be responsible for lowering animal deaths, creating breeding

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grounds and refuges. Belichik commented.....

"The need to improve or construct new highways must be tempered with the need to preserve native ecology. New highway development and secondary growth in areas of a natural or wilderness quality exert pressure on natural resources. The Florida Everglades region is a good example of this."

Belichik related efforts at re-routing animals over or under highways to avert animal-vehicle collisions resulting in losses such as 150 thousand white tailed deer killed last year.

"And it'll take a couple of seasons, its been done in Colorado, takes a couple of seasons, but the deer will start to move along the directional fence that leads to the underpass, and then they will gradually progress on through the underpass. It takes about one year of training but next year they follow it pretty well. In Colorado it moved from one year like twenty animals used it, to about four hundred animals using the same underpass."

This has been the Transportation News Report.