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Congressional Committees

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

On a typical day in fiscal year 2019, over 1.1 million passengers and pedestrians and over 78,000 truck, rail, and sea containers carrying goods worth approximately \$7.3 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 inadmissible aliens 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 normal business hours.⁵ 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,

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 DHS officers or employees are assigned to clear passengers, merchandise and other items, collect duties, and enforce customs laws; and where DHS officers inspect persons seeking to enter or depart, or applying for admission into, 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).

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

⁴We refer to entities that CBP selects for and/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 an appropriations act or fee collection. According to CBP officials, the purpose of the RSP is to provide new or additional CBP services at ports of entry 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.

such as private or municipally-owned seaports or land border crossings. 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 headquarters level for GSA.

The Cross-Border Trade Enhancement Act of 2016 included a provision for us to annually review the agreements along with the funds and donations that CBP has received under the RSP and DAP. 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.⁸ 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 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 with this recommendation, and we discuss the status of CBP's actions later in this report. We issued the second annual report in March 2019, which updated key information from our March 2018 report through fiscal year 2018.⁹ This third annual report updates key information from our March 2019 report, and examines: (1) the status of CBP public-private partnership program agreements, including the purposes for which CBP has used the funds and donations from these agreements in fiscal year 2019; and (2) the extent that CBP has developed and implemented an evaluation plan to assess the overall performance of public-private partnership programs.

To examine the status of RSP and DAP agreements, including the purposes for which CBP uses funds and donations from these agreements, we collected and analyzed all Reimbursable Services Agreements, Donations Acceptance Agreements, and Memoranda of Understanding (MOU) for both the RSP and DAP from 2018 and 2019, excluding those that were analyzed in our March 2019 report. In addition, we interviewed CBP officials at headquarters about any significant changes to how RSP and DAP are administered. We also interviewed officials from four travel and trade industry associations selected based on the nature of the associations to

⁷See 6 U.S.C. § 301a. Donations may be used for activities related to land acquisition, design, construction, repair, alteration, operations, and maintenance, including installation or deployment of furniture, fixtures, equipment or technology, at an existing CBP-owned land port of entry; a new or existing space at a CBP air or sea port of entry; or a new or existing GSA-owned land port of entry. CBP and GSA, as applicable, may neither accept donations at a leased land port of entry, nor accept a donation at or for a new government-owned land port of entry if the combined fair market value of the completed port of entry including the (\$50 million or less) donation exceeds a total of \$50 million. 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 use at a U.S. port of entry; therefore, donations may not be accepted under DAP at preclearance locations on foreign soil.

⁸GAO, *U.S. Ports of Entry: CBP Public-Private Partnership Programs Have Benefits, but CBP Could Strengthen Evaluation Efforts*, [GAO-18-268](#) (Washington, D.C: March 15, 2018).

⁹GAO, *U.S. Ports of Entry: Update on CBP Public-Private Partnership Programs*, [GAO-19-263R](#) (Washington, D.C: March 14, 2019).

