

sharing is 74.5 million for Iowa; 54.2 million for Kansas, 96.4 million for Missouri and 39 million for Nebraska. The Special Revenue Sharing is 133.5 for Iowa, 123 for Kansas, 229.4 for Missouri and 78.2. I do not see this carried out to a per capita but perhaps this information I can get broken down before it can get to you. The reasons behind it would be the way that it is put together, the formulas are put together as Congress passes the law.

SENATOR WHITNEY: Were equal weights given to poverty, to population and to tax effort?

MR. SMITH: Well, on general revenue sharing and I am not familiar with the formula, as to how it was arrived at, but Chuch can speak to that.

SENATOR WHITNEY: Yes, but aren't you able to talk off the top of your head about the situation in Nebraska compared to the rest of the states?

MR. SMITH: No I'm not. I cannot take the \$269 billion dollar budget and break it down on a per capita basis to Nebraska either on the income or the outgo basis. I can develop the information and get it to you but I do not have it.

SENATOR WHITNEY: I guess that doesn't answer my question.

SPEAKER: We just have time for one more quick question. There is only one more Senator who has asked for the floor. Senator Kelly.

SENATOR KELLY: Mr. Speaker. Members of the panel. Two quick questions that I know will give quick answers, of Mr. Smith. How long a life can we expect of the general revenue sharing fund?

MR. SMITH: It's presently a five-year program.

SENATOR KELLY: All right. Thank you.

MR. SMITH: Which is about the longest program I think that any guarantee's written into any congressionally passed program anywhere.

SENATOR KELLY: And of Mr. Lutz. In the dismantling of the Highway Trust Fund, does your program mean that we poor farmers in Nebraska are going to have to pay gasoline taxes to buy ferry boats for Philadelphia?

MR. LUTZ: Sir I would question the word dismantling but right now you're buying ferry boats with your highway money. We are not changing that at all. In fact, the, we have defined the highway use of your highway money to cover relocation housing, highway safety, archaeological research and a few other gems, but we are buying ferry boats with your money. All we are saying is that in order to reduce in certain local communities at their option, they would have the choice of using their current urban money. We aren't affecting the rural money at all except to allow you to buy buses should your local community feel like it. Within the urban community they would have the choice of buying rail, another mile of highway or buses. It's completely at the discretion of the local people.

SENATOR KELLY: Subquestion a; with your 400,000 population, doesn't this make all of Nebraska rural?

MR. LUTZ: No sir. Omaha would be a recipient directly and I want to point out here that you are not losing money because you don't have a lot of cities over 400,000. Nebraska will receive its full share regardless. The point is that for those