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January 28, 2021

Congressional Committees

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

On a daily basis in fiscal year 2020, over 650,000 passengers and pedestrians and nearly 78,000 truck, rail, and sea containers carrying goods worth approximately \$6.6 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 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 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 Department of Homeland Security officers or employees are assigned to clear passengers, merchandise and other items, collect duties, and enforce customs laws; and where Department of Homeland Security (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 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 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.

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.

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.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 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 This fourth annual report updates key information from our January 2020 report by examining 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 2020.

The scope of this work is to generally update our most recent report, which we issued in January 2020. 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

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 POE; a new or existing space at a CBP air or sea POE; or a new or existing GSA-owned land POE. CBP and GSA, as applicable, may neither accept donations at a leased land POE, nor accept a donation at or for a new government-owned land POE if the combined fair market value of the completed POE 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. POE; therefore, donations may not be accepted under DAP at preclearance locations on foreign soil.

⁸Pub. L. No. 114-279, § 2(a), 130 Stat. 1413, 1421 (classified at 6 U.S.C. § 301a(d)).

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.: March 15, 2018).

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

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

any new Reimbursable Services Agreements, Donations Acceptance Agreements, and Memoranda of Understanding (MOU) for both the RSP and DAP for 2019 and 2020, excluding those that we analyzed in our January 2020 report. In addition, we interviewed CBP officials at headquarters about any significant changes to how RSP and DAP are administered.

We conducted this performance audit from October 2020 to January 2021 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.

Reimbursable Services Program and Donation Acceptance Program Partnerships Increased in 2020 and Are Used for a Variety of Services

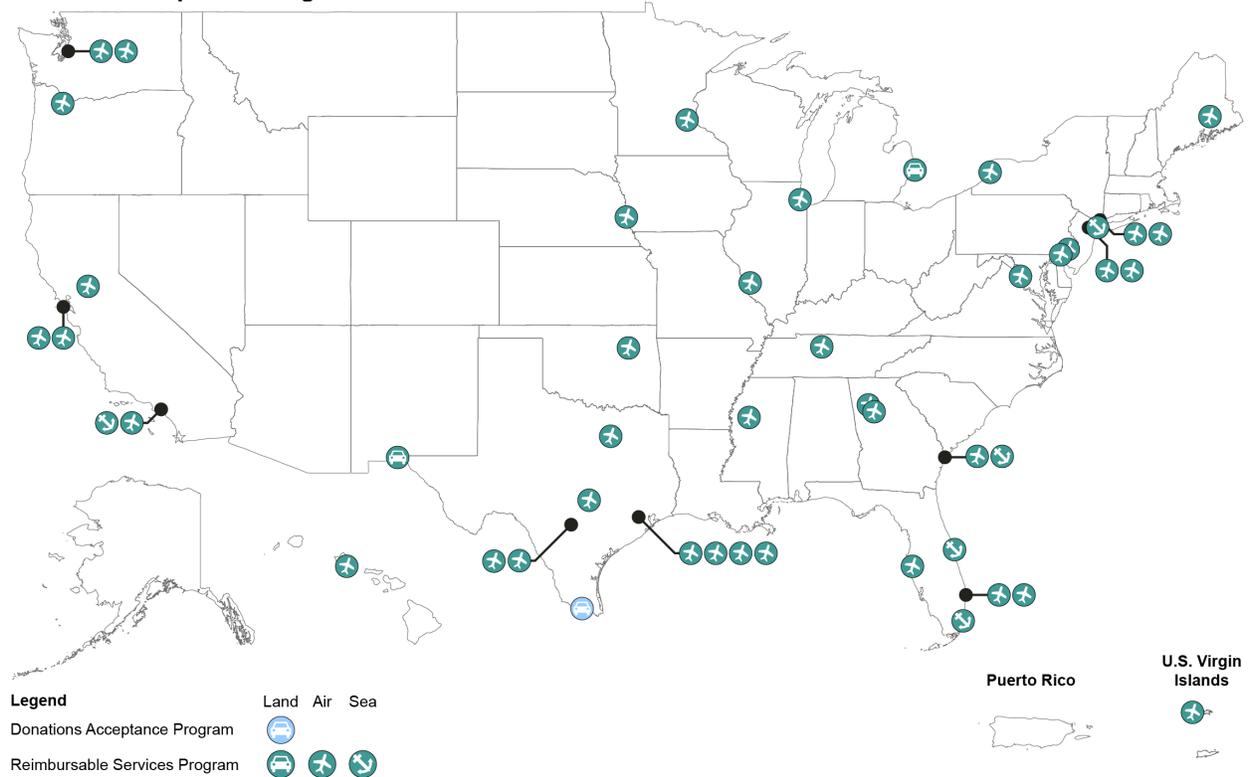
Since our January 2020 report, we found that CBP continued to expand the RSP and DAP partnerships.¹² Specifically, CBP selected an additional 25 RSP applications for partnerships, bringing the total of RSP selections to 236 since 2013.¹³ CBP also entered into one new DAP partnership, bringing the total to 39.¹⁴ Figure 1 depicts the location of these additional partnerships in place through October 2020.

