**BUDGET: CONGRESS APPROVES TWO-WEEK CONTINUING RESOLUTION**

Averting a government shutdown, the House and Senate this week agreed to extend the Continuing Resolution funding the government for FY 2011 until March 18, 2011. The current CR is set to expire at midnight on March 4th. The two week extension will be used to try and work out a deal on funding levels for the remainder of FY11.

The House vote on March 1st was 335-91, and the Senate’s vote on March 2nd was 91-9, indicating the level of bipartisan agreement on the need for more time to negotiate a long-term funding bill. The President signed the resolution into law shortly after the Senate’s vote.

Included in the measure, H.J.Res. 44, are $4 billion in cuts agreed upon by congressional leadership and the White House. Of that, $1.24 million is in program terminations that the President’s Budget also called for eliminating. Those programs include:

- **Broadband Direct Loan Subsidy (U.S. Department of Agriculture)** = -$29 million. No funds were requested for this program in the President’s budget request. The program is considered duplicative of several other federal programs, and the Agriculture Inspector General has uncovered abuses and inconsistencies in the program as well as a lack of focus on the rural communities it is intended to serve.

- **Striving Readers program (U.S. Department of Education)** = -$250 million. This termination was requested in the President’s budget request. The program has a large amount of unused funds, and is considered duplicative of the Title 1 program that provides $14 billion annually in reading assistance to at-risk students.

- **LEAP program (U.S Department of Education)** = -$64 million. Again, this termination was requested in the President’s budget request. The program is considered to have accomplished its original objective of “stimulating” all states to establish need-based student grant programs, so federal aid is no longer required.
The California Institute wishes to express its gratitude to the following donors for their generous support, without which our work would not be possible.

**Benefactors**
Center for California Studies, CSUS
University of California

**Patrons**
AT&T
PG&E Corporation
Sempra Energy
Southern California Edison
Verizon Foundation

**Sponsors**
Applied Materials
California Chamber of Commerce
California Federation of Teachers
California Institute of Technology
Century Housing
Chevron
League of California Cities
Pacific Life
University of Southern California

**Contributors**
Asn of California Water Agencies
California Bankers Association
California School Boards Association
California State Association of Counties
City of Los Angeles
Metropolitan Water District of So. Calif.
RAND
Bay Area Economic Forum
California Association of Realtors
California Farm Bureau Federation
California Space Authority
International Brotherhood of Teamsters
Jacobs Engineering

- Even Start (U.S. Department of Education) = -$66 million. This termination was also requested in the President’s budget request. Three national evaluations have found that participants in this program make no greater literacy gains than non-participants, and the Office of Management and Budget has identified this program as “ineffective.”

- Smaller Learning Communities (U.S. Department of Education) = -$88 million. This termination, too, was requested in the President’s budget request. According to House Appropriations Committee documents, both governmental and non-governmental research has shown no evidence that creating smaller learning communities within high schools makes a difference in academic achievement.

- Highways – Additional General Fund spending (Federal Highways Administration) = -$650 million. No funds were requested for this use in the President’s budget request. This one-time, non-recurring funding addition was provided in fiscal year 2010 and distributed to all States through the existing, authorized highway formula. Removing these funds will have no impact on the authorized, mandatory side of the highway program and its limitation of obligations, according to House Appropriations Committee documents.

The bill also cuts $2.4 billion in FY2010 earmarks, including the following:

**Energy and Water**
- $56 million - Army Corps of Engineers, Investigations
- $341 million - Army Corps of Engineers, Construction
- $39 million - Army Corps of Engineers, Operations and Maintenance
- $38 million - Bureau of Reclamation, Water and Related Resources
- $292 million - Energy Efficiency and Renewable Energy (EERE)
- $13 million - Electricity Delivery and Energy Reliability
- $77 million - Office of Science – science research

**Homeland Security**
- $43 million - Customs and Border Patrol Construction – facility construction projects
- $4 million - Coast Guard – alteration of bridges
- $20 million - National Programs and Protection Directorate – cyber-security and infrastructure projects
- $103 million - FEMA State and Local Programs – university and emergency operations center grants
- $25 million - FEMA Pre-disaster Mitigation Grants
- $41 million - Science and Technology – research projects

