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FIU | Government and Community Affairs



H.R.3684 - Infrastructure Investment and Jobs Act

On November 15th, President Biden signed into law the bipartisan \$1 trillion **Infrastructure Investment and Jobs Act**. This law would provide \$550 billion in new spending on transportation, energy, broadband, climate resiliency, and water infrastructure, as well as \$450 billion to extend for another five years highway, transit, rail, and research initiatives for surface transportation programs set to expire on December 3rd.

Below you will find a summary and high-level analysis of major new research and development opportunities within the bill, and infrastructure initiatives that are relevant to our preeminent areas of research.

A significant component of the package includes a five-year re-authorization and funding for ongoing and new research and development (R&D) programs across the Department of Transportation's (DOT's) various agencies. This includes changes to the University Transportation Centers (UTC) program, a new competitive climate-focused Centers of Excellence (COE) program, and the establishment of an Advanced Research Projects Agency-Infrastructure (ARPA-I) within DOT.

[The Infrastructure Investment and Jobs Act text is available here.](#)

Transportation

- Roads, bridges, major projects: \$110 billion
- Passenger and freight rail: \$66 billion
- Public transit: \$39 billion
- Airports: \$25 billion
- Port infrastructure: \$17 billion
- Transportation safety programs: \$11 billion
- Electric vehicles: \$7.5 billion
- Zero and low-emission buses and ferries: \$7.5 billion
- Revitalization of communities: \$1 billion

Other infrastructure

- Broadband: \$65 billion
- Power infrastructure: \$73 billion
- Clean drinking water: \$55 billion
- Resilience and Western water storage: \$50 billion
- Removal of pollution from water and soil: \$21 billion

Estimated Impact to Florida (non-research)

According to the Department of Transportation's analysis, based on formula funding alone, Florida would expect to receive approximately \$13.3 billion over five years:

- **\$13.5 billion** in highway funding (35% increase).
- **\$2.6 billion** to improve public transportation options across the state.
- **\$1.6 billion** to improve water infrastructure across the state.
- **\$1.2 billion** for infrastructure development for airports.
- **\$245 million** for bridge replacement and repairs.
- **\$100 million** to fund broadband deployment in Florida. 21.4% of Floridians in rural areas lack access to high-speed broadband at home.
- **\$26 million** over five years to protect against wildfires.
- **\$29 million** to protect against cyberattacks.

[Florida Fact Sheet](#)

DEPARTMENT OF TRANSPORTATION

RESEARCH & INNOVATION ENGAGEMENT

Transportation Resilience and Adaptation Centers of Excellence

to natural disasters and extreme weather. This includes supporting climate vulnerability assessments, R&D on new materials, data, and tools, workforce development and training, and new infrastructure design, operations, and maintenance standards.

- Each center would receive \$10 million annually for FY 2022 through FY 2031.

Advanced Research Projects Agency-Infrastructure

- Established to support research projects that develop innovative solutions to reduce long-term costs of infrastructure development, mitigate transportation's lifecycle effects on the environment, such as to greenhouse gas emissions, and promote resilience from physical and cyber threats. The agency's budget request and appropriations would be separate from the rest of the Transportation Department.

Smart Transportation

- \$500 million over for five years for the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program that would support demonstration projects on smart technologies that improve transportation efficiency and safety, such as autonomous vehicles and smart grids to support electric vehicles.

University Transportation Centers Program

- An additional \$95 million over five years for the University Transportation Centers program with the following research priority areas:
 - Improving the mobility of people and goods,
 - reducing congestion,
 - promoting safety,
 - improving the durability and extending the life of transportation infrastructure and the existing transportation system,
 - preserving the environment,
 - reducing greenhouse gas emissions, and
 - reducing transportation cybersecurity risks.

In awarding grants under this section, the Secretary shall select not less than one grant recipient with each of the following focus areas:

- Transit.
- Connected and automated vehicle technology, including cybersecurity implications of technologies relating to connected vehicles, connected infrastructure, and automated vehicle technology.

- current and future workforce needs and challenges;
- the impact of technology on the transportation sector.
- Climate change mitigation, including—
 - researching the types of transportation projects that are expected to provide the most significant greenhouse gas emissions reductions from the surface transportation sector;
 - researching the types of transportation projects that are not expected to provide significant greenhouse gas emissions reductions from the surface transportation sector.

Under the new framework, a university could lead only one center, however, it would not restrict the number of UTC consortia it joins as a member. The Secretary of Transportation will now be required to publish a description of the process used to select UTCs on DOT's website.