¹²[GAO-20-255R](#).

¹³CBP finalized its 2019 cycle three selections in March 2020. CBP finalized its 2020 cycle one and two selections concurrently in October 2020.

¹⁴CBP finalized its 2020 DAP selection in April, 2020. We reported in January 2020 that CBP entered into 39 DAP agreements. According to CBP officials, CBP and GSA cancelled a 2016 DAP donation planned at a land border crossing in Nogales, AZ. Specifically, CBP and GSA determined that the project—which entailed upgrading up to six air conditioned commercial dock spaces to refrigerated dock spaces—was not a CBP operational requirement and that executing the project through a GSA revocable license—instead of DAP—was appropriate. According to CBP officials, stakeholders are executing the project through a GSA revocable license and the project's estimated value is \$1.8 million, as of October 2020.

Figure 1: Locations of U.S. Customs and Border Protection (CBP) Reimbursable Services Program and Donation Acceptance Program Selections in 2020



Source: GAO analysis of CBP information; Art Explosion (clip art). | GAO-21-234R

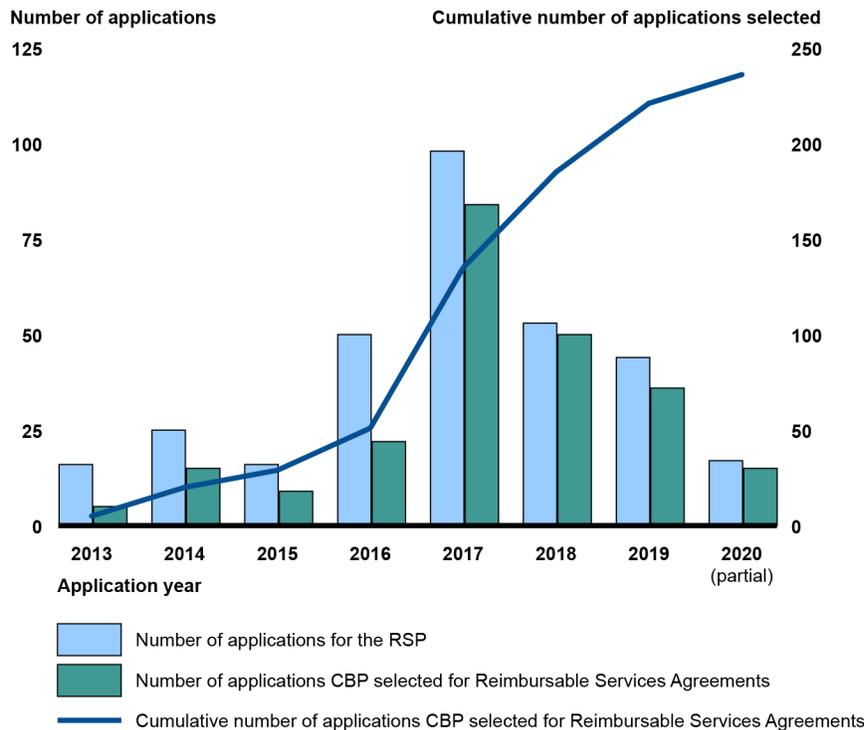
Note: From 2013 through 2020, CBP selected a total of 236 Reimbursable Services Program partnerships and 39 Donations Acceptance Program partnerships.