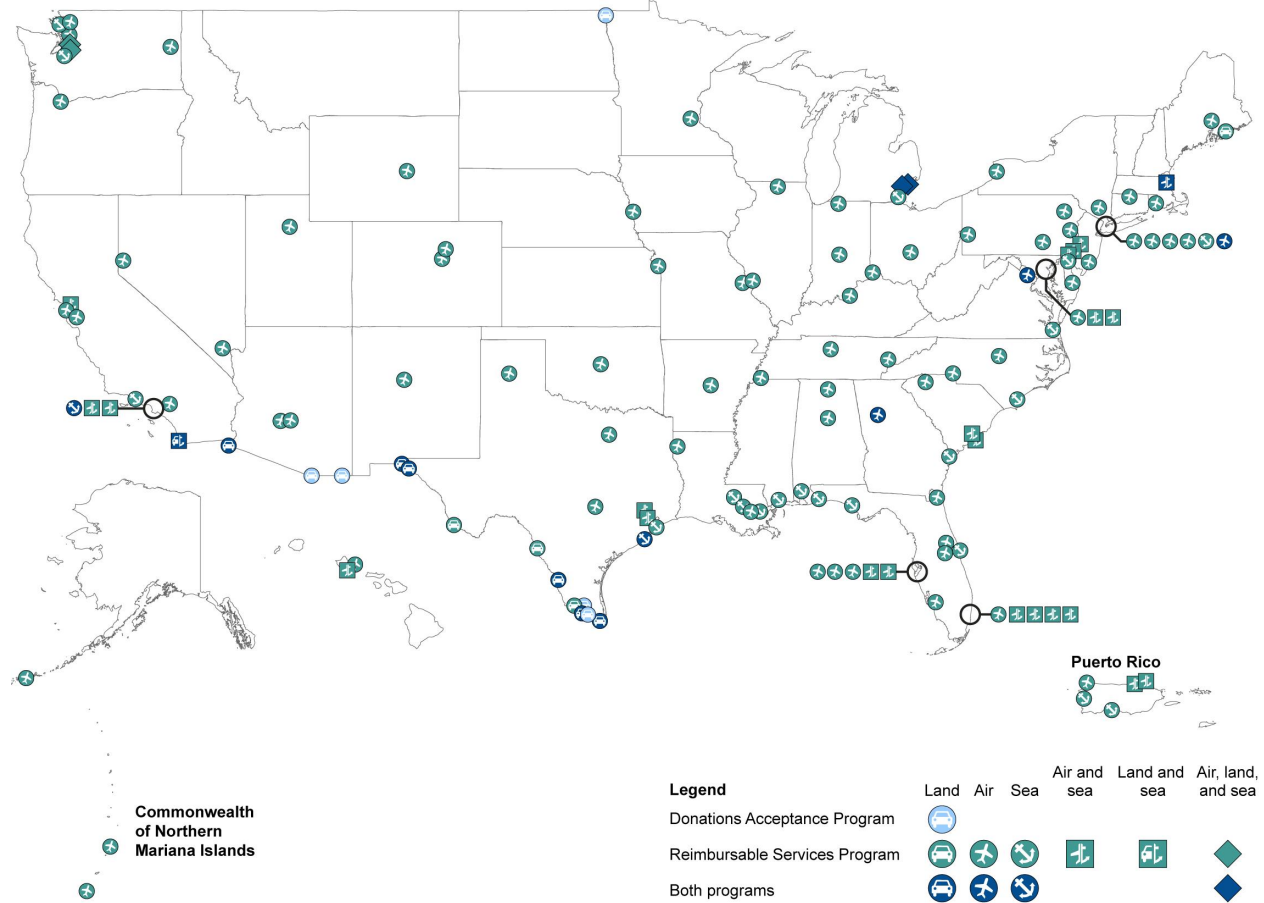
gain insights on public-private partnerships agreements.¹⁰ While information we collected from these associations cannot be generalized, the associations provided useful perspectives on the agreements. To determine the extent to which CBP has developed and implemented an evaluation plan to assess the performance of its programs, we reviewed CBP's *2018 Alternative Funding Programs: Program Performance Management Plan* and CBP's 2018 annual program evaluation reports, interviewed CBP officials at headquarters, and reviewed documentation on plan implementation.

We conducted this performance audit from September 2019 to January 2020, 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.

In summary, we found that CBP continued to expand the RSP and DAP since our March 2019 report. Specifically, CBP selected an additional 39 RSP applications for partnerships, bringing the total of RSP selections to 211 since 2013. CBP also entered into 7 new DAP partnerships, bringing the total to 39. Figure 1 depicts the location of these agreements in place through fiscal year 2019.

¹⁰The four travel and trade associations we met with included Airlines for America, Airport Council International, American Association of Port Authorities, and the Border Trade Alliance. We selected these associations because their members represent potential or existing CBP partners in air, land and sea ports of entry.

Figure 1: Locations of U.S. Customs and Border Protection (CBP) Reimbursable Services Program and Donation Acceptance Program Agreement Selections through Fiscal Year 2019



Source: GAO analysis of CBP information; MapInfo (map); Art Explosion (clip art). | GAO-20-255R

In addition, in response to our March 2018 recommendation, CBP developed and is implementing an evaluation plan to assess the overall performance of the RSP and DAP.