**Labor, HHS, Education**
- $49 million – Training and Employment Services
- $397 million – Health Resources and Services
- $21 million – Centers for Disease Control and Prevention
- $15 million – Substance Abuse and Mental Health Services Administration
- $3 million – CMS, program management
- $21 million – Children and Families Services program
- $1 million – Child Care Development Block Grant
- $6 million – Administration on Aging
- $5 million – School Improvement Programs
- $229 million – Department of Education – Innovation and Improvement
- $32 million – Safe Schools and Citizenship Education
- $22 million – Special Education
- $5 million - Rehabilitation Services and Disability Research
- $129 million – Higher Education
- $16 million – Institute of Museum and Library Services

**Transportation, Housing and Urban Development**
- $22 million - HUD Neighborhood Initiatives
- $173 million - HUD Economic Development Initiative
- $293 million - Surface Transportation priorities
- $25 million - Rail Line Relocation

For further information, go to: [http://appropriations.house.gov](http://appropriations.house.gov).

**TRANSPORTATION: CONGRESS PASSES SURFACE TRANSPORTATION EXTENSION ACT OF 2011**

On Wednesday, March 2, 2011, the House passed H.R. 662, the Surface Transportation Extension Act of 2011, by a vote of 421-4. The Senate followed suit on March 3rd, passing the bill by voice vote. The President is expected to sign the measure quickly. The bill extends the authority to appropriate funds from the Highway Trust Fund (HTF) for highway, mass transit and road safety programs through Sept. 30, 2011 (the remainder of FY 2011).

The Surface Transportation Extension Act sets the total obligation limitation levels for transportation funding at $52.7 billion for FY 2011. The obligation authority consists of $42.46 billion for highway funding and $10.33 billion for mass transit funding. The level of obligation authority is the same as FY 2010. According to the Congressional Budget Office (CBO), enacting the bill would result in contract authority totaling $580 billion over the FY 2011 - FY 2021 period.

The legislation provides $742 million in spending authority for highway safety programs carried out by the National Highway Traffic Safety Administration for the duration of FY 2011, including:
- $235 million for Chapter 4 Highway Safety Programs;
- $108 million for Highway Safety Research and Development;
- $25 million for Occupant Protection Incentive Grants;
- $124 million for Safety Belt Performance Grants;
- $34 million for State Traffic Safety Information System Improvements;
- $139 million for the Alcohol-Impaired Driving Counter-Measures Incentive Grant Program;
- $4 million for the National Driver Register;
- $29 million for the High Visibility Enforcement Program;
- $7 million for Motorcycle Safety;
- $7 million for Child Safety and Booster Seat Safety Incentive Grants; and
- $25 million for Administrative Expenses.

H.R. 662 also authorizes $597 million for programs carried out by the Federal Motor Carrier Safety Administration, including:
- $209 million for Motor Carrier Safety Grants;
- $244 million for Administrative Expenses;
- $6 million for High-Priority Activities;
- $12 million for New Entrant Audits; and
- $8 million for Commercial Driver's License Information Systems Modernization.

The HTF account is administered by the Federal Highway Administration, within the Department of Transportation, and distributes the 18.4-cent federal gasoline tax revenues annually to states for highway projects. The current highway program, the Safe, Accountable, Flexible, Efficient Transportation Equity
Act-A Legacy for Users (SAFETEA-LU), expired at the end of FY 2009 and has since been authorized by a series of short-term extensions. The most recent extension, passed in December of 2010, was set to expire on March 4, 2011.


**Health: House Passes Bill Eliminating 1099 Reporting Requirement**

On March 3, 2010, the House passed legislation to eliminate a reporting requirement contained in last year’s health reform bill. The provision in the law would have required companies to file 1099 forms with the IRS for all vendors to whom they paid over $600 in a year. The overwhelmingly bipartisan vote was 314-112.

The provision was intended to reduce unreported taxable income and the revenues raised were to be used to overset costs of the health care bill. The provision, however, became controversial almost immediately with opponents arguing it would put an unfair reporting burden on companies, especially small businesses.

**Intellectual Property: Senate Considers Patent Overhaul Bill**

The Senate began consideration of S. 23, the Patent Reform Act of 2011, on March 2, 2011. By a vote of 97-2, it approved a Manager’s Amendment, offered by Judiciary Committee Chair Patrick Leahy (VT) and co-sponsored by Ranking Member Charles Grassley (IA) and Jon Kyl (AZ).