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 2020 report. Specifically, CBP selected an additional 25 RSP applications for partnerships, bringing the total of RSP selections to 236 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, CBP denied three RSP applications since our January 2020 report. For example, CBP denied one application because the proposed agreement site was located too far away from the nearest CBP facility to make CBP officer travel time practicable. CBP denied the other two applications because services were requested at locations where CBP did not have staff or a facility or CBP determined that providing these additional services was not 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 2020 report.

¹⁵At the time of our January 2020 report, CBP had made 211 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 the Second 2020 Evaluation Cycle^a



Source: GAO analysis of CBP information. | GAO-21-234R

^aIn 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. Our March 2019 report included data through Cycle 2 of 2018. Our January 2020 report includes data through Cycle 2 of 2019. This report also includes data through Cycle 2 of 2020, as data from Cycle 3, 2020 were not finalized as of October 2020.

According to CBP officials, although CBP selected 25 new applications for RSP partnerships in 2020, between November 2019 and October 2020, CBP and its RSP partners did not establish any new MOUs outlining how RSP agreements are to be implemented at specific POEs.¹⁶ 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. According to CBP officials, CBP and its RSP partners did not establish any new MOUs in 2020 due to the decline in trade and travel. Specifically, CBP officials told us that the 2020 decline in trade and travel at U.S. ports of entry has prompted stakeholders to prioritize other matters. Nonetheless, CBP officials stated they expect to execute these new RSP agreements in the future.

As of October 2020, CBP and its partners executed 157 MOUs from partnerships that they entered into from fiscal year 2013 through 2020. Of those 157 MOUs, 11 cover agreements at land POEs, 49 cover agreements at sea POEs, and 99 cover agreements at air POEs.¹⁷ The

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.

majority of MOUs executed since 2013 were at air POEs and focused on freight, cargo, and traveler processing. See table 1.

Table 1: Details of Reimbursable Services Program (RSP) Partnership Memoranda of Understanding (MOU) for Fiscal Years 2013 through 2020

Total Number of MOUs by Port of Entry (POE) Type^a	Land	Sea	Air
	11	49	99
Services that partner can request			
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 (CBP) data. | GAO-21-234R

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 January 2020 report, the growth in the total number of RSP-related CBP officer assignments, officer overtime hours, and reimbursed funds declined significantly in 2020. CBP officials explained that the 2020 decline in trade and travel at U.S. ports of entry drove the decline in requests for RSP services. Table 2 shows our analysis of data on CBP officer assignments and overtime hours for RSP and tables 3 and 4 include more specific data on the number of travelers, vehicles, and cargo inspected from 2014 through mid-August 2020.

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	70,537	204,904	30,001,003
2020 (partial) ^b	19,202	56,830	8,881,766
Total	316,717	881,774	119,735,326

Source: GAO analysis of CBP data. | GAO-21-234R

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

^b2020 data are through August 15, 2020, 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 (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 (partial) ^a	
Air travelers	866,823	993,158	1,098,145	1,547,865	1,419,922	1,268,369	217,596	7,411,878
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	4,527,721
Pedestrians	53,226	42,551	83,008	44,630	64,811	1,354	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	136,889
Ship travelers	7,287	106,629	410,179	800,711	643,181	462,353	145,506	2,575,846
Traveler Total	1,513,253	1,790,351	2,291,419	3,502,495	2,934,720	2,412,997	496,679	14,941,914
Personally operated vehicles	229,670	258,309	276,104	441,639	334,563	291,875	54,237	1,886,397
Commercially operated vehicles	7,400	9,877	28,065	38,700	37,163	12,030	3,654	136,889
Vehicle Total	237,070	268,186	304,169	480,339	371,726	303,905	57,891	2,023,286

Source: GAO analysis of CBP data. | GAO-21-234R

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

^a2020 totals through August 15, 2020, the most current data available at the time of our report.