Reimbursable Services Program and Donation Acceptance Program Agreements Increased in 2019 and Are Used for a Variety of Services

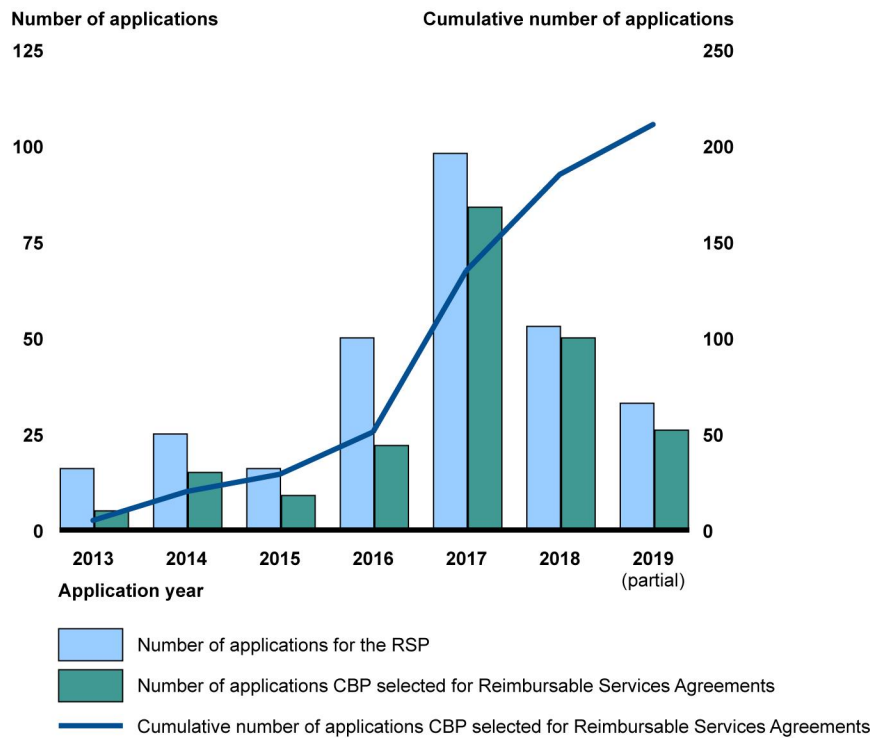
CBP Entered into New RSP Agreements to Provide a Variety of Additional Services at POEs

CBP has continued to enter into additional RSP agreements with partners since our March 2019 report. Specifically, CBP selected an additional 39 RSP applications for partnerships, bringing the total of RSP selections to 211 since 2013.¹¹ There are many factors that CBP considers when reviewing applications, including operational feasibility, and CBP may choose to not select certain applications. According to CBP officials, eight RSP applications were denied since our March 2019 report. For example, one application was denied because the proposed agreement site was located too far away from the nearest CBP POE to make CBP officer travel time practicable, while others were denied because services were requested at locations where CBP did not have staff or a facility. Figure 2 depicts the number of RSP applications received and

¹¹At the time of our March 2019 report, CBP had made 172 RSP selections.

selected for partnerships since 2013, including during the three most recent evaluation cycles for which data are available since our March 2019 report.

Figure 2: Number of Applications U.S. Customs and Border Protection (CBP) Selected for Its Reimbursable Services Program (RSP) from Fiscal Year 2013 through the Second 2019 Evaluation Cycle^a



Source: GAO analysis of CBP information. | GAO-20-255R

^aIn 2017, CBP implemented a process to accept and evaluate applications for RSP agreements 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. Our March 2019 report included data through Cycle 2 of 2018. This report also includes data through Cycle 2 of 2019, as data from Cycle 3, 2019 was not finalized as of October 2019.