Among its major provisions, the bill changes U.S. patent law to a “first to file” system, rather than the current “first to invent” system. During its consideration of the bill on March 3rd, the Senate killed an amendment offered by Sen. Dianne Feinstein, which would have kept the first to invent standard. The vote to table her amendment was 87-13.

The bill as amended also allows the U.S. Patent and Trademark Office to set all patent and trademark fees and to retain all of the fees its collects, which is expected to help the office deal with a backlog of patent applications.

Among other provisions, the bill defines the “effective filing date” as the actual filing date of the application, not the date of invention. The bill also allows an inventor to designate another person to make the patent application, and allows a third party to request a post-grant review of a patent. Decisions of the newly created Patent Trial and Appeal Board can be appealed to the U.S. Court of Appeals for the Federal Circuit. The bill would also establish a pilot program concerning business method patents.

The Senate had not completed action on the bill by press time. House Judiciary Committee Chairman Lamar Smith (TX) has indicated that he will be drafting a patent reform bill in the next few weeks to be considered by the House Committee. He has not said how the bill will compare with the Senate bill.

For more information, go to: [http://thomas.loc.gov](http://thomas.loc.gov).

**Environment: EPA Greenhouse Gas Regulations and Jobs Hearing**

The House Energy and Power Subcommittee of the House Energy and Commerce Committee held a hearing on Tuesday, March 1, 2011 entitled "EPA's Greenhouse Gas Regulations and Their Effect on American Jobs." The committee examined the employment impacts of the Environmental Protection Agency's (EPA) current and future greenhouse gas (GHG) regulations. Witnesses included: Gina McCarthy, Office of Air and Radiation, Environmental Protection Agency (EPA); Mike Carey, Ohio Coal Association; Paul Cicio, Industrial Energy Consumers of America; Hugh Joyce, James River Air Conditioning Co. Inc; Forrest McConnell, McConnell Honda & Acura; W. David Montgomery, Charles River Associates; and Dan Reicher, Steyer-Taylor Center for Energy Policy and Finance.

Ms. McCarthy told the committee that EPA released a report on Tuesday, March 1, 2011 examining the overall impacts of the Clean Air Act since 1990. According to the EPA report, last year programs
implemented pursuant to the Clean Air Act Amendments of 1990 are estimated to have reduced premature mortality risks equivalent to saving over 160,000 lives; spared Americans more than 100,000 hospital visits; prevented millions of cases of respiratory problems, including bronchitis and asthma; enhanced productivity by preventing 13 million lost workdays; and kept kids healthy and in school, avoiding 3.2 million lost school days due to respiratory illness and other diseases caused or exacerbated by air pollution. McCarthy said this study is the third in a series of studies originally mandated by Congress in the Clean Air Act and reviewed by independent experts.

Other issues discussed throughout the hearing included:
- The EPA’s current and potential future GHG regulations;
- Regulatory costs associated with implementation of GHG emissions;
- The impact of GHG emissions on energy costs, energy-intensive and trade exposed industries, other businesses and consumers, and the related potential impacts on American jobs; and
- The possible contribution of “green jobs.”

On March 1, 2011, EPA announced that it would delay reporting GHG emissions data to finalize the implementation of its on-line electronic reporting system March 31, 2011. According to EPA, this online system will provide Congress, stakeholder groups and the public with information about these emissions while helping businesses identify cost effective ways to reduce emissions in the future.

For more information: http://energycommerce.house.gov

**Immigration: House Judiciary Considers Impact of Immigration on Minorities**

On March 1, 2011, the House Judiciary Subcommittee on Immigration Policy and Enforcement, chaired by Rep. Elton Gallegly (Simi Valley), held a hearing on “Making Immigration Work for American Minorities. Witnesses were: Dr. Carol M. Swain, Professor of Political Science and Law, Vanderbilt University; Dr. Frank L. Morris, Progressives for Immigration Reform; Mr. George Rodriguez, President, San Antonio Tea Party; and Mr. Wade Henderson, President and CEO, The Leadership Conference on Civil and Human Rights.

Issues discussed at the hearing included:
- the extent to which illegal immigrants working in the United States displace American citizens and legal residents, especially minorities, in the workplace;
- the extent to which some employers seek out undocumented workers for employment rather than legal workers;
- the need for greater enforcement of employer sanctions and whether preventing U.S. employers from hiring undocumented workers will have a beneficial impact on minority unemployment, especially among young, entry level workers; and
- methods of encouraging or ensuring that U.S. employers seek U.S. citizen minority employees, including the use of E-Verify and workplace raids.

