



441 G St. N.W.
Washington, DC 20548

January 26, 2022

Congressional Committees

U.S. Ports of Entry: Update on CBP Public-Private Partnership Programs

On a daily basis in fiscal year 2021, over 491,000 passengers and pedestrians and over 87,000 truck, rail, and sea containers carrying goods worth approximately \$7.7 billion entered the United States through 328 U.S. land, sea, and air ports of entry (POE), according to U.S. Customs and Border Protection (CBP).¹ Within the Department of Homeland Security (DHS), CBP is the lead federal agency charged with a dual mission of keeping terrorists and their weapons, criminals and their contraband, and other inadmissible individuals out of the country while facilitating the flow of legitimate international travel and trade through the nation's POEs.² CBP's Office of Field Operations is responsible for conducting passenger and cargo processing activities related to security, trade, immigration, and agricultural inspection at the nation's POEs.³

Since 2013, CBP has entered into public-private partnerships with stakeholders, such as port authorities or local municipalities that own or manage the ports or private companies that conduct business through the ports, under its Reimbursable Services Program (RSP) to cover CBP's cost of providing certain services at POEs.⁴ Such services include those supporting customs, agricultural processing, border security, or immigration inspection matters. For example, the RSP enables entities to pay the overtime costs of CBP personnel who may provide such services outside CBP's normal operation hours.⁵

¹Ports of entry are facilities that provide for the controlled entry into or departure from the United States. Specifically, a port of entry is any officially designated location (seaport, airport, or land border location) where CBP officers clear passengers, merchandise and other items; collect duties; enforce customs and other U.S. laws; and inspect persons seeking to enter or applying for admission into, or departing the United States pursuant to U.S. immigration and travel controls.

²See 6 U.S.C. § 211(a) (establishing CBP within DHS), (c) (enumerating CBP's duties).

³ See id. § 211(g) (establishing and listing duties of Office of Field Operations within CBP).

⁴We refer to entities that CBP selects for or enters into partnerships with CBP as partners throughout this report.

⁵See 6 U.S.C. § 301. The RSP enables partnerships between CBP and private sector or government entities, allowing CBP to provide new or additional services upon the request of partners, and may cover costs such as salaries, benefits, overtime expenses, administration, and transportation costs. In addition, RSP agreements are subject to certain limitations, including that they may not unduly and permanently impact existing services funded by

The Donations Acceptance Program (DAP) is a second public-private partnership program. The DAP enables entities to donate personal or real property; non-personal services; or provide funding related to land acquisition, design, construction, repair or alteration, and operations and maintenance to CBP alone or in consultation with the General Services Administration (GSA), as applicable, at POEs.⁶ More specifically, the DAP permits CBP to accept donations from private and public sector entities such as private or municipal owners and operators of port facilities and infrastructure, among others. Donated resources may include improvements to existing facilities, new facilities, equipment and technology, and operations and maintenance costs, among other things.⁷

CBP's Alternative Funding Programs office manages and oversees both programs at the headquarters level for CBP. GSA's Public Building Services office works with CBP on issues related to the DAP, as appropriate, at the regional and headquarters level for GSA.

Section 482 of the Homeland Security Act of 2002, as added by the Cross-Border Trade Enhancement Act of 2016, and amended by the National Defense Authorization Act for Fiscal Year 2022, includes a provision for us to biennially review the agreements, along with the funds and donations that CBP has received under the RSP and DAP.⁸ We issued the first annual report in March 2018, which describes the development of the statutory framework of the RSP and DAP and how the programs are administered, among other things.⁹ Under the prior annual reporting requirement, we reported on the status of RSP and DAP partnerships through approximately the third quarter of fiscal year 2017, and found that the partnerships have

an appropriations act or fee collection. According to CBP officials, the purpose of the RSP is to provide new or additional CBP services at POEs that the component would otherwise not have been able to provide.

⁶For example, CBP consults with GSA on real property donations at all land POEs with GSA-operated real estate.