In addition to the 39 applications selected for RSP partnerships in 2019, between November 2018 and October 2019, CBP and its RSP partners established 27 new MOUs that outline how RSP agreements are implemented at specific POEs, according to officials.¹² For example, MOUs outline the types of CBP services that partners anticipate requesting under 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 2019, CBP and its partners executed 157 MOUs from partnerships that they entered into from fiscal year 2013 through 2019. Of those 157 MOUs, 11 cover agreements at land POEs, 49 cover agreements at sea POEs, and 99 cover agreements at air POEs.¹³ The majority of MOUs executed since 2013 were at air POEs and focused on freight, cargo, and traveler processing. See table 1.

¹²According 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.

¹³Two MOUs cover both air and sea ports of entry.

Table 1: Details of Reimbursable Services Program (RSP) Partnership Memoranda of Understanding (MOU) for Fiscal Year 2013 through 2019

Services that partner can request	Land	Sea	Air
Total Number of MOUs by Port of Entry (POE) Type^a	11	49	99
Freight or cargo processing ^b	10	48	85
Traveler processing	6	16	83
Unanticipated irregular operations or diversions	3	2	33
Mission support ^c	3	4	50
Enforcement functions	4	2	50
CBP officers or contractors (unspecified)	2	6	38

Source: GAO analysis of U.S. Customs and Border Protection data. | GAO-20-255R

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.

^bFreight or cargo processing includes agricultural inspection.

^cMission support includes administrative functions related to CBP services.

Although the number of RSP partners increased since our March 2018 report, the growth in the total number of RSP-related CBP officer assignments, officer overtime hours, and reimbursed funds slowed during 2018 and 2019 (through early-November), following a period of growth from 2014 through 2017. One senior CBP official noted that CBP is better addressing its CBP-wide officer staffing challenges than in prior years, and that it hired additional officers in 2018 and 2019, which may impact the number of requests for RSP services. In addition, fluctuations in travel and trade impact the overall annual number of CBP inspections, and these fluctuations may also impact the number of requests for RSP services. Table 2 lists data on CBP officer assignments and overtime hours for RSP and tables 3 and 4 list more specific data on the number of travelers, vehicles and cargo inspected from 2014 through early-November 2019. With the exception of pedestrian and cargo inspections, the number of RSP-related inspections of other types of travelers and vehicles in 2018 were fewer than in 2017. This decreasing trend continued from January through early-November 2019.

Table 2: Total Reimbursement of U.S. Customs and Border Protection (CBP) Officer Assignments/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 (partial) ^b	60,127	173,047	25,193,171
Total	287,105	793,057	106,045,728

Source: GAO analysis of U.S. Customs and Border Protection data. | GAO-20-255R

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

^b2019 data are through November 9, 2019, the most current data available at the time of our report.

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

Traveler or vehicle type	Amount inspected in 2014	Amount inspected in 2015	Amount inspected in 2016	Amount inspected in 2017	Amount inspected in 2018	Amount inspected in 2019 (partial) ^a	Total number of travelers or vehicles inspected
Air travelers	866,823	993,158	1,098,145	1,547,865	1,419,922	1,055,905	6,981,818
Travelers in personally operated vehicles at land ports of entry (POE)	578,517	638,136	672,022	1,070,589	769,643	506,480	4,235,387
Pedestrians	53,226	42,551	83,008	44,630	64,811	1,354	289,580
Travelers in commercially operated vehicles at land POEs	7,400	9,877	28,065	38,700	37,163	10,224	131,429
Ship travelers	7,287	106,629	410,179	800,711	643,181	354,438	2,322,425
Traveler Total	1,513,253	1,790,351	2,291,419	3,502,495	2,934,720	1,928,401	13,960,639
Personally operated vehicles	229,670	258,309	276,104	441,639	334,563	100,428	1,640,713
Commercially operated vehicles	7,400	9,877	28,065	38,700	37,163	8,260	129,465
Vehicle Total	237,070	268,186	304,169	480,339	371,726	108,688	1,770,178

Source: GAO analysis of U.S. Customs and Border Protection data. | GAO-20-255R

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

^a2019 totals through November 9, 2019, the most current data available at the time of our report.