For the testimony of the witnesses, go to: http://judiciary.house.gov

**Intellectual Property: House Judiciary Examines IP Enforcement**


Ms. Espinel outlined the Administration’s Joint Strategic Plan on Intellectual Property Enforcement with its goal “to protect the health and safety of the public, and to protect U.S. jobs, increase exports of innovative and creative products and support and protect our innovation, thereby allowing America’s
innovation to continue to drive our economic growth.” She described the six broad principles of the strategy, which are:
- to lead by example and work to ensure that the U.S. Government does not purchase or use infringing products
- to be transparent in U.S. policymaking and enforcement
- to improve the coordination of U.S. law enforcement, overseas personnel and international training
- to help American rightholders overseas, ensuring that the U.S. is able to effectively work with foreign governments when their citizens are infringing U.S. intellectual property rights
- to secure the supply chain, including securing the physical border, working to minimize infringing products coming into the U.S. and innovative technology from being illegally transferred out of the U.S., and
- to build a “data-driven government” to ensure that U.S. policies are as well-informed as possible.
Other issues discussed at the hearing included:
- the need for effective intellectual property enforcement to ensure innovation and economic opportunities
- the partnership with private sector businesses to form a nonprofit organization to educate consumers, share information and take voluntary enforcement action against illegal online pharmacies, and increased law enforcement efforts to combat online counterfeiting and piracy, and Immigration and Customs Enforcement and DOJ’s launch of “Operation In Our Sites,” cracking down on websites used to distribute or provide access to counterfeit and pirated products
For more information, go to: http://judiciary.house.gov.

TRANSPORTATION: REAUTHORIZATION HEARING EXAMINES STATE & LOCAL NEEDS

On Wednesday, February 23, 2011, the Senate Committee on Environment and Public Works and House Committee on Transportation and Infrastructure held a joint field hearing entitled, "Improving and Reforming our Nation's Surface Transportation Programs to Support Job Creation and the Economy." The hearing took place at Brentwood Theater in West Los Angeles. Witnesses included: Antonio Villaraigosa, Mayor, City of Los Angeles; Don Knabe, Los Angeles County Supervisor; Joseph Czyzyk, Councilmember, Los Angeles Area Chamber of Commerce; Robbie Hunter, Los Angeles/Orange Counties Building and Construction Trades Council; Cindy McKim, Director, California Department of Transportation (CalTrans); Kathryn Phillips, Director, California Transportation and Air Initiative Environmental Defense Fund; Will Kempton, CEO, Orange County Transportation Authority; Steve Heminger, Executive Director, Metropolitan Transportation Commission; and Anne Mayer, Executive Director, Riverside Country Transportation Commission.

The hearing was focused on collecting local ideas for comprehensive surface transportation legislation. Both Chairwoman Barbara Boxer of the Senate Committee and Chairman John Mica (FL) of the House Committee will be drafting the next transportation authorization bill to replace a six-year spending plan that expired in September 2009. Reauthorization has become a difficult undertaking primarily due to a debate over the financing of surface transportation projects and the distribution of highway trust funds. The Senate and House Committees are examining transit program spending levels and priorities. Chairwoman Boxer stated she hopes to see a draft transportation reauthorization bill out by May 2011.

Among the witnesses, issues discussed included:
- Increasing annual federal transportation funding
- Rebuilding and maintaining transportation infrastructure
- Making goods movement a national priority
- Reducing congestion in metropolitan areas
- Streamlining transportation project delivery
Consolidating federal programs

Nationwide, the construction industry has lost 130,000 jobs in the past year. There are currently 2 million unemployed construction workers in the United States. Chairwoman Boxer said in her opening statement, "Surface transportation improvements will create jobs in the construction industry, which has been especially hard hit by the economic downturn."

Federal funding for surface transportation has historically been linked to the revenue stream provided by the highway trust fund. The 18.4 cent per gallon tax on gasoline and a 24.4 cent per gallon tax on diesel fuel accounts for 90% of the revenue sources for the highway trust fund. Los Angeles County voters approved a half-cent transportation sales tax (1.5% aggregate) most recently in 2008 through Measure R. In the current fiscal year (2010-2011), voter-approved taxes will generate $1.8 billion for LA County that is being used to build, operate, and maintain a multi-modal transportation system, including robust investments in both highways and public transit.

