

the board. This proposal is the simplest and the fairest way to provide the American people with the tax relief that they deserve.

Instead of picking winners and losers among overtaxed Americans, this proposal increases the take-home pay of everyone who pays Federal income taxes.

We should not require taxpayers to engage in a government-preferred activity or force them to jump through multiple hoops in order to keep more of their own money. A broad-based tax cut avoids adding further complexity to the Tax Code and gives all American workers the relief that they need.

In recent years, efforts to provide the American people with significant tax relief has been derailed by the contention that cutting taxes would hurt Social Security. This has always been a shaky argument, but it does not even have a leg to stand on today. Here is some arithmetic or numbers to keep in mind.

A 10 percent across-the-board tax cut would cost the Federal Government \$743 billion over a 10-year period. This means that more than \$1.8 trillion of the \$2.6 trillion budget surplus that the Federal Government will run over the same time span would be available to strengthen Social Security.

When looking at these numbers, it becomes clear that cutting taxes and securing the future of Social Security are not mutually exclusive goals. We can do both and still have some money left over to invest in education and strengthen our national defense.

Excessive taxation is making it harder for middle-income families to get ahead. When adding State and local income taxes, or just taxes period to the Federal tax bite, the average American family ends up paying more in taxes than it is paying or spending on housing, food and shelter.

A 10 percent across-the-board income tax cut would save this average family approximately \$1,000 per year. This is money that could be saved for a down payment on a home or used to pay for college tuition or put aside for retirement.

A broad tax cut like the across-the-board tax cut that I am promoting today is best for the American economy as a whole. It will increase economic activity across the widest number of individuals, thus creating jobs, greater financial security, and giving every American a bigger piece of the pie. However Americans choose to spend their own money, I am confident that it would be put to better use by the family who earned it than by the Washington bureaucrat who yearns for it.

As the debate over how to use the budget surplus heats up, the protectors of big government will scream bloody murder about any plan to return some of the windfall to the American people.

To them I ask simply, if we cannot cut taxes when the economy is strong, the Federal Government is in the black, and taxes are at an all-time high, when can we?

Mr. Speaker, I urge my colleagues to support a 10 percent across-the-board tax cut.

MORE CHOICE FOR AMERICANS

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Oregon (Mr. BLUMENAUER) is recognized for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, I rise today to express concern about an article that our friend, George Will, has in Newsweek this week, attacking the administration and Vice President GORE in particular for dealing with livable communities. With all due respect to the journalist, he has it exactly wrong.

There is a national grassroots movement from coast-to-coast where people are now struggling to contend with the forces of growth, sprawl, pollution and congestion to try and have more livable communities. Contrary to the columnist's assertion, it is not about forcing people to do things, it is about giving Americans more choices. Today, too many people have no choice but to be trapped in congestion, soccer moms and dads forced to be out shuttling kids around, forced to burn a gallon of gasoline to buy a gallon of milk.

What the Vice President, what the administration, what Americans across the country who are concerned about livable communities are promoting is the concept of learning from our past mistakes, organizing ourselves to make sure that our plans for the future will make our communities more livable. It is not, as some would suggest, an attack on the automobile. To the contrary, it is simply not surrendering our communities to the cars.

At a time when the Berlin Wall has fallen, when there are capitalist markets in the former Soviet Union, in China, it is time to perhaps end socialism for the car by subsidizing the automobile more than other transportation choices. Planning makes it possible for people to do more with their lives and their time.

In his article Mr. Will attacks Portland, Oregon, my hometown, as a place where we are trying to crowd people, where we are trying to have zoned-out things like big box development, to somehow force people to do things they do not want to do, calling it some sort of planner's paradise. Well, it is ironic that the city Mr. Will is attacking is held up as one of the best models in the country for working with our citizens to promote liveability, to give people more choices.

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It is a community where we have, in fact, not sprawled as much as other

places around the country, but we have actually dramatically increased the housing stock without spreading out to farm and forest land. We have added 42 percent in population since 1979, but we have only increased the developed area 20 percent.

Some of the most attractive housing, the most valuable housing, is to be found in newly redeveloped areas with loft housing, with townhouses. In fact, they are worth more in terms of actual value than the typical single lot subdivision. It is not about crowding people together.

In Portland, like in most other communities, our neighborhoods are less densely populated today than they were 40 years ago when I was growing up. What has happened is because we have unplanned growth, exclusive reliance on the automobile, we have far more people driving and driving more miles, and as a result, it is the cars that people are upset about, not the citizens.

This has resulted from not turning over industrially-zoned land to big box retail, like a COSCO or a Wal-Mart. We have protected it for industrial jobs. Portland has added 180,000 new jobs since 1990. I would suggest that it is hardly a failure, that there is a reason why people come and look at what we have done.

Government has made many mistakes in the last 40 years that have contributed to the deterioration of the quality of life. It is time for us to take a step back, to learn from our mistakes in both government and the private sector, and plan for a better tomorrow. That is what the Vice President, the President, and not just his administration but people around the country are doing with the new livable communities movement.

I strongly urge that people support these initiatives and what they can represent for a more livable future.

CATHOLIC SCHOOLS: FAITH FOR A BRIGHTER FUTURE

The SPEAKER pro tempore (Mr. GREEN of Wisconsin). Under a previous order of the House, the gentleman from Colorado (Mr. SCHAFFER) is recognized for 5 minutes.

Mr. SCHAFFER. Mr. Speaker, I rise today to address the subject of Catholic schools, a great gift to this country.

Catholic Schools: Faith for a Brighter Future, that is the theme for the 25th annual celebration of Catholic Schools Week January 31 through February 6, 1999, in the 10th annual National Appreciation Day for Catholic Schools February 3, 1999.

Catholic Schools Week celebrates the important role Catholic elementary and secondary schools across the country play in providing a values-added education for America's young people.