⁷See 6 U.S.C. § 301a, as amended by the National Defense Authorization Act for Fiscal Year 2022, Pub. L. No. 117-81, div. F, title LXIV, subtitle A, § 6410, 135 Stat. 1541, 2408-9 (2021). Donations may be used for activities related to land acquisition, design, construction, repair, alteration, operations, and maintenance; and furniture, fixtures, equipment or technology, including installation, deployment, operation and maintenance of such items. Such donations can be provided with respect to an existing CBP-owned land POE (and for personal property donations, also at a CBP-leased land POE); a new or existing CBP air or sea POE; or a new or existing GSA-owned land POE (and for personal property donations, also at a GSA-leased land POE). CBP and GSA, as applicable, may, as of December 27, 2021, accept personal property donations at a leased land POE (but real property donations may only be accepted at a land POE when it is CBP- or GSA-owned), and may not accept a donation at or for a new government-owned or -leased land POE if the combined fair market value of donations with respect to the land POE including the (\$75 million or less) donation exceeds a total of \$75 million over the preceding 5 years. Additionally, CBP may not use monetary donations accepted under the DAP to pay salaries of CBP employees performing inspection services; and donations accepted pursuant to real property authority for an existing land port owned by GSA may only be accepted by GSA. Also, CBP may only accept donations for a U.S. POE; therefore, donations may not be accepted under DAP at preclearance locations on foreign soil. Under current law, the authority to enter into new agreements for donations of real property will terminate on December 31, 2026, except for proposals accepted for consideration pursuant to this section or a prior pilot program before such date. In addition to the amendments incorporated into the above summary of DAP authorities, 6 U.S.C. § 301a as amended by Public Law 117-81 also requires: (1) agreements to notify donors of their financial responsibility for all costs and operating expenses related to operation, maintenance and repair of donated real property until CBP provides written notice otherwise; and (2) GAO to submit a report to congressional committees on a biennial rather than an annual basis.

⁸Pub. L. No. 107-296, title IV, subtitle G, § 482, 116 Stat. 2135, as added by Pub. L. No. 114-279, § 2(a), 130 Stat. 1413, 1421, and amended by Pub. L. No. 117-81, § 6410(4), 135 Stat. at 2408 (classified at 6 U.S.C. § 301a(d)). Prior to enactment of Public Law 117-81, GAO was required to report to Congress annually.

⁹GAO, *U.S. Ports of Entry: CBP Public-Private Partnership Programs Have Benefits, but CBP Could Strengthen Evaluation Efforts*, [GAO-18-268](#) (Washington, D.C: Mar. 15, 2018).

benefits. For example, the programs augment CBP staffing and infrastructure resources and provide partners with additional services and operational flexibility. We also found that CBP uses various processes to monitor and evaluate its partnerships, but could benefit from establishing an evaluation plan to assess overall performance. Thus, we recommended that CBP develop and implement an evaluation plan to assess the overall performance of RSP and DAP. CBP concurred and implemented this recommendation.

We issued the second annual report in March 2019, which updated key information from our March 2018 report through fiscal year 2018.¹⁰ We issued the third report in January 2020, which updated information from our March 2019 report and reviewed the extent that CBP has developed and implemented an evaluation plan to assess the overall performance of public-private partnership programs.¹¹ We issued the fourth annual report in January 2021, which updated key information from our January 2020 report by examining the status of CBP public-private partnership program agreements, including the purposes for which CBP used the funds and donations from these agreements in 2020.¹² This fifth annual report updates key information from our January 2021 report by examining the status of CBP public-private partnership program agreements, including the purposes for which CBP used the funds and donations from these agreements in 2020 and 2021.

The scope of this work is to generally update our most recent report, which we issued in January 2021. To examine the status of RSP and DAP agreements, including the purposes for which CBP has used funds and donations from these agreements, we collected and analyzed information on any new Reimbursable Services Agreements, Donations Acceptance Agreements, and Memorandums of Understanding (MOU) for both the RSP and DAP for 2020 and 2021, excluding those that we analyzed in our January 2021 report.¹³ We also collected and analyzed CBP data on the use of these agreements, such as overtime hours paid to CBP. In addition, we interviewed CBP headquarters officials about any significant changes to how RSP and DAP are administered.

We conducted this performance audit from September 2021 to January 2022 in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Reimbursement and Donations Program Partnerships Increased in 2021

Since our January 2021 report, we found that CBP continued to expand the RSP and DAP partnerships.¹⁴ Specifically, CBP selected an additional 27 RSP applications for partnerships,

¹⁰GAO, *U.S. Ports of Entry: Update on CBP Public-Private Partnership Programs*, [GAO-19-263R](#) (Washington, D.C.: Mar. 14, 2019).