Los Angeles continues to be an economic engine for the U.S. The ports of Los Angeles and Long Beach handle 40% of the sea-borne containers entering the U.S. These goods are then moved to all 50 states via rail and truck. The gross domestic product of Los Angeles County alone is $718 billion, higher than all but four states (CA, TX, NY, and FL) and 5.5% of the nation's GDP. Unfortunately, Los Angeles continues to lead the country in overall delay related to traffic congestion. This costs the local economy an estimated $12 billion in delay, wasted fuel, and truck congestion. Truck congestion alone accounts for $3.2 billion of the $12 billion cost. ("The 2010 Urban Mobility Report", Texas Transportation Institute, December 2010).

For more information on the hearing and the witness testimony, go to: http://epw.senate.gov/ and http://transportation.house.gov/.

**COMMERCE: MAINTAINING AMERICA’S COMPETITIVE EDGE**


Witnesses included: Rep. Steny H. Hoyer (MD) and Gary Locke, Secretary of Commerce.

Chairman Jay Rockefeller (WV) addressed the committee in his opening statement saying in the last decade alone more than 5 million manufacturing jobs have disappeared and 57,000 factories have closed.

Congressman Hoyer addressed the committee to promote the Make It In America program. “Make It In America is about creating an environment in which American businesses can thrive, innovate, and create jobs here -- and it is about ensuring we have a workforce that can fill the well-paying jobs of the future. I believe that when more products are made in America, more families will be able to Make It In America,” Hoyer said.

U.S. Manufacturing employment was in decline until very recently, Hoyer explained. From 2001 to 2009, nearly a third of America's manufacturing jobs disappeared. Members of the Secretary of Commerce's Manufacturing Council told the Department of Commerce that, "U.S. manufacturers face a 17 percent higher cost of doing business compared to our major trading partners." Hoyer also told the committee that the U.S. has also seen a host of success stories about manufacturers choosing to bring jobs back to America -- such as General Electric's decision to move 400 jobs from China back to the U.S., and Ford’s decision to move 2,000 back to the U.S. from Japan, Mexico, and India.

Secretary Locke highlighted the areas of innovation, commercialization, global competitiveness, and improved service where he says the DoC is engaged in helping U.S. manufacturers succeed in today's competitive marketplace and discuss our new approach to providing services. Locke testified the President's Fiscal Year 2012 budget request for the Commerce Department contains several proposals and initiatives that will strengthen the Department's capacity to promote manufacturing competitiveness, while ensuring a commitment to the President's deficit-reduction priorities, including:

- $764 million for National Institute of Standards and Technology (NIST) laboratories
- $143 million for the Hollings Manufacturing Extension Program
- $12 million for the Advanced Manufacturing Technology Consortia (AMTech)
- $75 million for the Technology Innovation Program (TIP) to fund high-risk, high-reward research in areas of critical national need, including advanced manufacturing
- Approximately $444 million for trade promotion activities through the International Trade Administration
- Nearly $300 million for analytical and information support in the Economics and Statistics Administration
- $40 million for EDA investments in regional innovation strategies
- $96 million for EDA’s 21st Century Innovation Infrastructure Program and
- $45 million in loan guarantees under the newly reauthorized America COMPETES Act Science and Research Park Loan Guarantee Program.

For more information on the hearing, go to: [http://commerce.senate.gov](http://commerce.senate.gov).

**Immigration: Customs and Border Protection Releases 2010 Data**

On Wednesday, February 23, 2011, U.S. Customs and Border Protection (CBP) released year-end data on its fiscal year 2010 operations, including information on their efforts to secure the border and facilitate legitimate trade and travel through targeted operations, enhanced partnerships, and the deployment of personnel, technology and infrastructure along America's borders.

"We are committed to keeping our country and communities safe, and facilitating the lawful flow of goods and people that are vital to our nation's economy," said CBP Commissioner Alan Bersin. "CBP's performance in fiscal year 2010 demonstrates that we continue to make great strides in securing our borders and protecting and fostering cross-border economic activity."

According to the report, Border Patrol apprehensions, which are a key indicator of illegal immigration, were 463,000, down 36 percent over the past two years and less than one third of what they were at their peak. In fiscal 2010, CBP seized more than 4.14 million pounds of narcotics and more than $147 million in currency. CBP also processed nearly $2 trillion in trade, a 15.8 percent increase over FY 2009, and more than 352 million travelers in fiscal year 2010, and continued to expand trusted traveler and shipper programs designed to expedite screening for low-risk travelers and trade through rigorous, recurrent background checks.

