



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

January 24, 2024

Congressional Committees

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

On a daily basis in fiscal year 2022, approximately 869,000 passengers and pedestrians and over 91,000 truck, rail, and sea containers carrying goods worth approximately \$9.2 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 under its Reimbursable Services Program (RSP) to cover CBP's cost to augment services it provides at POEs or other facilities.⁴ This augmentation is for services beyond those CBP provides as funded by its annual appropriations. Stakeholders include port authorities or local municipalities that own or manage the ports or private companies that conduct business through the ports.⁵ Services include those supporting customs, agricultural processing, border security, or immigration inspection matters. For example, the RSP enables stakeholders, or partners, to pay

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).

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

⁴See Homeland Security Act of 2002, Pub. L. No. 107-296, title IV, subtitle G, § 481, 116 Stat. 2135, as added by Cross-Border Trade Enhancement Act of 2016, Pub. L. No. 114-279, § 2(a), 130 Stat. 1413, 1413-17 (classified at 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 POEs that the component would otherwise not have been able to provide.

⁵We refer to the stakeholders or entities that CBP enters into partnerships with as partners throughout this report.

the overtime costs of CBP personnel who may provide such services outside CBP's normal operation hours.

The Donations Acceptance Program (DAP) is a second public-private partnership program. The DAP enables partners to donate personal or real property or non-personal services to CBP. The program also enables partners to 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.⁷

CBP's Alternative Funding Programs office manages and oversees both programs at the headquarters level for CBP, which includes reviewing applications from potential partners and making RSP and DAP selections. 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.

We are required by statute 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 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

⁶See Pub. L. No. 107-296, § 482, as added by Pub. L. No. 114-279, § 2(a), 130 Stat. at 1417-21, and 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) (classified as amended at 6 U.S.C. § 301a). 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. CBP consults with GSA on real property donations at all land POEs with GSA-operated real estate. Real property donations may be accepted at new or existing sea or air POEs and existing federal government-owned land POEs. They may also be accepted at new federal government-owned land POEs if the fair market value of donations in the aggregate is \$75 million or less over the preceding 5 years. Real property donations cannot be accepted at leased land POEs. Additionally, 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. 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 6 U.S.C. § 301a or a prior pilot program before such date. As amended by Public Law 117-81, 6 U.S.C. § 301a also requires 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.

⁷ Personal property donations may be accepted at new or existing sea or air POEs and existing federal government-owned or -leased land POEs. They may also be accepted at a new federal government-owned or -leased land POEs if the fair market value of donations in the aggregate is \$75 million or less over the preceding five years. Additionally, CBP may not use monetary donations accepted under the DAP to pay salaries of CBP employees performing inspection services.

⁸Pub. L. No. 107-296, § 482(d), as added by Pub. L. No. 114-279, § 2(a), 130 Stat. at 1421, and amended by Pub. L. No. 117-81, § 6410(4), 135 Stat. at 2408 (classified at 6 U.S.C. § 301a(d)) (GAO report).

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).

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 We issued the fifth annual report in January 2022 that updated 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 2021.¹³

This sixth report, and first biennial report, updates key information from our January 2022 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 2022 and 2023.¹⁴

The scope of this work is to generally update our most recent report, which we issued in January 2022.¹⁵ 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, Donation Acceptance Agreements, and memorandums of understanding (MOU) for the RSP and DAP for 2022 and 2023. We also collected and analyzed CBP data on the use of these agreements, such as overtime hours paid to CBP. We assessed the reliability of these data by reviewing information collected for data reliability assessments conducted for our prior reports and interviewing CBP officials to ask whether the data systems have changed in ways that would affect the reliability of the data. We found them to be sufficiently reliable for the purpose of providing information on

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).

¹³GAO, *U.S. Ports of Entry: Update on CBP Public-Private Partnership Programs*, [GAO-22-105421](#) (Washington, D.C.: Jan. 26, 2022).