Advanced Transportation Research Initiative

- \$50 million per year. Universities, state and local governments, and nonprofits are eligible to provide unsolicited proposals to DOT that addresses a research need identified by the Secretary or modal administration leadership. DOT is required to coordinate on how it would fund fundamental research that has potential applications in the transportation sector with the National Science Foundation (NSF), DOE, National Institute for Standards and Technology (NIST), Department of Homeland Security (DHS), National Oceanic and Atmospheric Administration (NOAA), and Department of Defense (DOD).

Emerging Technology Research Pilot Program

- \$5 million annually for DOT to support **advanced additive manufacturing technologies** to increase the structural integrity and cost-effectiveness of surface transportation infrastructure; accelerated pavement testing research regarding the impacts of connected, autonomous, and platooned vehicles on pavement and infrastructure performance, with a special focus on the impacts of automated driving systems and advanced driver- assistance systems.

Open Challenge and Research Proposal Pilot Program

- Provides grants for proposals to research needs or challenges identified or determined to be important by the Secretary of Transportation or the Administrator of the Federal Highway Administration (FHWA). The bill also expands the Technology and Innovation Deployment Program by adding a focus on accelerated market readiness efforts, including new and innovative construction technologies.

- The Secretary will make publicly available on the website of the Department, a report that describes methods for, and contains recommendations with respect to increasing and improving, for scientific researchers studying impairment while driving under the influence of marijuana; increasing access to samples and strains of marijuana and products containing marijuana that are lawfully available to patients or consumers in a State on a retail basis; establishing a national clearinghouse to collect and distribute samples and strains of marijuana for scientific research and facilitating, for scientific researchers located in States that have not legalized marijuana for medical or recreational use, access to samples and strains of marijuana

Risk and system resilience research

- The Secretary shall develop a process for quantifying annual risk in order to increase system resilience with respect to the surface transportation system of the United States by measuring—
 - resilience to threat probabilities by type of hazard and geographical location;
 - resilience to asset vulnerabilities with respect to each applicable threat; and
 - anticipated consequences from each applicable threat to each asset.
- Resilience research: the Secretary will also utilize existing University Transportation Centers to identify and support fundamental research to develop a framework and quantitative models to support compilation of information for risk-based analysis of transportation assets by standardizing the basis for quantifying annual risk and increasing system resilience; and build on existing resilience research, including studies conducted by the Transportation Research Board of the National Academies of Sciences, Engineering, and Medicine; and the National Institute of Standards and Technology.

Research Plans

- Not later than June 1st of each year, the head of each modal administration and joint program office of the Department of Transportation shall prepare and submit to the Assistant Secretary for Research and Technology of the Department of Transportation a comprehensive annual modal research plan for the following fiscal year.

Rural Opportunities to Use Transportation for Economic Success Office (ROUTES)

- Creates an office to improve analysis of projects from rural areas, Indian Tribes, and historically disadvantaged communities in rural areas applying for

States are appropriately considered;

- to provide rural communities with technical assistance for meeting the transportation infrastructure investment needs of the United States in a financially sustainable manner; and
- carry out research and utilize innovative approaches to resolve the transportation challenges faced by rural areas and Indian Tribes.

WORKFORCE DEVELOPMENT

Workforce development, training, and education.

A State may obligate funds apportioned to the State from the national [highway](#) performance program, the surface transportation block grant program, for [surface transportation workforce development, training, and education](#), including for pre-apprenticeships, apprenticeships, and career opportunities for on-the-job training

National Academy of Sciences Assessment

- The National Academy shall develop and submit to the Secretary a workforce needs assessment that addresses: the education and recruitment of technical workers for the intelligent transportation technologies and systems industry; the development of a workforce skilled in various types of intelligent transportation technologies, components, infrastructure, and equipment, including with respect to, and barriers to, employment in the intelligent transportation technologies and systems industry.

INFRASTRUCTURE PROGRAMS

Highway Trust Fund: The Highway Trust Fund (HTF), which funds most major highway programs, is estimated to become insolvent starting in fiscal year 2022, according to the Congressional Budget Office's February 2021 [baseline estimate](#). The main source of federal money for the trust fund—the gasoline tax—hasn't increased since 1993.

- The Infrastructure package would transfer \$90 billion to the trust fund for highways and \$28 billion for mass transit.