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

Cargo type	Number of inspections in 2014	Number of inspections in 2015	Number of inspections in 2016	Number of inspections in 2017	Number of inspections in 2018	Number of inspections in 2019 (partial) ^a	Total number of cargo inspections
Non-agricultural	34	17,794	50,585	144,641	219,679	194,782	627,515
Agricultural	0	3,949	4,624	5,275	10,337	23,752	47,937
Cargo Total	34	21,743	55,209	149,916	230,016	218,534	675,452

Source: GAO analysis of U.S. Customs and Border Protection data. | GAO-20-255R

Note: The years are based on CBP's billing cycles for the Reimbursable Services Program which roughly follow the calendar year. ^a2019 totals through November 9, 2019, the most current data available at the time of our report.

CBP Entered Into New DAP Partnerships for Various Projects in Fiscal Year 2019

In fiscal year 2019, CBP entered into 7 new DAP partnerships bringing the total number of agreements to 39 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 October 2019, 26 out of 39 DAP projects, or 67 percent, were at land POEs. CBP officials estimated that the total value of all DAP donations entered into between September 2015 and October 2019 was \$219.7 million. Fiscal year 2019 DAP donations and status updates on projects from fiscal years 2015 through 2018 are described in more detail in enclosure I. Figure 3 depicts an executed DAP project in Santa Teresa, New Mexico where the New Mexico Border Authority donated an All-Terrain Vehicle to assist CBP personnel in carrying out their duties.

Figure 3: All-Terrain Vehicle New Mexico Border Authority Donated to U.S. Customs and Border Protection at the Santa Teresa Port of Entry



Source: U.S. Customs and Border Protection. | GAO-20-255R

CBP Developed and Implemented a Public-Private Partnership Evaluation Plan and Responded to Partner Feedback

In our March 2018 report, we recommended that CBP develop and implement an evaluation plan to assess the overall performance of the RSP and DAP. CBP concurred with this recommendation and, in April 2018, issued its *Alternative Funding Programs: Program Performance Management Plan* to help evaluate the performance of the RSP and DAP. We reviewed this plan and found that CBP has implemented our recommendation, as the plan contains program goals and metrics, along with methodologies to collect and analyze various qualitative and quantitative data.

In April 2019, CBP completed its first RSP and DAP evaluation reports for calendar year 2018. CBP's initial evaluations of both programs using its evaluation plan also met the intent of our recommendation. For example, the evaluation plan specified RSP performance metrics for four overarching goals related to exploring new partnerships, facilitating existing partnerships, and measuring the benefits and evaluating effectiveness of the program. Similar goals are defined for the DAP. CBP evaluated RSP and DAP in 2018 and found that the agency generally met the programs' goals and objectives. As detailed in the evaluation plan, CBP surveyed RSP partners to gain insights on their experiences with the program and to identify potential areas for improvement and distributed an internal questionnaire to CBP officials at POEs. According to the plan and CBP officials, the agency will evaluate both programs annually to improve and monitor the performance of the RSP and DAP.

With regard to the 2018 evaluation of RSP more specifically, CBP has made, or plans to make, changes to the program based on partner survey responses. For example, CBP is planning to use RSP to help build the agency's agricultural specialist capacity. CBP officials stated that

responses to the RSP partner survey indicated that partners believed that there has not been a sufficient number of CBP agricultural specialists to inspect agricultural cargo crossing land port of entries along the border in Texas. To increase the number of CBP's agricultural specialists at 6 POEs in Texas, CBP and the South Texas Assets Consortium (CBP's RSP partner)—in consortium with the University of Texas, Rio Grande—have signed a service fee agreement to begin an internship program for up to 10 interns funded through RSP. CBP officials and RSP partner stated the goal of the program is to train and potentially hire additional specialized CBP agricultural inspectors to meet the demand for enhanced agricultural inspection services from RSP partners. According to CBP officials and partners, as of October 2019, they are still working to establish and begin the program and could use it as a model for the application of RSP at other POEs.