¹⁴U.S.C. § 301a(d) as amended by Public Law 117-81 also requires GAO to submit a report to congressional committees on a biennial rather than an annual basis.

¹⁵Our January 2022 report includes partial year data for 2021. See [GAO-22-105421](#). Reimbursable Services Agreements and Donation Acceptance Agreements are legally binding documents that CBP, GSA (if applicable), and its partners sign to formalize the partnership. MOUs are non-legally binding documents that outline the parties' intentions about how individual public-private partnership agreements will work at the POEs.

CBP's use of these agreements. 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 2023 to January 2024 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.

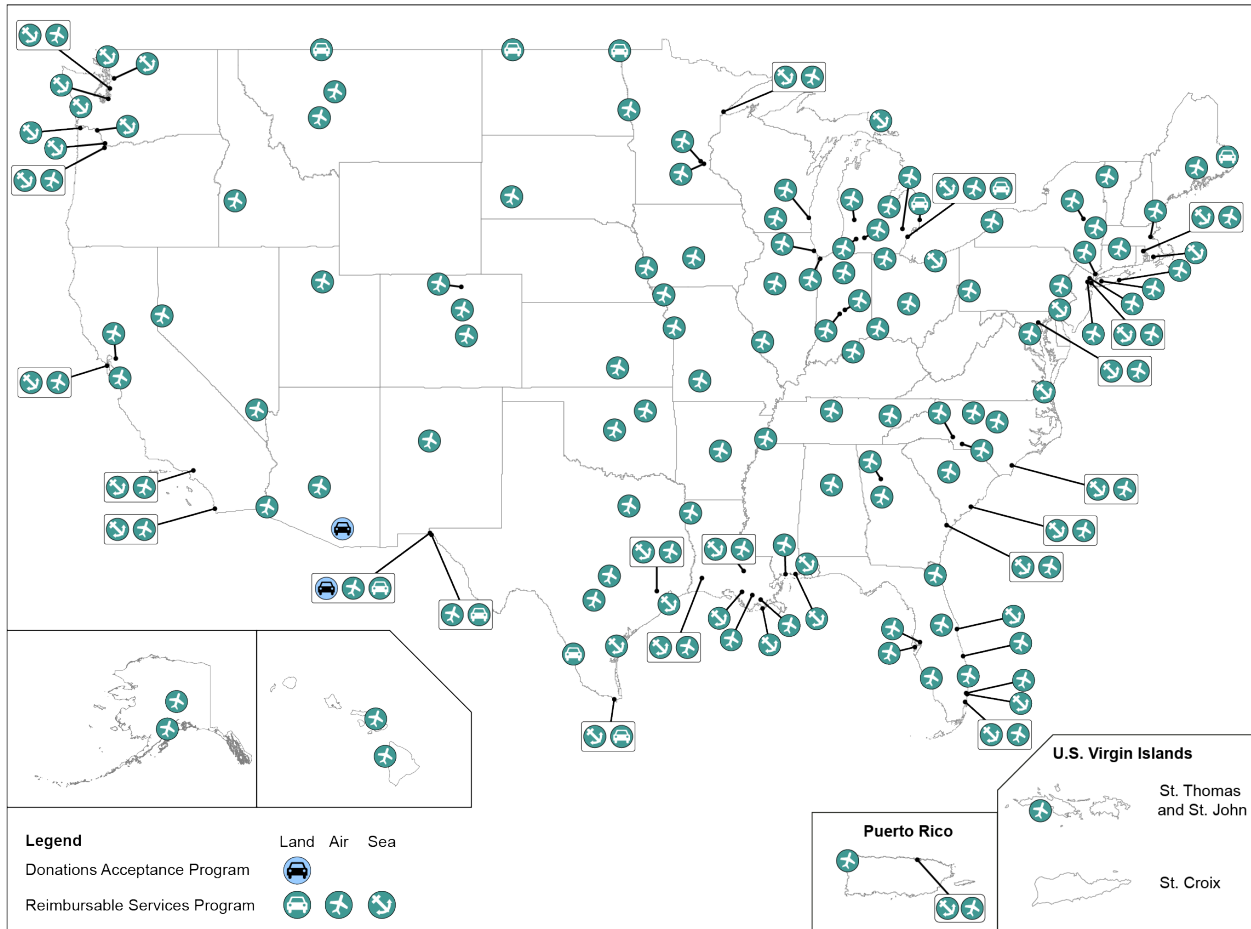
Reimbursement and Donation Program Partnerships Increased in 2022 and 2023