Highway Programs: The bill's authorization for the main federal-aid highway programs would be \$52.5 billion in fiscal 2022, increasing 2% every year and reaching \$56.8 billion in fiscal 2026, from the HTF. The five-year total would be \$273.2 billion. The authorization covers state apportionment's for federal highway construction, as well as Surface Transportation Block Grants and other programs.

- \$10 billion for grants supporting infrastructure projects with national or regional significance, including highway and bridges on national freight networks, freight rail projects with public benefits, railway-highway grade elimination, intercity passenger rail, and certain public transit projects. Lawmakers could pass a joint resolution blocking funds for selected projects.
- \$7.5 billion for projects with local or regional significance, including highways, bridges, public transit, passenger rail, port infrastructure, parts of airport projects, and culvert replacement.
- \$12.5 billion for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary surface transportation grants, referred to in the bill as National Infrastructure Investments. That would include \$7.5 billion for projects with significant local or regional effects and \$5 billion for multimodal projects of national or regional significance.

Bridge Investment: The measure would authorize \$3.27 billion over five years from the HTF and \$3.27 billion over the same period from the Treasury general fund for new grants to repair and replace bridges.

Additional Funding: The measure would authorize the following amounts over five years, mostly from the HTF:

- \$4.8 billion for renamed Nationally Significant Multimodal Freight and Highway Projects, also referred to as the Infrastructure for Rebuilding America (INFRA) grant program. An additional \$6 billion would be authorized from the Treasury general fund.
- \$2.56 billion for FHWA administrative expenses.
- \$1.25 billion for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
- \$500 million for a pilot program offering grants to explore removing or retrofitting transportation facilities that created community barriers to mobility or economic development.
- \$1 billion over five years for grants to connect walking and biking infrastructure.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program

\$8.7B to provide formula funding to states; planning grants and implementation grants for resilience improvements to protect and address:

- surface transportation assets by making the assets more resilient to current and future weather events and natural disasters;
- prepare communities through resilience improvements;

facilities, utilities, and Federal facilities;

- coastal infrastructure, such as a tide gate;
- protect highways, that is at long-term risk to sea level rise; and
- natural infrastructure that protects and enhances surface transportation assets while improving ecosystem conditions, including culverts that ensure adequate flows in rivers and estuarine systems.

Advanced Transportation Technologies and Innovative Mobility Deployment Program

- \$60 million per year and modifies the existing Advanced Transportation and Congestion Management Technologies Deployment program by expanding its objectives beyond just congestion and to encompass improving the mobility of people and goods, improving the durability, and extending the life of transportation infrastructure, preserving the environment, among other objectives.

Carbon Reduction

- \$6.42 billion over five years from federal-aid highway funds for a new program to reduce transportation-related carbon emissions. Eligible projects would include truck stop electrification systems, trail facilities for pedestrians and bicyclists, congestion management technologies, intelligent transportation system capital improvements, energy-efficient alternatives to street lights, electric vehicle charging infrastructure, and port electrification.

Permitting and Environmental Reviews

- Establishes a center to improve interagency coordination and expedite projects related to permits and environmental reviews for major transportation infrastructure projects. The center could also provide technical assistance for compliance with the National Environmental Policy Act.

Travel and Tourism

- Establish a chief travel and tourism officer within the Transportation Department to support the travel and tourism industry during the COVID-19 pandemic.

ENVIRONMENTAL PROTECTION AGENCY: WATER INFRASTRUCTURE

South Florida Geographic Program: \$16M per year for fiscal years FY22 through 26 (an annual increase of \$7M per year)

Centers of Excellence for Stormwater Control Infrastructure Technologies

- To establish and maintain not less than 3, and not more than 5, centers of excellence for new and emerging stormwater control infrastructure technologies, to be located in various regions throughout the United States.
- Conduct research on new and emerging stormwater control infrastructure technologies that are relevant to the geographical region in which the center is located, including stormwater and sewer overflow reduction, other approaches to water resource enhancement, alternative funding approaches, and other environmental, economic, and social benefits, with the goal of improving the effectiveness, cost efficiency.
- Provide technical assistance to State, Tribal, and local governments to assist with the design, construction, operation, and maintenance of stormwater control infrastructure projects that use innovative technologies.
- Collaborate with institutions of higher education and private and public organizations, including community-based public-private partnerships and other stakeholders, in the geographical region in which the center is located.

