



December 16, 2011

House Passes Pro-Jobs, Middle Class Tax Relief Bill

All year long, the House Majority has been working to limit spending, prevent job-killing tax increases, and stop unnecessary government intervention into the private sector. Unfortunately, congressional Democrats and the Obama Administration have obstructed these efforts at every turn. On Tuesday, the House passed a measure that furthers our goal of establishing an economic environment conducive to job creation. Specifically, the bill prevents hard-working Americans from experiencing a payroll tax increase next year. It also extends unemployment insurance to ensure it is there for those who truly need it, while instituting important reforms to reduce costs and focus the program on getting people back to work. For our nation's seniors, the bill prevents for two years a scheduled reduction in reimbursements to Medicare providers, giving Congress and the Administration more than ample time to find a permanent fix to this problem. The bill also promotes private sector job creation by blocking the EPA's job-crushing boiler regulation and requiring the President to move forward with the Keystone XL pipeline, which would create thousands of jobs. As the debate over the extension measure moves forward, Congressman Miller will continue working to strengthen our economy and put more Americans back to work.

House Clears Conference Report for FY 2012 Defense Authorization

On Wednesday, the House passed the conference report on the National Defense Authorization Act (NDAA) for Fiscal Year 2012. The report authorizes \$554 billion for the Department of Defense's base budget, \$115.5 billion for continuing operations overseas, and \$11.1 billion for national security programs at the Department of Energy. To comply with the Budget Control Act passed earlier this year to reduce federal spending, the authorization levels in the conference report have been reduced by \$19 billion from the FY 2011 NDAA and \$21.8 billion from the earlier House-passed version of the defense bill. Among the report's various provisions, the FY 2012 NDAA includes a 1.6% pay raise for our nation's servicemembers and strengthens policies used to detain and prosecute members of terrorist organizations. It should be noted that the NDAA explicitly exempts U.S. citizens from provisions related to military custody of terror suspects. Congressman Miller supported passage of the conference report to ensure that the men and women of our Armed Forces have the resources they need to fulfill their mission and secure our nation from threats abroad.

Congressman Miller Votes Against FY 2012 'Megabus'

On Friday, the House of Representatives passed the conference report to fund the federal government through the remainder of Fiscal Year 2012. The report provides appropriations for Defense, Energy and Water, Financial Services, Homeland Security, Interior, Labor-Health and Human Services-Education, Legislative Branch, Military Construction-Veterans Affairs, and State and Foreign Operations. The bill complies with the \$1.043 trillion cap on spending established by the Budget Control Act. While Congressman Miller was pleased the conference agreement maintains numerous long-standing prohibitions on federal funding of abortion services and prevents the Department of Energy from implementing standards that will prevent the production of incandescent light bulbs, he opposed final passage of the report because it does not go far enough in reducing federal spending while our \$15 trillion national debt continues to climb. He will continue working in the House to help grow our economy by reining in out-of-control government spending.

Congressman Miller Raises Concerns about California High Speed Rail at Transportation Hearing

On Thursday, the House Transportation and Infrastructure Committee held a hearing on California's high speed rail project amid growing concerns about soaring costs and delays. Originally estimated to cost \$43 billion in 2008, new estimates show that costs could rise as high as \$98.5 billion. Meanwhile, the expected completion date has been pushed back from 2020 to 2033. At the hearing, Congressman Miller raised these concerns before a panel of witnesses, including officials from the California High Speed Rail Authority and Federal Railroad Administration. As a senior member of the Committee, he will continue working to address California's transportation needs while ensuring that taxpayer dollars are spent on worthy and fiscally sound projects. To view Congressman Miller's opening statement at Thursday's hearing, [click here](#).

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