Since our January 2022 report, we found that CBP has continued to expand the RSP and DAP partnerships.¹⁶ Specifically, between October 2021 and October 2023, CBP selected an additional 135 RSP applications for partnerships, bringing the total of RSP selections to 398 since 2013.¹⁷ During this same period, CBP also entered into three new DAP partnerships, bringing the total to 46. Figure 1 depicts the location of these additional partnerships in place through October 2023.

¹⁶[GAO-22-105421](#).

¹⁷In our January 2022 report, we reported data on CBP's selection of RSP and DAP partnerships as of October 2021.

Figure 1: Locations of U.S. Customs and Border Protection (CBP) Reimbursable Services Program and Donations Acceptance Program Selections from October 2021 through October 2023



Source: GAO analysis of CBP information. | GAO-24-107058

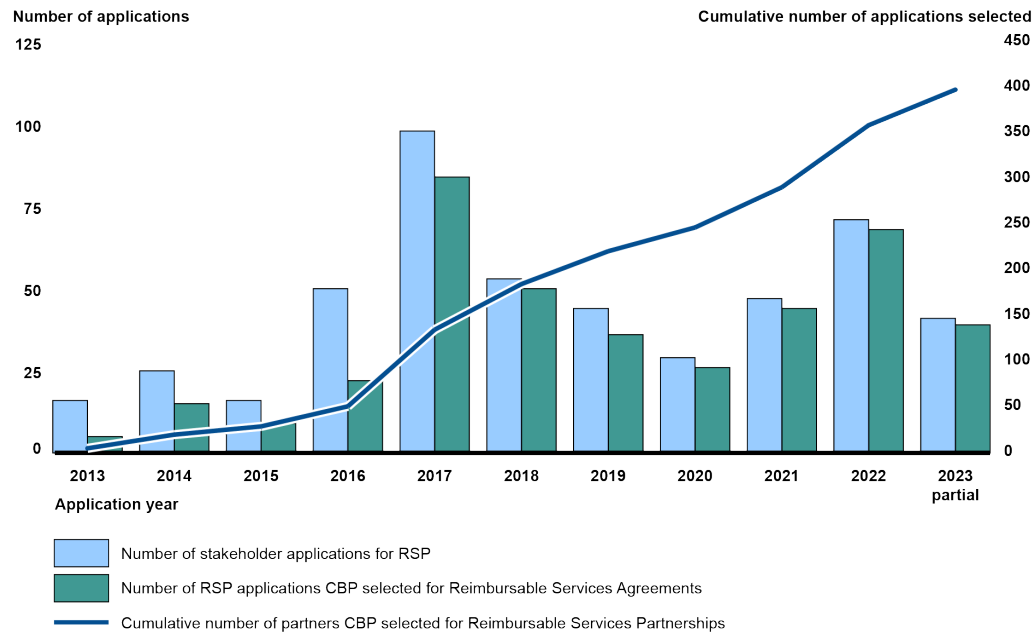
Note: Totals for RSP and DAP are through October 2023, the most recent data available at the time of our request. Some partnerships are for more than one location. The location of one partnership is not shown for sensitivity reasons.

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

As shown in figure 2, CBP has continued to enter into additional RSP partnerships since our January 2022 report, bringing the total of RSP selections to 398, as of October 2023.¹⁸

¹⁸At the time of our January 2022 report, CBP had made 263 RSP selections.