Research Grants: The bill would authorize \$75 million per year through FY 2026 for research grants to address water pollution and training at water treatment works. The current \$25 million-per-year authorization runs through FY 2023. At least \$50 million per year would be for grants to nonprofits supporting small, rural, and tribal water treatment operations.

Per- and Polyfluoroalkyl Substances (PFAS)

\$4 billion to address emerging contaminants with a focus on per- and polyfluoroalkyl substances (PFAS).

WATER INFRASTRUCTURE

State Revolving Funds: The bill would authorize \$14.7 billion from FY 2022 through 2026 for the Environmental Protection Agency's [Drinking Water State Revolving Fund](#) program, which provides capitalization grants to states for loans supporting water infrastructure projects.

The measure would require at least 12% of such funding to be used to subsidize loans to disadvantaged communities, increased from 6% under current law, if there are enough applications for loans to those communities.

Lead Reduction:

authorization to \$100 million, from \$60 million.

- \$200 million over five years to address lead contamination in school drinking water, through testing and remediation.

Small and Disadvantaged Communities: The bill would extend the authorization for compliance assistance grants to public water systems in small and disadvantaged communities through FY 2026. The bill would authorize \$70 million in FY 2022, increasing to \$140 million by FY 2026.

The measure would authorize \$50 million annually through FY 2026 for a pilot program to award competitive grants to states to implement improvements to water systems, with priority for states with a high proportion of underserved communities.

Leak Detection and Repair: The measure would authorize \$50 million annually through 2026 for grants for leak detection, repair, and monitoring in small public and nonprofit water systems.

State Revolving Funds: The measure would authorize \$14.7 billion from FY 2022 through 2026 for the EPA's [Clean Water State Revolving Funds](#) program, which provides capitalization grants to states for loans supporting water quality improvement projects, through FY 2026.

WIFIA: The bill would extend the annual \$50 million authorization for the [Water Infrastructure Finance and Innovation Act](#) (WIFIA) loan program through FY 2026.

Sewer Overflows: The bill would authorize \$280 million in each of FY 2022 through 2026 for grants to states to support municipal planning and construction of projects to address combined sewer overflows, including systems to notify the public when untreated overflows are released into waterways. At least 25% of the grant funding in each state would have to be allocated to projects in rural or financially distressed communities, if there are enough eligible project applications, with at least 60% of that allocation dedicated to rural areas.

Tribal Assistance:

The measure also would provide \$55.4 billion in supplemental emergency appropriations for EPA state and tribal assistance grants, including for capitalization grants through the Clean Water State Revolving Funds and Drinking Water State Revolving Funds. Amounts set aside for specified activities for FY 2022 through 2026 would include:

- \$15 billion to replace lead service lines,
- \$5 billion to support disadvantaged communities affected by emerging contaminants,

maintenance of bureau-owned water infrastructure.

EPA Recycling Programs: The measure would authorize the following amounts for Environmental Protection Agency grant programs:

- \$75 million over five years for a new grant program to improve residential and community recycling programs through public outreach. At least 20% of funds would be for low-income communities, rural areas, and American Indian communities. States, local governments, American Indian tribes, Native Hawaiian organizations, and the Hawaiian Home Lands Department would be eligible for the program.
- \$15 million in FY 2022 for a program to reduce battery waste by increasing accessibility to battery collection locations, developing voluntary labeling guidelines and other materials about recycling batteries, and reducing safety concerns related to improper battery disposal.

Hazardous Substance Superfund would receive \$3.5 billion from its trust fund and as much as \$3.5 billion from general revenues for remedial activities. The agency also would receive \$1.96 billion for environmental programs and management.

DEPARTMENT OF ENERGY

ENERGY CYBERSECURITY

The measure would authorize the following totals for FY 2022 through 2026:

- \$250 million for competitive grants, cooperative agreements, and technical assistance to small, municipal, and rural utilities to prevent and respond to cyberthreats.
- \$250 million to develop cybersecurity applications for the energy sector to identify and mitigate vulnerabilities and advance the security of devices and third-party systems.

The bill would direct FERC to issue rules establishing incentive-based rate treatments for public utilities that invest in advanced cybersecurity technology and participate in threat information-sharing programs.

The measure also includes language similar to House-passed measures that would promote cybersecurity in the electric grid, including directing the Energy Department to establish a voluntary program to test cybersecurity products and technologies that are used in the bulk power system.