¹¹GAO, *U.S. Ports of Entry: Update on CBP Public-Private Partnership Programs*, [GAO-20-255R](#) (Washington, D.C.: Jan. 30, 2020).

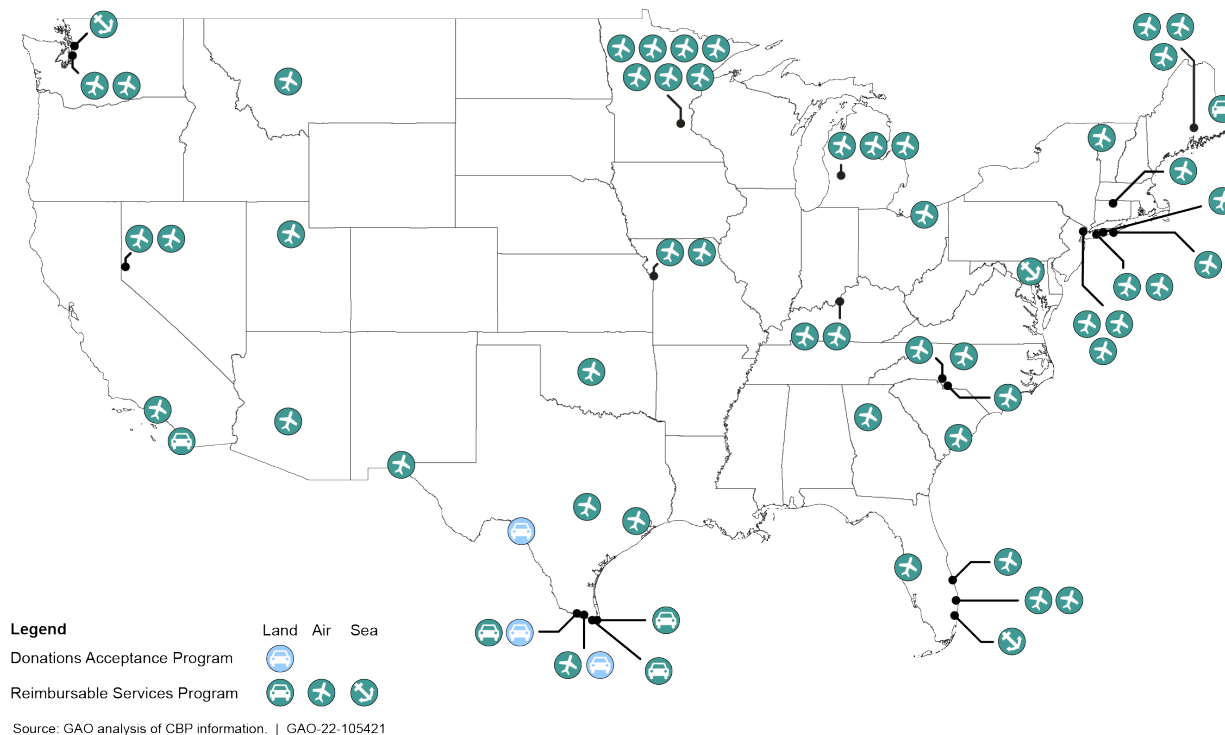
¹²GAO, *U.S. Ports of Entry: Update on CBP Public-Private Partnership Programs*, [GAO-21-234R](#) (Washington, D.C.: Jan. 28, 2021).

¹³Our January 2021 report includes partial year data for 2020. See [GAO-21-234R](#).

¹⁴[GAO-21-234R](#).

bringing the total of RSP selections to 263 since 2013. CBP also entered into four new DAP partnerships, bringing the total to 43. Figure 1 depicts the location of these additional partnerships in place through October 2021.

Figure 1: Locations of U.S. Customs and Border Protection (CBP) Reimbursable Services Program and Donations Acceptance Program Selections from July 2020 through October 2021