Figure 2: Number of Applications U.S. Customs and Border Protection (CBP) Selected for Its Reimbursable Services Program (RSP), from Fiscal Year 2013 through October 2023



Source: GAO analysis of CBP information. | GAO-24-107058

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.

According to CBP documentation, as of October 2023, CBP and its RSP partners established 299 new MOUs outlining how to implement RSP agreements at specific POEs since our January 2022 report.¹⁹ 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 2023, CBP and its partners had executed 464 MOUs from partnerships that they entered into since fiscal year 2013. Of those 464 MOUs, 12 cover agreements at land POEs, 73 cover agreements at sea POEs, and 379 cover agreements at air POEs. See table 1 for examples of the types of services that partners can request by the type of POE, as described in the MOUs.

¹⁹According to CBP’s procedures, before any RSP services can be provided, CBP and the prospective partners must sign a Reimbursable Services Agreement. The MOUs address logistical issues concerning requesting and providing services.

Table 1: Details of Reimbursable Services Program (RSP) Partnership Memorandums of Understanding (MOU) for Fiscal Year 2013 through October 2023

Type of Port of Entry (POE) ^a	Number of MOUs	Examples of services partners can request ^b
Land	12	Customs services, border security, and commercial trucking inspections
Sea	73	Agricultural inspections, processing of passengers and crew
Air	379	Passenger processing, including passport control; agricultural processing; baggage control; enforcement functions

Source: GAO analysis of U.S. Customs and Border Protection (CBP) data. | GAO-24-107058

^aThis table includes examples of the services that partners have requested as outlined in MOUs that CBP and its partners negotiate at the affected POEs. Totals are through October 2023, the most current data available at the time of our request.

^bStatute describes the types of services that are available for partners to request at all locations covered by an RSP agreement. Under 6 U.S.C. § 301(b) CBP services under the RSP include “any activities of any employee or Officer of Field Operations contractor of U.S. Customs and Border Protection (except employees of the U.S. Border Patrol, as established under [6 U.S.C. § 211(e)]) pertaining to, or in support of, customs, agricultural processing, border security, or immigration inspection-related matters at a port of entry or any other facility at which [CBP] provides or will provide services.”

In January 2022, we reported that the number of RSP partners had increased since our January 2021 report. We found, however, that the growth in the total number of RSP-related CBP officer assignments, officer overtime hours, and reimbursed funds had continued to be less than in 2019, before the COVID-19 pandemic. In October 2023, CBP officials said that the number of requests for RSP services and the number of applications that CBP receives were increasing due to a post-COVID-19 rebound and their outreach, particularly to general aviation partners. 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 figure 3 and table 3 include more specific data on the number of travelers, vehicles, and cargo CBP inspected from 2014 through October 2023 under the RSP.

Table 2: Total Reimbursement of U.S. Customs and Border Protection (CBP) Officer Assignments and Hours for Reimbursable Services, from 2014 through October 2023

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	36,766	101,439	16,238,980
2022	71,724	197,600	32,702,529

Year ^a	Total number of CBP assignments	Total number of CBP officer overtime hours	Total amount partners reimbursed CBP for overtime services (in dollars)
2023 (partial) ^b	63,448	159,449	28,395,112
Total	495,448	1,360,765	200,390,342

Source: GAO analysis of CBP data. | GAO-24-107058

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

^bData for 2023 are through October 7, 2023, the most current data available at the time of our request.

