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## **NEWS** from U.S. Senator Bob Dole

(R.-Kans.)

New Senate Office Building, Washington, D.C. 20510 (202) 225–6521 Joe Reppert Press Secretary

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## FOR IMMEDIATE RELEASE -- MARCH 7, 1973

WASHINGTON, D.C., MAR. 7, 1973 -- Senator Bob Dole today announced that he has received significant clarification from the Army Corps of Engineers on its proposed Special Recreational Use Fees at water resource development projects under its jurisdiction.

Dole met today with Major General J.W. Morris of the Army Corps of Engineers to discuss the use fee proposal. After the meeting, Dole said, "There has been a great deal of concern over these proposals, and the Corps of Engineers recognizes the mistakes that were made in their announcement and in the manner public participation was handled."

Dole said:

A number of clarifications and corrections were made available today, and I believe they will provide reassurance to many citizens who were alarmed at the originally published proposal.

While I still feel this entire matter could have been handled by the Corps much more clearly and with less confusion, I believe today's information demonstrates the Corps' appreciation of the great public concern that has been generated.

The following points were emphasized by Dole:

1-There will be no Corps of Engineers fees whatsoever for the use of private boats on the lakes in question or for boat launching ramps where no special mechanical or hydraulic equipment is available.

2-No admission or entrance fees are to be charged at any Corps project area.

3-Only use fees comparable to those charged at similar sites by other federal agencies (U.S. Forest Service and the Department of the Interior) would be charged.

4-Preliminary studies indicate that overnight fees at approximately 90% of the camp and trailer sites, where fees have customarily been charged by the Corps since 1965, would be less than \$2.00 -- significantly below the \$4.50 maximum mentioned in the published proposal.

5-The fees for specialized day use sites would be charged per car load, rather than per person as originally indicated. below the \$4.50 maximum mentioned in the published proposal.

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