

Mr. WAGGONER. You are not going to let the contractor have the souvenir concession?

Mr. SIEPERT. Everything he sells must be approved by us. At the present time, the average revenue per participant is \$2.57 per person, including tour costs.

Mr. WINN. Haven't I seen in the papers somewhere that some of these vendors have set up on the highway, with merchandise, selling souvenirs outside?

Mr. SIEPERT. There are none, let us say, hawking goods directly outside the gate. None of that area has been commercially built up, but all of the community drugstores and motels have various kinds of souvenirs about the spaceport.

Chairman TEAGUE. What comments do you hear about the cost of the tours by people who go through them?

Mr. SIEPERT. You can hardly pick out that type of complaint in the noise of it. There are a very few folks who complain on whether the tour was worth the cost; or the other question arises: "I shouldn't have to pay to see what I, as a taxpayer, have already invested in." You might get that complaint, but TWA tells us this frequency is less than one out of every thousand visitors.

Mr. Chairman, one of the complaints we have heard more frequently than others is that they do not feel that they should pay for the use of a toilet. We had authorized the contractor to put in coin-operated facilities, but both we and the contractor now agree that the revenue does not pay for the upkeep of the restrooms. We are eliminating the complaints by closing the coin boxes.

Mr. PARKER. That has been done.

Mr. SIEPERT. And so, the toilet facilities in the new project will not be on a pay basis.

Mr. WAGGONER. Don't let the initial proceeding for your transportation and concession contracts, and so forth, be so long that you can't adjust them as the program builds, develops, and improves.

Mr. SIEPERT. We have developed, in our procurement plan, which is now in Washington for review and approval, a priority on the uses of any revenue which the concessionaire collects.

The priorities on revenue use would be as follows: First, out-of-pocket direct costs; second, when revenues exceed direct expenses, a preagreed minimum fee; third, expenditures to improve the quality of the tours and services to the visitors; fourth, a reduction, whenever possible, in the tour fees charged the public.

And fifth, contractual provisions to transfer any surplus to miscellaneous receipts to the Treasury.

We do not feel that the public's opportunity to see the national spaceport should be set up as a money-raising venture for the Federal Government. Nor should the operating costs of such tours be subsidized by continuing appropriations, when reasonable fees can make this function self-sustaining. We will make certain that there are definite limitations on the profit the concessionaire may make, but do believe that if he does a good job, he is entitled to a fair return for his efforts.

Mr. WINN. For the length of time, particularly on buses and guides, you have to sign a pretty good contract for the buses.