According to the report, since 2004, CBP has more than doubled the size of the Border Patrol; quintupled the number of Border Liaison Officers working with their Mexican counterparts; doubled personnel assigned to Border Enforcement Security Task Forces; and begun screening southbound rail and vehicle traffic for the illegal weapons and cash that are helping fuel the cartel violence in Mexico. CBP has also deployed thousands of technology assets including mobile surveillance units, thermal imaging systems, and large-and small-scale non-intrusive inspection equipment along the border. For the first time, DHS unmanned aerial capabilities now cover the Southwest border all the way from California to Texas to provide critical aerial surveillance assistance to personnel on the ground.

Over the coming year, the report notes, CBP will continue to deploy additional resources to the borders, including 1,000 new Border Patrol agents, 250 new CBP officers, and two additional CBP unmanned aircraft systems funded under the Southwest border security supplemental legislation passed by Congress.

A more comprehensive list of FY 2010 data can be found on the CBP website: [http://www.cbp.gov](http://www.cbp.gov).

**Water: PPIC Report Addresses Water Management Challenges**

In February 2011, the Public Policy Institute of California (PPIC) released a new publication entitled *Managing California's Water: From Conflict to Reconciliation*. This report gives an in-depth look at the state's water management challenges. The authors, led by Ellen Hanak of PPIC and Jay Lund of UC Davis,
include a team of scientists, engineers, economists, and legal experts from PPIC, three University of California campuses, and Stanford University. In their assessment, the current situation is bleak.

According to PPIC, the rapid decline of salmon and the steady increase in the number of endangered fish species show that a new approach is needed to manage California's aquatic ecosystems. The report's authors propose moving away from the current strategy: taking desperate action to save one species at a time under the federal and state Endangered Species Acts. Instead, they argue that a broader approach is more promising: creating better conditions for many species and addressing the multiple causes of ecosystem decline.

The state has run out of cheap new water sources, and agricultural and urban water users now compete among themselves and with environmental demands, the report reads. Current policies and institutions are fragmented and failing to meet growing needs for reliable, high-quality water supply, healthy ecosystems, and flood protection.

According to the study, the decline in aquatic ecosystems reflects a broader failure of water management in California. Despite several decades of well-intentioned environmental regulations, the report finds that more than 80 percent of the state's 129 native fish species are extinct or imperiled, listed as endangered or threatened, or likely to qualify for listing in the future. Efforts to stop the declines now threaten the reliability of water supplies and flood management projects. Yet the deterioration is expected to accelerate because of continuing influxes of invasive species, increasing diversions of water, and losses of cold water habitat.

The authors recommend shifting the management focus from individual species to broad ecosystems to include a number of strategies. Among them: removing or setting back levees in some locations to promote seasonal flooding, reducing the discharge of contaminants, limiting introduction of invasive species, and improving the environmental performance of some dams while removing others altogether.

The authors' second key recommendation is that a wider range of tools be used to manage water supply, quality, and flooding. PPIC believes the current system relies too heavily on major public works -- dams, levees, conveyance facilities, and treatment plants. New approaches offer more promise, including in the areas of: urban conservation, groundwater banking, water transfers, pollution management and flood management.

A third key recommendation from the report is to integrate California's fragmented water management system. One serious weakness, it concludes, is that hundreds of local and regional agencies separately manage supply, quality, floods, and habitat. This leads to confusion and missed opportunities. The authors propose creating regional stewardship authorities -- set up at the scale of watersheds -- to coordinate functions.

For more information: http://www.ppic.org/.

**ENERGY: CONNECT HOLDS BRIEFING ON CLEANTECH INNOVATION**

On February 24th, 2011, CONNECT hosted its second Innovation 101 Capitol Hill Briefing focused on cleantech innovation in the biofuels sector. The briefing showcased two successful biofuel companies from California that presented their innovation story and discussed policy issues impacting this sector. The presentations provided examples of emerging biofuel technologies that are contributing to the nation's vibrant innovation economy and explored what the government can do to foster the right atmosphere to sustain the growth of innovation in this industry in the coming years.

CONNECT is a San Diego based non-profit organization that focuses on research institution support, business creation and development, entrepreneurial learning, and access to capital and public policy.