Further, CBP made two changes to its RSP billing process based on partner feedback: automating the billing process for Full-time Equivalent Agreements and allowing for credit card payments. In survey responses, some partners reported concerns regarding the established timeframe for bills for CBP's RSP services. In response, CBP officials stated that the timeline is due to the automated billing process for RSP payments. Additionally, CBP officials stated that they consolidated the billing process for all RSP payments into the same system that automatically sends out monthly overtime bills to partners and allows the partners to use the same system to pay for quarterly full-time equivalent bills. Moreover, CBP officials stated that this revision to the RSP billing process improved the agency's ability to track and show partners the type of expenses in the bill. In addition to consolidating the billing process for RSP services, CBP also incorporated the ability for partners to pay for services using credit cards for bills under \$25,000. According to CBP officials, many partners prefer and utilize the credit card payment option for bills under that threshold.

CBP also made changes to how the agency will evaluate DAP by adding additional objectives to better evaluate the impact of DAP's small-scale donations.¹⁴ According to agency officials, CBP proposed additional objectives for the 2019 evaluation to better measure the benefits of small-scale DAP projects given that the agency only received small-scale DAP donations in 2019.¹⁵

¹⁴CBP defines a small-scale donation as a project that costs less than \$5 million.

¹⁵Further, the authority to accept real property donations sunsets in December 2020. 6 U.S.C. § 301a(b)(4)(A). Real property donation agreements in existence after the sunset remain valid if entered into before the termination date. Id. at § 301a(b)(4)(B).

Agency Comments

We provided a draft of this report for review and comment to the Secretary of Homeland Security. DHS provided technical comments only, which we incorporated 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. GAO staff who made key contributions to this report were Kirk Kiester (Assistant Director), Michele Fejfar, Aaron Gluck, Marycella Mierez, Sasan J. "Jon" Najmi, and Kevin Reeves.



Rebecca Gambler
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Enclosure

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

As described in table 5, CBP has entered into 39 DAP agreements as of November 2019. 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 pre-execution, through planning and design, 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, as of November 2019.

Fiscal year ^a	Partner	Affected port of entry (POE) and port type	Scope of donation	Donation status as of November 2019
2015	City of Donna, Texas	Donna Rio-Bravo (Land)	Construction of 1 outbound primary inspection lane and booth for empty commercial vehicles, 1 outbound secondary inspection facility, and 1 outbound exit control booth, including related infrastructure and technologies.	Execution
2015	City of El Paso, Texas	Ysleta (Land)	Traffic island removal.	Fully executed
2015	City of Pharr, Texas	Pharr (Land)	Construction of 2 inbound inspection lanes and booths for commercial vehicles. Expansion of pre-primary approach lane between bridge and primary inspection. Installation of 2 new eastbound exit booths. Construction of 4 new exit lanes and booths. Construction of new bypass road.	Execution
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
2016	City of Pharr, Texas	Pharr (Land)	Expansion of current cargo dock spaces (from 60 to 80 spaces). Construction of additional cold inspection docks and facilities. Construction of an agricultural lab and training center.	Pre-Execution
2016	Nogales Santa Cruz Port Authority	Nogales Mariposa (Land)	Upgrade of up to 6 air-conditioned dock spaces to refrigerated dock spaces.	Design
2016	Red Hook Terminals	Port of Freeport (Sea)	Donation of a high-capacity perforating machine.	Fully executed
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.	Planning
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
2017	Cameron County,	Brownsville Veterans	Construction of 2 to 4 inbound lanes and	Design