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 (partial) ^a	
Non-agricultural	34	17,794	50,585	144,641	219,679	235,999	174,375	843,107
Agricultural	0	3,949	4,624	5,275	10,337	24,028	41,043	89,256
Cargo Total	34	21,743	55,209	149,916	230,016	260,027	215,418	932,363

Source: GAO analysis of CBP data. | GAO-21-234R

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

^a2020 totals through November 12, 2020, the most current data available at the time of our report.

CBP Entered Into New DAP Partnerships for Various Projects in Fiscal Year 2020

In fiscal year 2020, CBP entered into one new DAP partnership 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 December 2020, 27 out of 39 DAP projects, or 69 percent, were at land POEs. CBP officials estimated that the total value of all DAP donations entered into between September 2015 and October 2020 was \$218.2 million. DAP donations and status updates on projects from fiscal years 2015 through 2020 are described in more detail in enclosure I. Figure 3 depicts a DAP project selected in 2015 that is currently underway at a land border crossing in Donna, TX, in which the City of Donna donated outbound inspection facilities.

Figure 3: Outbound Commercial Inspection Facilities Donated to U.S. Customs and Border Protection at the Donna Rio-Bravo Land Border Crossing



Source: U.S. Customs and Border Protection. | GAO-21-234R

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 Acting 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 Kiestler (Assistant Director), Frederick T. Lyles, Jr. (Analyst-in-Charge), Bruce Crise, Kevin Reeves, Eric Hauswirth, Michele Fejfar, Terence Lam, Jan Montgomery, Sasan J. Najmi, Elizabeth Field, Alex Winograd, Paula Rascona, and Susan Irving.

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

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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 has entered into 39 DAP agreements as of the end of fiscal year 2020. 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 October 2020

Fiscal year selected^a	Partner	Affected port of entry (POE) and port type	Scope of donation	Donation status
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
2015	City of El Paso, Texas	Ysleta (Land)	Traffic island removal.	Fully executed
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
2015	City of Pharr, Texas	Pharr (Land)	Easement donation to construct and accept exit booths to be donated under the FY15 Pharr project at Pharr land POE by the City of Pharr.	Fully executed
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 (60 to 80 spaces). Construction of additional cold inspection docks and facilities. Construction of an agricultural lab and training center.	Execution
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.	Design
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, 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.	Pre-Execution
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.	Pre-Execution
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 Air POEs	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 two to five 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 six to nine 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.	Pre-Proposal
2018	Texas Department of Transportation	Paso Del Norte (Land)	Closed circuit television cameras and video monitoring equipment in support of highway expansion project.	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.	Design
2018	Otter Products, LLC	Multiple Locations	Detector devices to authenticate OtterBox and LifeProof-branded cases.	Fully executed
2018	Procter & Gamble	Multiple Locations	Test kits, test sieves, and night vision cameras to authenticate a variety of Procter & Gamble products.	Fully executed
2018	Apple, Inc.	Multiple Locations	Digital microscopes, lightning cable detectors, and iPhone power cords to authenticate a variety of Apple products.	Pre-Execution
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.
2018	Red Cross	San Diego FO	100 cots in support of detainee operations.	Fully executed
2018	Samsonite	El Paso FO	Luggage for canine training purposes.	Fully executed
2018	Southwest Airlines	Multiple Air POEs	Luggage for canine training purposes.	Fully executed
2018	British Airways	Multiple Air POEs	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.	Fully executed
2019	City of Laredo, TX	World Trade Bridge (Land)	Construct temporary roadway in support of expedited empty Free and Secure Trade (FAST) vehicle scanning.	Fully executed
2019	City of Laredo, TX	World Trade Bridge (Land)	Construct 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)	All-Terrain Vehicle donated to assist CBP personnel in carrying out their duties.	Fully executed
2019	TPI Composite	Santa Teresa (Land)	Expansion of roadway at the northbound entrance of the POE.	Pre-execution
2020	Anzalduas Bridge Board	McAllen Anzalduas (Land)	Additional lane to complement a larger lane expansion project under General Services Administration. The lane will help expedite Senti pass recipients.	Pre-execution

Source: CBP. | GAO-21-234R

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

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Strategic Planning and External Liaison

Stephen J. Sanford, Acting Managing Director, spel@gao.gov, (202) 512-4707
U.S. Government Accountability Office, 441 G Street NW, Room 7814,
Washington, DC 20548