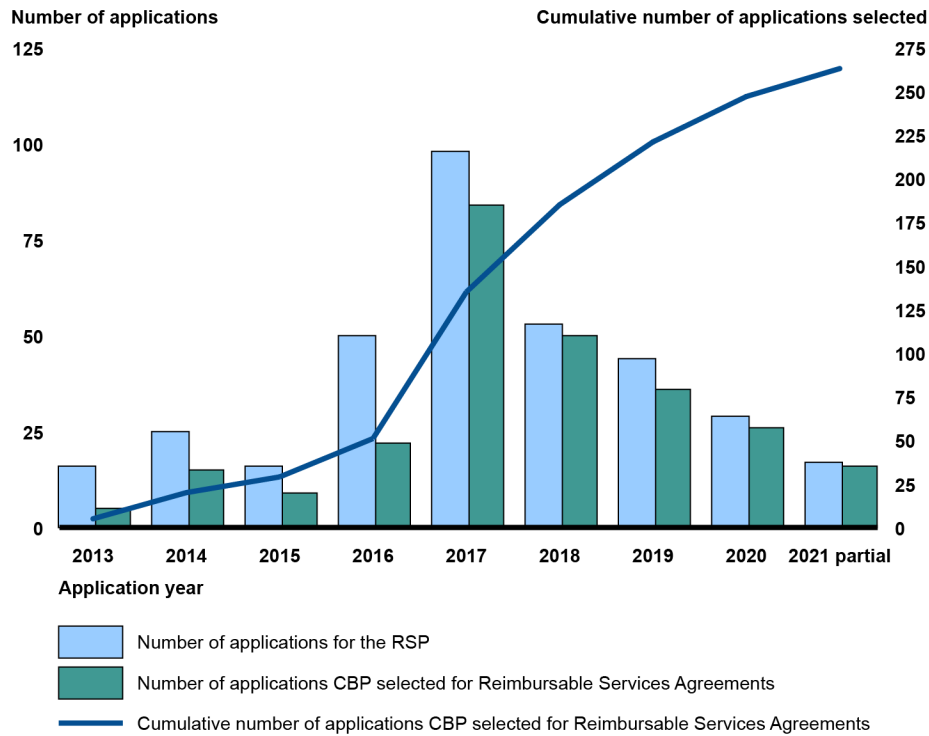
Note: From 2013 through 2021, CBP selected a total of 263 Reimbursable Services Program (RSP) partnerships and 43 Donations Acceptance Program (DAP) partnerships. Totals for the RSP are through June 2021, while totals for DAP are through October 2021, the most recent data available at the time of our request. Some partnerships are for more than one location. The location of one partnership is not shown for sensitivity reasons.

CBP Entered into New RSP Partnerships to Provide a Variety of Additional Services at POEs

CBP has continued to enter into additional RSP partnerships since our January 2021 report. Specifically, CBP selected an additional 27 RSP applications for partnerships, bringing the total of RSP selections to 263 since 2013.¹⁵ There are many factors that CBP considers when reviewing applications, including operational feasibility, and CBP may choose to not select certain applications. According to officials, the agency denied two RSP applications since our January 2021 report. CBP officials said they denied these applications because the proposed agreements were not operationally feasible. Figure 2 depicts the number of RSP applications received and selected for partnerships since 2013, including during the three most recent evaluation cycles for which data are available since our January 2021 report.

¹⁵At the time of our January 2021 report, CBP had made 236 RSP selections.

Figure 2: Number of Applications U.S. Customs and Border Protection (CBP) Selected for Its Reimbursable Services Program (RSP), from Fiscal Years 2013 through June 2021



Source: GAO analysis of CBP information. | GAO-22-105421

Note: In 2017, CBP implemented a process to accept and evaluate applications for RSP partnerships during three application cycles per year. Cycle 1 includes the months of November, December, January, and February. Cycle 2 includes the months of March, April, May, and June. Cycle 3 includes the months of July, August, September, and October. This report includes data through Cycle 2 of 2021, as CBP had not finalized data from Cycle 3 as of October 2021.

According to CBP officials, CBP and its RSP partners established six new MOUs outlining how to implement RSP agreements at specific POEs.¹⁶ MOUs outline the types of CBP services that partners anticipate requesting under the RSP, such as traveler processing or mission support. The MOUs may also describe intended results of the partnership, such as reducing traveler wait times or expanding POE hours of operation.

As of October 2021, CBP and its partners had executed 165 MOUs from partnerships that they entered into since fiscal year 2013. Of those 165 MOUs, 11 cover agreements at land POEs, 49 cover agreements at sea POEs, and 105 cover agreements at air POEs.¹⁷ The majority of MOUs executed since 2013 were at air POEs and focused on freight, cargo, and traveler processing. See table 1.

¹⁶According to CBP's procedures, before any RSP services can be provided, CBP and the prospective partners must sign a legally binding Reimbursable Services Agreement. The MOUs are not legally binding and instead address logistical issues concerning requesting and providing services.