Critical Mineral Extraction & Resource Mapping: The measure would authorize \$140 million in FY 2022 for the Energy Department, working with an academic partner, to design and build a facility to demonstrate the commercial feasibility of an

The measure would also authorize \$320 million over five years for an “Earth Mapping Initiative” that would include information relating to the location of critical mineral resources, mine waste, and geothermal resources, among other things.

Building, Training, and Assessment Centers

- \$10 million in FY2022 for grants to institutions of higher education to establish building training and assessment centers to educate and train building technicians and engineers on implementing modern building technologies.

Energy Cyber Sense program

- The Secretary of Homeland Security shall establish a voluntary Energy Cyber Sense program to test the cybersecurity of products and technologies intended for use in the energy sector, including in the bulk-power system, and
- establish a testing process under the program to test the cybersecurity of products and technologies intended for use in the energy sector, including products relating to industrial control systems and operational technologies, such as supervisory control and data acquisition systems;

Cybersecurity for the Energy Sector Research, Development and Demonstration program

- \$250 million to develop advanced cybersecurity applications and technologies for the energy sector; to identify and mitigate vulnerabilities, including dependencies on other critical infrastructure to leverage electric grid architecture as a means to assess risks to the energy sector, including by implementing an all-hazards approach to communications infrastructure, control systems architecture, and power systems architecture; to perform pilot demonstration projects with the energy sector to gain experience with new technologies; to develop workforce development curricula for energy sector-related cybersecurity; and to develop improved supply chain concepts for secure design of emerging digital components and power electronics.

Digital climate solutions report

The department shall prepare a report and plan that assesses using digital tools and platforms as climate solutions, including—

- artificial intelligence and machine learning;
- blockchain technologies and distributed ledgers;
- crowdsourcing platforms;
- the Internet of Things;
- distributed computing for the grid; and
- software and systems.

platforms to accelerate digital climate solutions; and a summary of opportunities to standardize voluntary and regulatory climate disclosure protocols, including enabling the data to be disseminated through a program that is accessible to the public.

Cost-effective codes implementation for efficiency and resilience

- Establishes a new program to award grants on a competitive basis to eligible partnership entities to enable sustained cost-effective implementation of updated building energy codes.

DEPARTMENT OF INTERIOR

USGS Mineral Mapping: The bill would authorize \$320 million over five years for a U.S. Geological Survey initiative to improve the mapping of critical minerals by integrating several sources of surface and subsurface mapping and data.

Ecosystem Restoration: The Interior and Agriculture departments would be authorized to receive \$2.13 billion over five years for ecosystem restoration activities.

DEPARTMENT OF AGRICULTURE

Reforestation Activities: The measure would remove a \$30 million cap on the amount that can be transferred each year to the Reforestation Trust Fund, which is used to pay for reforestation and other activities to enhance forest health and reduce hazardous fuel loads. Money for the fund comes from tariffs on wood products. The measure also would direct the Agriculture Department to create a 10-year plan for addressing its backlog of replanting needs on national forest land and would set 2030 as the target year for reducing the national forest reforestation backlog.

DEPARTMENT OF HOMELAND SECURITY: CYBER

Cyber Response and Recovery Fund: \$140 million to create a Cyber Response and Recovery Fund to provide grants, technical assistance, and other support to federal, state, local, and tribal entities for significant cybersecurity incidents.

Significant Cybersecurity Incidents: The Homeland Security secretary could make a declaration in the event of a significant cyber incident or an imminent incident, or when available resources are insufficient for an effective response. After making a declaration, the Homeland Security Department would coordinate a response effort with federal agencies, law enforcement, and public and private entities.

Cybersecurity Grants: \$1 billion to create a grant program to help states and tribal governments address cybersecurity threats. DHS could also award grants to multistate or tribal government groups.

\$157 million to support research and testing relating to:

- special event risk assessments rating planning tools;
- electromagnetic pulse and geo-magnetic disturbance resilience capabilities;
- positioning, navigation, and timing capabilities;
- public safety and violence prevention to evaluate soft target security, including countering improvised explosive device events and protection of U.S. critical infrastructure; and
- research supporting security testing capabilities relating to telecommunications equipment, industrial control systems, and open source software:

FEMA

- \$3.5 billion for the National Flood Insurance Fund for flood mitigation assistance.
- \$2.23 billion for federal assistance programs, including \$1 billion for grants to help state, local, tribal, and territorial governments upgrade their cybersecurity and critical infrastructure.
- \$1 billion for the Disaster Relief Fund to be used for predisaster hazard mitigation assistance under FEMA's renamed Building Resilient Infrastructure and Communities program.