Figure 3: Total Number of Travelers and Vehicles U.S. Customs and Border Protection (CBP) Officers Inspected During Reimbursable Services Program Partner Requests for Services, 2014 through October 2023

Traveler or vehicle type	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023 ^a	Total number of travelers or vehicles inspected
Air travelers	866,823	993,158	1,098,145	1,547,865	1,419,922	1,268,369	221,062	704,851	1,729,120	1,422,340	11,271,655
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	39,630	201,571	159,048	4,927,970
Pedestrians	53,226	42,551	83,008	44,630	64,811	1,354	0	10,778	41,477	6,963	348,798
Travelers in commercially operated vehicles at land POEs	7,400	9,877	28,065	38,700	37,163	12,030	3,654	0	0	0	136,889
Ship travelers	7,287	106,629	410,179	800,711	643,181	462,353	145,506	25,103	48,432	49,676	2,699,057
Traveler totals	1,513,253	1,790,351	2,291,419	3,502,495	2,934,720	2,412,997	500,145	780,362	2,020,600	1,638,027	19,384,369
Personally operated vehicles	229,670	258,309	276,104	441,639	334,563	291,875	54,237	16,859	88,489	69,756	2,061,501
Commercially operated vehicles	7,400	9,877	28,065	38,700	37,163	12,030	3,654	0	0	0	136,889
Vehicle Totals	237,070	268,186	304,169	480,339	371,726	303,905	57,891	16,859	88,489	69,756	2,198,390

Source: GAO analysis of CBP data. | GAO-24-107058

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

^aTotals for 2023 are through October 7, 2023, the most current data available at the time of our request.

Table 3: Total Number of Cargo Inspections U.S. Customs and Border Protection (CBP) Officers Conducted During Reimbursable Services Program Partner Requests for Services, 2014 through October 2023

Cargo Type	Number of Inspections										Total number of cargo inspections
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023 (partial) ^a	
Non-agricultural	34	17,794	50,585	144,641	219,679	235,999	159,212	202,723	612,605	330,870	1,974,142
Agricultural	0	3,949	4,624	5,275	10,337	24,028	44,151	80,745	44,848	25,673	243,630
Cargo total	34	21,743	55,209	149,916	230,016	260,027	203,363	283,468	657,453	356,543	2,217,772

Source: GAO analysis of CBP data. | GAO-24-107058

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

^aTotals for 2023 are through October 7, 2023, the most current data available at the time of our request.

CBP Entered Into New DAP Partnerships for Various Projects in Fiscal Years 2022 and 2023

Since our January 2022 report, CBP entered into three new DAP partnerships, bringing the total number of agreements to 46 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 2023, 30 out of 46 DAP projects, or 65 percent, were at land POEs. CBP officials estimated that the total value of all DAP donations entered into between September 2015 and October 2023 was \$262.1 million. DAP donations and status updates on projects from fiscal years 2015 through October 2023 are described in more detail in enclosure I. Figure 4 depicts the plans for a DAP project that got underway in 2023 to build a full commercial inspection and processing facility in McAllen, Texas.

Figure 4: CBP's Donations Acceptance Program Project Rendering of Commercial Inspection and Processing Facility at the Anzalduas Port of Entry, McAllen, Texas



④ INBOUND COMMERCIAL FACILITY EXTERIOR PERSPECTIVE



Source: CBP | GAO-24-107058

Agency Comments

We provided a draft of this report to DHS for review and comment. DHS provided technical comments, 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.

In addition to the contact named above, Kirk Kiester (Assistant Director), Julia Vieweg (Analyst-in-Charge), Taiyshawna Battle, Maria Belaval, Ben Crossley, Michele Fejfar, Sasan J. "Jon" Najmi, and Janet-Temko-Blinder made key contributions to this report.

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

List of Committees

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United States Senate

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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 46 DAP agreements as of October 2023. 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 4: Status of Partner Donations Under U.S. Customs and Border Protection’s (CBP) Donations Acceptance Program (DAP), as of October 2023

	Fiscal year selected	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 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.	Pre-execution
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.	Execution
9.	2017	City of Donna, Texas	Donna Rio-Bravo (Land)	Construction of inbound and outbound inspection facilities and operational components for laden commercial	Pre-execution