¹⁷Two MOUs cover both air and sea ports of entry.

Table 1: Details of Reimbursable Services Program (RSP) Partnership Memorandums of Understanding (MOU) for Fiscal Year 2013 through October 2021

	Land 11	Sea 49	Air 105
Total number of MOUs by port of entry (POE) type^a			
Services that partner can request			
Freight or cargo processing ^b	10	48	91
Traveler processing	6	16	89
Unanticipated irregular operations or diversions	3	2	37
Mission support ^c	3	4	50
Enforcement functions	4	2	54
CBP officers or contractors (unspecified)	2	6	38

Source: GAO analysis of U.S. Customs and Border Protection (CBP) data. | GAO-22-105421

Note: Two MOUs cover both an air and sea POE and are included in both columns.

^aThis table includes information on the types of services that partners can request as outlined in MOUs that CBP and its partners negotiate at the affected POEs. Totals are through October 28, 2021, the most current data available at the time of our request.

^bFreight or cargo processing includes agricultural inspection.

^cMission support includes administrative functions related to CBP services.

Although the number of RSP partners has increased since our January 2021 report, the growth in the total number of RSP-related CBP officer assignments, officer overtime hours, and reimbursed funds have continued to be less than in 2019, before the Coronavirus Disease 2019 (COVID-19) pandemic. In September 2021, CBP officials said that although the number of requests for RSP services is currently below prepandemic levels, the number of requests for RSP services and the number of applications that CBP receives were beginning to increase. Furthermore, officials told us that their outreach efforts to stakeholders includes communicating application requirements and time frames and encouraging potential applicants to apply in advance of when they will need services. Table 2 shows our analysis of data on CBP officer assignments and overtime hours for the RSP, and tables 3 and 4 include more specific data on the number of travelers, vehicles, and cargo CBP inspected from 2014 through mid-August 2021.

Table 2: Total Reimbursement of U.S. Customs and Border Protection (CBP) Officer Assignments and Hours for Reimbursable Services

Year ^a	Total number of CBP assignments	Total number of CBP officer overtime hours	Total amount partners reimbursed CBP for overtime services (in dollars)
2014	21,960	60,279	6,977,984
2015	25,546	72,980	8,489,033
2016	42,283	112,705	13,844,910
2017	61,604	174,168	23,032,215
2018	75,585	199,878	28,508,415
2019	70,537	204,904	30,001,003
2020	25,995	77,363	12,200,161
2021 (partial) ^b	21,263	56,192	9,058,676
Total	344,773	958,469	132,112,397

Source: GAO analysis of CBP data. | GAO-22-105421

^aThe years are based on CBP's billing cycles for the Reimbursable Services Program, which roughly follow the calendar year.

^bData for 2021 are through August 14, 2021, the most current data available at the time of our request.

Table 3: Total Number of Travelers and Vehicles U.S. Customs and Border Protection (CBP) Officers Inspected During Reimbursable Services Program Partner Requests for Services

Traveler or vehicle type	Number inspected								Total number of travelers or vehicles inspected
	2014	2015	2016	2017	2018	2019	2020	2021 (partial) ^a	
Air travelers	866,823	993,158	1,098,145	1,547,865	1,419,922	1,268,369	221,062	454,983	7,870,327
Travelers in personally operated vehicles at land ports of entry (POE)	578,517	638,136	672,022	1,070,589	769,643	668,891	129,923	0	4,527,721
Pedestrians	53,226	42,551	83,008	44,630	64,811	1,354	0	0	289,580
Travelers in commercially operated vehicles at land POEs	7,400	9,877	28,065	38,700	37,163	12,030	3,654	0	136,889
Ship travelers	7,287	106,629	410,179	800,711	643,181	462,353	145,506	10,178	2,586,024
Traveler total	1,513,253	1,790,351	2,291,419	3,502,495	2,934,720	2,412,997	500,145	465,161	15,410,541
Personally operated vehicles	229,670	258,309	276,104	441,639	334,563	291,875	54,237	0	1,886,397
Commercially operated vehicles	7,400	9,877	28,065	38,700	37,163	12,030	3,654	0	136,889
Vehicle Total	237,070	268,186	304,169	480,339	371,726	303,905	57,891	0	2,023,286

Source: GAO analysis of CBP data. | GAO-22-105421

Note: The years are based on CBP's billing cycles for the Reimbursable Services Program, which roughly follow the calendar year.