US ARMY CORPS

The measure would provide \$11.6 billion for Army Corps construction, including \$2.55 billion for coastal and hurricane-related projects and \$2.5 billion for inland waterway projects.

The Corps would receive another \$4 billion for operations and maintenance.

NOAA: The measure would provide \$2.61 billion to the National Oceanic and Atmospheric Administration for grants, mapping and forecasting, and other activities.

- \$491M shall be for contracts, grants, and cooperative agreements to provide funding and technical assistance for purposes of restoring marine, estuarine, coastal, or Great Lakes ecosystem habitat, or constructing or protecting ecological features that protect coastal communities from flooding or coastal storms;
- \$492M for National Oceans and Coastal Security Fund grants;
- \$492M shall be for coastal and inland flood and inundation mapping and forecasting, and next-generation water modeling activities, including modernized precipitation frequency and probable maximum studies;
- \$25M shall be for data acquisition activities;

- \$150M for marine debris assessment, prevention, mitigation, and removal;
- \$50M for marine debris prevention and removal through the National Sea Grant College Program;
- \$207M for habitat restoration projects pursuant to section 310 of the Coastal Zone Management Act;
- \$77M for habitat restoration projects through the National Estuarine Research Reserve System;
- \$100M for supporting improved and enhanced coastal, ocean, and Great Lakes observing systems;
- \$56M for established Regional Ocean Partnerships (ROPs) to coordinate the interstate and intertribal management of ocean and coastal resources and to implement their priority actions;
- \$20M for consultations and permitting related to the Endangered Species Act, the Marine Mammal Protection Act, and Essential Fish Habitat; and
- \$400M for restoring fish passage by removing in-stream barriers and providing technical assistance pursuant to section 117 of the Magnuson-Stevens Fishery Conservation and Management Reauthorization Act.

BROADBAND AND DIGITAL EQUITY

The bill creates a \$42.5 billion Broadband Equity, Access, and Deployment formula grant program for all 50 states, the District of Columbia, Puerto Rico, and the Territories “to bridge the digital divide” through broadband deployments to unserved and underserved areas. The bill calls for a minimum of \$100 million to be allocated to each of the 50 states, with an additional \$100 million set to be divided equally among U.S. territories.

To participate, states must submit a proposal outlining Long-term objectives for deploying broadband, closing the digital divide, and enhancing economic growth and competition.

Among many other purposes, funding can be used for competitive subgrants for connecting eligible community anchor institutions, which includes institutions of higher education.

Digital Equity

- Annual \$125 million formula grant program for all 50 States, the District of Columbia, and Puerto Rico to fund the creation and implementation of comprehensive digital equity plans in each State.
- \$60 million for grants to States to develop their digital equity plans.
- Institutions of higher education and other anchor institutions are available for subgrants under this program from their state to support digital equity and inclusion activities.

covered populations.

- \$1 billion competitive grant program, available through September 30, 2026, to fund the construction, improvement, or acquisition of technology- neutral middle mile infrastructure.

MADE IN AMERICA OFFICE

Buy America Preference: The bill would require iron, steel, manufactured products, and construction materials used in infrastructure projects to be produced in the U.S. Cement and aggregates such as stone, sand, and gravel, wouldn't be covered. The bill would permit waivers to the "Buy America" preference, including if there were insufficient supplies or meeting the requirement would increase costs by more than 25%.

New Office: The Office of Management and Budget (OMB) would be directed to establish the "Made In America Office" to enforce compliance with domestic content statutes, review waiver requests, review reciprocal defense agreements with foreign governments, and report the percentage of federal procurements made in the U.S.

Website: The measure would also require the General Services Administration to create a "Buyamerican.gov" website or repurpose an existing one. It would be used to publish all information on waivers or exemptions to Buy American laws, audits, and contract violations. The GSA would have to create a mechanism for collecting information on waiver requests to provide an early notice on the website.

PPE Contract Requirements: Any contracts for personal protective equipment (PPE) awarded by the Homeland Security, Health and Human Services, or Veterans Affairs departments would have to last at least two years and require the products to be made in the U.S., except in limited circumstances.

The bill would also allow the transfer of excess PPE or medical equipment from HHS during a public health emergency and allow for the sale of drugs, vaccines, medical devices, or other supplies from the Strategic National Stockpile.

If you would like more information from the Department of Government and Community Affairs on any of these items, contact Carlos Becerra at cabecerr@fiu.edu.

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