Fiscal year^a	Partner	Affected port of entry (POE) and port type	Scope of donation	Donation status as of November 2019
	Texas	International Bridge (Land)	primary booths for personally owned vehicles, including related technologies. Construction of expanded secondary inspection area and building.	
2017	City of Laredo, Texas	Laredo World Trade Bridge (Land)	Construction of 4 commercial vehicle lanes and booths as dedicated Trusted-Traveler lanes. Construction of roadways and infrastructure, exit booths and related technologies.	Design
2017	City of Douglas, Arizona	Douglas (Land)	Donation of a parking lot and adjacent empty lot.	Fully executed
2017	SITA Information Networking Computing USA, Inc. and JetBlue Airways Corporation	Multiple Locations (Air)	Collection and provision of traveler facial biometrics data for CBP traveler processing purposes.	Fully executed
2017	Delta Airlines	Port of Washington, D.C. Dulles (Air)	Luggage to be donated in support of canine training activities. To provide approximately 2 to 5 pieces of luggage every 2 to 3 weeks.	Fully executed; recurring donations ongoing
2017	The Salvation Army	San Luis (Land)	Luggage to be donated in support of canine training activities. To provide approximately 6 to 9 pieces of luggage, twice per year.	Fully executed; recurring donations ongoing
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
2018	North Dakota Department of Transportation	Pembina (Land)	Median for outbound inspections and vehicle registration parking lot.	Fully executed
2018	New Mexico Border Authority	Santa Teresa (Land)	Sidewalk in support of planned visitor center.	Pre-Execution
2018	Texas Department of Transportation	Los Tomates (Land)	Infrastructure improvements in support of Border Safety Inspection Facility plans.	Design
2018	Texas Department of Transportation	Paso Del Norte (Land)	Closed caption television cameras and video monitoring equipment in support of highway expansion project.	Pre-Execution
2018	Texas Department of Transportation	Los Indios (Land)	Infrastructure improvements in support of Border Safety Inspection Facility plans.	Design
2018	Cameron County, Texas	Los Indios (Land)	Land donation in support of Border Safety Inspection Facility.	Fully executed
2018	Cameron County, Texas	Veterans International Bridge (Land)	Pavement expansion project in support of model port testing.	Fully executed
2018	Anzalduas Bridge Board	McAllen Anzalduas (Land)	Northbound and southbound laden commercial inspection facilities and related infrastructure and technologies.	Planning
2018	Otter Products, LLC	Multiple Locations (Air and Sea)	Proprietary devices and technology to protect Intellectual Property Rights (IPR) and authenticate a variety of OtterBox and LifeProof products.	Fully executed

Fiscal year^a	Partner	Affected port of entry (POE) and port type	Scope of donation	Donation status as of November 2019
2018	Procter & Gamble	Multiple Locations (Air and Sea)	Proprietary devices and technology to protect IPR and authenticate a variety of Procter & Gamble products.	Fully executed
2018	Apple, Inc.	Multiple Locations (Air and Sea)	Proprietary devices and technology to protect IPR and authenticate a variety of Apple products.	Pre-Execution
2018	Cisco Systems, Inc.	Multiple Locations (Air and Sea)	Proprietary devices and technology to protect IPR and authenticate a variety of Cisco products.	Execution; Limited roll-out executed. CBP and Cisco reviewing larger roll- out strategy.
2018	Red Cross	San Diego Field Office	100 cots in support of OFO operations for detainees at the Port of Entry.	Fully executed
2018	Samsonite	El Paso Field Office	Luggage for canine training purposes.	Fully executed
2018	Southwest Airlines	Multiple Locations (Air)	Luggage for canine training purposes.	Fully executed
2018	British Airways	Multiple Locations (Air)	Provision of facial biometrics data and services.	Fully executed
2019	City of Pharr, TX	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.	Pre-Execution
2019	City of Laredo, TX	World Trade Bridge (Land)	Construction of a temporary roadway in support of expedited empty FAST vehicle scanning.	Pre-Execution
2019	City of Laredo, TX	World Trade Bridge (Land)	Construction of a temporary roadway in support of increased traffic through the POE.	Fully executed
2019	Cameron County, TX	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.	Pre-Planning
2019	New Mexico Border Authority	Santa Teresa (Land)	Donation of an All-Terrain Vehicle (ATV) to assist CBP personnel in carrying out their duties.	Execution
2019	TPI Composite	Santa Teresa (Land)	Expansion of roadway at the northbound entrance of the POE.	Pre-Planning
2019	Digital Security Systems	Multiple Locations (Air and Sea)	Proprietary devices and technology to protect IPR and authenticate a variety of Ford products.	Planning

Source: U.S. Customs and Border Protection | GAO-20-255R

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

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