^aTotals for 2021 are through August 14, 2021, the most current data available at the time of our request.

Table 4: Total Number of Cargo Inspections U.S. Customs and Border Protection (CBP) Officers Conducted During Reimbursable Services Program Partner Requests for Services

Cargo Type	Number of Inspections								Total number of cargo inspections
	2014	2015	2016	2017	2018	2019	2020	2021 (partial) ^a	
Non-agricultural	34	17,794	50,585	144,641	219,679	235,999	159,212	119,400	947,344
Agricultural	0	3,949	4,624	5,275	10,337	24,028	44,151	45,527	137,891
Cargo total	34	21,743	55,209	149,916	230,016	260,027	203,363	164,927	1,085,235

Source: GAO analysis of CBP data. | GAO-22-105421

Note: The years are based on CBP's billing cycles for the Reimbursable Services Program, which roughly follow the calendar year.

^aTotals for 2021 are through August 14, 2021, the most current data available at the time of our request.

CBP Entered Into New DAP Partnerships for Various Projects in Fiscal Year 2021

Since our January 2021 report, CBP entered into four new DAP partnerships bringing the total number of agreements to 43 since fiscal year 2015. Partners span a variety of sectors such as state and local governments, private companies, and airline companies. Correspondingly, donations served a variety of purposes such as expanding inspection facility infrastructure, providing biometric detection services, and providing luggage for canine training. As of September 2021, 30 out of 43 DAP projects, or 70 percent, were at land POEs. CBP officials estimated that the total value of all DAP donations entered into between September 2015 and October 2021 was \$216.8 million. DAP donations and status updates on projects from fiscal years 2015 through September 2021 are described in more detail in enclosure I. Figure 3 depicts a DAP project executed in 2021 to facilitate commercial truck processing in Laredo, Texas by constructing new vehicle lanes.

Figure 3: CBP's Donations Acceptance Program Partnership to Facilitate Commercial Truck Processing in Laredo, Texas



Source: U.S. Customs and Border Protection (CBP). | GAO-22-105421

Agency Comments

We requested comments on a draft of this report from DHS. Officials from DHS provided technical comments, which we incorporated into this report as appropriate.

We are sending copies of this report to appropriate congressional committees, the Secretary of Homeland Security, and other interested parties. In addition, the report is available at no charge on the GAO website at <http://www.gao.gov>.

If you or your staff have any questions concerning this report, please contact me at (202) 512-8777 or by e-mail at gablerr@gao.gov. Contact points for our Office of Congressional Relations and Public Affairs may be found on the last page of this report.

In addition to the contact named above, Kirk Kiester (Assistant Director), David Bieler (Analyst-in-Charge), Michele Fejfar, and Sasan J. "Jon" Najmi made key contributions to this report. Also contributing to this report were Benjamin Crossley, Jan Montgomery, Kathleen Padulchick, Paula Rascona, and Kevin Reeves.

A handwritten signature in black ink that reads "Rebecca Gambler". The signature is written in a cursive, flowing style.

Rebecca Gambler
Director, Homeland Security and Justice

Enclosure

List of Committees

The Honorable Thomas R. Carper
Chairman
The Honorable Shelley Moore Capito
Ranking Member
Committee on Environment and Public Works
United States Senate

The Honorable Ron Wyden
Chairman
The Honorable Mike Crapo
Ranking Member
Committee on Finance
United States Senate

The Honorable Gary C. Peters
Chairman
The Honorable Rob Portman
Ranking Member
Committee on Homeland Security and
Governmental Affairs
United States Senate

The Honorable Dick Durbin
Chair
The Honorable Chuck Grassley
Ranking Member
Committee on the Judiciary
United States Senate

The Honorable Chris Murphy
Chairman
The Honorable Shelley Moore Capito
Ranking Member
Subcommittee on Homeland Security
Committee on Appropriations
United States Senate

The Honorable Bennie G. Thompson
Chairman
The Honorable John Katko
Ranking Member
Committee on Homeland Security
House of Representatives

The Honorable Jerrold Nadler
Chair
The Honorable Jim Jordan
Ranking Member
Committee on the Judiciary
House of Representatives

The Honorable Peter A. DeFazio
Chairman
The Honorable Sam Graves
Ranking Member
Committee on Transportation and Infrastructure
House of Representatives