Fiscal year selected	Partner	Affected port of entry (POE) and port type	Scope of donation	Donation status
			vehicles, including technologies, cargo docks, and exit booths.	
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 2 to 3 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	Texas Department of Transportation	Los Tomates (Land)	Infrastructure improvements in support of Border Safety Inspection Facility plans.	Pre-proposal
19. 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
20. 2018	Texas Department of Transportation	Los Indios (Land)	Infrastructure improvements in support of Border Safety Inspection Facility plans.	Pre-execution
21. 2018	Cameron County, Texas	Los Indios (Land)	Land donation in support of Border Safety Inspection Facility.	Fully executed
22. 2018	Cameron County, Texas	Veterans International Bridge (Land)	Pavement expansion project in support of model port testing.	Fully executed

Fiscal year selected	Partner	Affected port of entry (POE) and port type	Scope of donation	Donation status
23. 2018	Anzalduas Bridge Board	McAllen Anzalduas (Land)	Northbound and southbound laden commercial inspection facilities and related infrastructure and technologies.	Execution
24. 2018	Otter Products, LLC	Multiple locations	Detector devices to authenticate OtterBox and LifeProof-branded cases.	Fully executed
25. 2018	Procter & Gamble	Multiple locations	Test kits, test sieves, and night vision cameras to authenticate a variety of Procter & Gamble products.	Fully executed
26. 2018	Apple, Inc.	Multiple locations	Digital microscopes, lightning cable detectors, and iPhone power cords to authenticate a variety of Apple products.	Execution
27. 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.
28. 2018	Red Cross	San Diego field office	100 cots in support of detainee operations.	Fully executed
29. 2018	Samsonite	El Paso field office	Luggage for canine training purposes.	Fully executed
30. 2018	Southwest Airlines	Multiple Air POEs	Luggage for canine training purposes.	Fully executed
31. 2018	British Airways	Multiple Air POEs	Provision of facial biometrics data and services.	Fully executed
32. 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
33. 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
34. 2019	City of Laredo, Texas	World Trade Bridge (Land)	Construct temporary roadway in support of increased traffic through the POE.	Fully executed
35. 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.	Execution
36. 2019	New Mexico Border Authority	Santa Teresa (Land)	All-Terrain Vehicle donated to assist CBP personnel in carrying out their duties.	Fully executed
37. 2019	TPI Composite	Santa Teresa (Land)	Expansion of roadway at the northbound entrance of the land POE.	Fully executed
38. 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.	Fully executed
39. 2020	Nike Inc.	Multiple locations	Smartphones with unlimited data and a smartphone application that will read Quick Response codes, developed by Nike.	Executed; continuous roll out of the tools

Fiscal year selected	Partner	Affected port of entry (POE) and port type	Scope of donation	Donation status
40. 2021	Texas Department of Transportation	Pharr (Land)	Closed Circuit Television (CCTV) cameras and computer equipment in support of GSA-led fiscal year 2014 Pharr border safety inspection facility project.	Pre-execution
41. 2021	City of Del Rio	Del Rio (Land)	Expansion of the roadway to include two new lanes and all the required accessories.	Execution
42. 2021	Anzalduas Bridge Board	McAllen Anzalduas (Land)	Construction of seventh vehicular booth.	Planning
43. 2022	New Mexico Border Authority	Santa Teresa (Land)	Construct a sidewalk on the periphery of existing parking lot permitting pedestrians to safely transit between port processing and newly renovated visitor center.	Pre-execution
44. 2023	Arizona Department of Transportation	Multiple locations	Four 16-foot x 60-foot modular office trailers for use at four land POEs within the Tucson Field Office.	Execution
45. 2023	Samsonite, LLC	Multiple locations	An initial donation of 230 assorted pieces of refurbished luggage to be used as canine training aids.	Execution
46. 2023	Canon U.S.A., Inc.	Multiple locations	An initial donation of 400 "Handy Viewer" intellectual property rights (IPR) enforcement tools to identify suspected counterfeit merchandise.	Planning

Source: CBP. | GAO-24-107058

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

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