The Honorable Richard E. Neal
Chairman
The Honorable Kevin Brady
Republican Leader
Committee on Ways and Means
House of Representatives

The Honorable Lucille Roybal-Allard
Chairwoman
The Honorable Chuck Fleischmann
Ranking Member
Subcommittee on Homeland Security
Committee on Appropriations
House of Representatives

Enclosure I: Additional Information on Projects Funded through U.S. Customs and Border Protection's (CBP) Donations Acceptance Program (DAP)

As described in table 5, CBP had entered into 43 DAP agreements as of September 2021. The agreements are made with a variety of stakeholders, and as such, serve a variety of purposes. The status of individual projects ranges from early planning and design, through pre-execution, to full execution. Some projects, such as airline companies donating luggage for canine training, are executed on a recurring basis.

Table 5: Status of Partner Donations Under U.S. Customs and Border Protection's (CBP) Donations Acceptance Program (DAP), as of September 2021

	Fiscal year selected^a	Partner	Affected port of entry (POE) and port type	Scope of donation	Donation status
1.	2015	City of Donna, Texas	Donna Rio-Bravo (land)	Construction of one outbound primary inspection lane and booth for empty commercial vehicles, one outbound secondary inspection facility, and one outbound exit control booth, including related infrastructure and technologies.	Execution
2.	2015	City of El Paso, Texas	Ysleta (land)	Traffic island removal.	Fully executed
3.	2015	City of Pharr, Texas	Pharr (land)	Construction of two inbound inspection lanes and booths for commercial vehicles. Expansion of pre-primary approach lane between bridge and primary inspection. Installation of two new eastbound exit booths. Construction of four new exit lanes and booths. Construction of new bypass road.	Execution
4.	2015	City of Pharr, Texas	Pharr (land)	Easement donation to construct and accept exit booths to be donated under the fiscal year 2015 Pharr project at Pharr land port of entry (POE) by the city of Pharr.	Fully executed
5.	2016	City of Donna, Texas	Donna Rio-Bravo (land)	Construction of new inbound empty commercial vehicle inspection lane and booth. Construction of empty-only inspection facility with supporting infrastructure and technologies.	Design
6.	2016	City of Pharr, Texas	Pharr (land)	Expansion of current cargo dock spaces (60 to 80 spaces). Construction of additional cold inspection docks and facilities. Construction of an agricultural lab and training center.	Execution
7.	2016	Red Hook Terminals	Port of Freeport (sea)	Donation of a high-capacity perforating machine	Fully executed
8.	2017	Anzalduas Bridge Board	McAllen Anzalduas (land)	Construction of lanes and booths for inbound empty commercial vehicles. Construction of inbound empty commercial vehicle inspection facilities and related infrastructure and technologies.	Design
9.	2017	City of Donna, Texas	Donna Rio-Bravo (land)	Construction of inbound and outbound inspection facilities and operational components for laden commercial vehicles, including technologies, cargo docks, and exit booths.	Design
10.	2017	Cameron County, Texas	Brownsville Veterans International Bridge (land)	Construction of two to four inbound lanes and primary booths for personally owned vehicles, including related technologies. Construction of expanded secondary inspection area and building.	Execution

11.	2017	City of Laredo, Texas	Laredo World Trade Bridge (land)	Construction of four commercial vehicle lanes and booths as dedicated Trusted-Traveler lanes. Construction of roadways and infrastructure, exit booths and related technologies.	Execution
12.	2017	City of Douglas, Arizona	Douglas (land)	Donation of a parking lot and adjacent empty lot.	Fully executed
13.	2017	SITA Information Networking Computing USA, Inc. and JetBlue Airways Corporation	Multiple Air POEs	Collection and provision of traveler facial biometrics data for CBP traveler processing purposes.	Fully executed
14.	2017	Delta Airlines	Port of Washington, D.C., Dulles (air)	Luggage to be donated in support of canine training activities. To provide approximately two to five pieces of luggage every two to three weeks.	Fully executed; recurring donations ongoing
15.	2017	The Salvation Army	San Luis (land)	Luggage to be donated in support of canine training activities. To provide approximately six to nine pieces of luggage, twice per year.	Fully executed; recurring donations ongoing
16.	2017	The Fixery	John F. Kennedy International Airport (air)	Luggage to be used in support of canine training activities. To provide approximately 15 pieces of luggage, per month, for 5 years.	Fully executed; recurring donations ongoing
17.	2018	North Dakota Department of Transportation	Pembina (land)	Median for outbound inspections and vehicle registration parking lot.	Fully executed
18.	2018	New Mexico Border Authority	Santa Teresa (land)	Sidewalk in support of planned visitor center.	Pre-execution
19.	2018	Texas Department of Transportation	Los Tomates (land)	Infrastructure improvements in support of Border Safety Inspection Facility plans.	Pre-proposal
20.	2018	Texas Department of Transportation	Paso Del Norte (land)	Closed caption television cameras and video monitoring equipment in support of highway expansion project.	Fully executed
21.	2018	Texas Department of Transportation	Los Indios (land)	Infrastructure improvements in support of Border Safety Inspection Facility plans.	Design
22.	2018	Cameron County, Texas	Los Indios (land)	Land donation in support of Border Safety Inspection Facility.	Fully executed
23.	2018	Cameron County, Texas	Veterans International Bridge (land)	Pavement expansion project in support of model port testing.	Fully executed
24.	2018	Anzalduas Bridge Board	McAllen Anzalduas (land)	Northbound and southbound laden commercial inspection facilities and related infrastructure and technologies.	Design
25.	2018	Otter Products, LLC	Multiple Locations	Detector devices to authenticate OtterBox and LifeProof-branded cases.	Fully executed
26.	2018	Procter & Gamble	Multiple Locations	Test kits, test sieves, and night vision cameras to authenticate a variety of Procter & Gamble products.	Fully executed

27.	2018	Apple, Inc.	Multiple Locations	Digital microscopes, lightning cable detectors, and iPhone power cords to authenticate a variety of Apple products.	Execution
28.	2018	Cisco Systems, Inc.	Multiple Locations	Barcode scanners in conjunction with secured access to Cisco's package lookup tool to authenticate a variety of Cisco products.	Execution; Limited roll-out executed. CBP and Cisco reviewing larger roll-out strategy.
29.	2018	Red Cross	San Diego field office	100 cots in support of detainee operations.	Fully executed
30.	2018	Samsonite	El Paso field office	Luggage for canine training purposes.	Fully executed
31.	2018	Southwest Airlines	Multiple Air POEs	Luggage for canine training purposes.	Fully executed
32.	2018	British Airways	Multiple Air POEs	Provision of facial biometrics data and services.	Fully executed
33.	2019	City of Pharr, Texas	Pharr (land)	Convert existing driver waiting space, currently located at docks 23 and 24, to receiving dock. Relocate driver waiting space to docks 1 and 2.	Fully executed
34.	2019	City of Laredo, Texas	World Trade Bridge (land)	Construct temporary roadway in support of expedited empty Free and Secure Trade vehicle scanning.	Fully executed
35.	2019	City of Laredo, Texas	World Trade Bridge (land)	Construct temporary roadway in support of increased traffic through the POE.	Fully executed
36.	2019	Cameron County, Texas	Los Indios, Free Trade Bridge (land)	Donation of improvement to the Export Lot Dock area including remodeling of existing facilities and converting to office space.	Planning
37.	2019	New Mexico Border Authority	Santa Teresa (land)	All-Terrain Vehicle donated to assist CBP personnel in carrying out their duties.	Fully executed
38.	2019	TPI Composite	Santa Teresa (land)	Expansion of roadway at the northbound entrance of the land POE.	Fully executed
39.	2020	Anzalduas Bridge Board	McAllen Anzalduas (land)	Additional lane to complement a larger lane expansion project under General Services Administration (GSA). The lane will help expedite Sentri pass recipients.	Execution
40.	2020	Nike Inc.	Multiple Locations	Smartphones with unlimited data and a smartphone application that will read Quick Response codes, developed by Nike.	Executed
41.	2021	Texas Department of Transportation	Pharr (land)	Closed circuit Television cameras and computer equipment in support of GSA-lead fiscal year 2014 Pharr border safety inspection facility project.	Planning
42.	2021	City of Del Rio	Del Rio (land)	Expansion of the roadway to include two new lanes and all the required appurtenances.	Design
43.	2021	Anzalduas Bridge Board	McAllen Anzalduas (land)	Construction of seventh vehicular booth.	Planning

Source: CBP. | GAO-22-105421

^aFiscal year represents the year in which CBP selected the DAP proposal for the donation.

(105421)

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