



Donations Acceptance Program Small-Scale Donation Proposal Process Guide

Purpose and Key Process Highlights

This document informs and educates stakeholders regarding the CBP Donation Acceptance Program’s (DAP) process for accepting and evaluating proposals that are expected to **cost \$5 million or less** and are of minimal size, scope and complexity. The small-scale donation proposal process is a new offering and avenue for stakeholders to invest in and expedite smaller-scale/high impact border infrastructure, technology and other related improvements. Proposals that qualify as small-scale (see checklist below), **may be submitted year-round** and in turn, **evaluated 60 to 70 percent faster** than proposals submitted during the DAP’s annual cycle for large-scale proposals.

Small-Scale Applicability Checklist

In addition to costing an estimated \$5 million or less, proposals must meet each of the following checklist criteria to qualify under the small-scale donation proposal process. Please note that a final decision regarding the applicability of your proposal will be coordinated and approved by the DAP.

Criteria	Threshold	Applicable?
Environmental Compliance	No more than a Categorical Exclusion (CATEX) or minimal state-level environmental assessment, or both, required.	<input checked="" type="checkbox"/>
Real Estate & Right-of-Way Acquisition	No additional real estate or right-of-way acquisition required on behalf of the sponsor.	<input checked="" type="checkbox"/>
Upfront Funding & Financing	Upfront funding is available or easily attainable. No new tolling mechanism required.	<input checked="" type="checkbox"/>
CBP Cost Impact	No, or minimal cost impact to CBP.	<input checked="" type="checkbox"/>
CBP Staffing Impact	No additional staffing required.	<input checked="" type="checkbox"/>
International & Interagency Coordination	International and/or interagency coordination is minimal, or is not required.	<input checked="" type="checkbox"/>
Legal Implications	Proposal meets Section 482 legal requirements, no major legal concerns identified, as determine by the federal government.	<input checked="" type="checkbox"/>

Proposal Development and Submission Guidance

Q: How should I develop and format my proposal and where should I submit it?

A: Please develop and format your proposal according to the template provided on the following page. Electronic proposals may be submitted year-round to dap@cbp.dhs.gov.

Q: How will my proposal be evaluated and when can I expect a determination?

A: Your proposal will be evaluated in keeping with the procedures and criteria located on cbp.gov/dap. The DAP will notify you of CBP’s determination within 6-8 weeks of receiving your proposal.

Q: Who should I contact for assistance determining the applicability of my proposal or for other program or process-related questions?

A: Please contact the DAP directly at dap@cbp.dhs.gov.

Donations Acceptance Program

Small-Scale Donation Proposal

I. Proposal Summary

Sponsor Name:	Mr. Joseph Neeb, City Manager, City of Laredo, Texas
Port of Entry:	Laredo World Trade Bridge Port of Entry
Proposal Background & Scope:	<p>This is a proposal to amend the Small-Scale Donation Acceptance Program (DAP) Project that will connect the new northbound bridge being constructed as part of the Laredo World Trade Bridge Expansion Project to the pre-primary inspection area of the federal property at the Port of Entry (POE). The original proposal was tentatively selected by U.S. Customs and Border Protection (CBP) on March 26, 2025. This DAP Project is essential to the completion of this International Bridge Expansion Project, and the amendment is proposed to allow for the timely completion of the Expansion Project without unnecessary delays.</p> <p>The Expansion Project was issued a Presidential Permit on May 31, 2024. The World Trade Bridge Expansion Project will construct an additional eight-lane bridge for northbound traffic adjacent to the existing bridge. The Expansion Project will also construct an additional two lanes for southbound traffic on the north side of the existing bridge, which will be entirely on City owned property, outside of the POE and thus will not be part of this DAP Project. The Expansion Project is fully supported by CBP, as it will facilitate the throughput of traffic at the World Trade Bridge POE, the nation's number 1 commercial crossing. Planning for the Expansion Project is well underway. The City has submitted the Final Conceptual Plans and 2D HEC-RAS Flood Baseline Study to the U.S. Section of the U.S.-Mexico International Boundary and Water Commission (USIBWC). The City is preparing to transmit the Final Plans, Specifications, and Estimates (PS&E) Submittal to the Texas Department of Transportation (TxDOT) in February 2026. The Federal Highway Administration (FHWA) is the lead federal agency on the National Environmental Policy Act (NEPA) review, with the support of TxDOT; these agencies are reviewing the draft Environmental Assessment (EA), and a Finding of No Significant Impact (FONSI) is expected in early May 2026. The Mexican Federal Government supports the Expansion Project, and the State of Tamaulipas is the sponsor of the Mexican side and plans to start construction of their project in early 2026.</p> <p>As part of the Expansion Project, the City of Laredo will construct a new eight-lane bridge for northbound commercial traffic that will align with the Multi-Energy Portals (MEP) in the pre-primary inspection area of the POE. The original DAP Project Proposal envisioned a single Project to connect this new bridge to the pre-primary inspection area. This amended Proposal would divide the Project into two separate construction contracts.</p> <p>The first construction contract, DAP Phase 1, would consist of the main construction elements. It would be included in the TxDOT Final PS&E that covers the construction of the new northbound bridge, and it would</p>

encompass the DAP Project components required to tie the bridge to the existing northbound POE area. The City, working with CBP and the U.S. General Services Administration (GSA), would first construct a temporary secure perimeter fence/concrete barrier around the affected section of the POE. The remaining DAP Phase 1 components will be constructed on federal property outside of and beyond the temporary secure perimeter fence/concrete barrier. DAP Phase 1 project components are depicted on the attached drawings and include but are not limited to:

- New northbound departure embankment.
- Removal and replacement of main POE security perimeter fence, as indicated.
- New northbound bridge rolling gate and operator.
- New and replacement roadway lighting within POE perimeter.
- New concrete pavement section.
- Modification of drainage between existing pavement and new northbound bridge.
- New pavement markings, delineators, signage, and special traffic control devices required for approach to MEP units.

These items were included in the 30% DAP PS&E Submittal transmitted to CBP and GSA on October 6, 2025. They have been reviewed and commented on by CBP and GSA.

After all other components of the DAP Project are completed and the new permanent secure perimeter fence is in place, the temporary secure perimeter fence/concrete barrier will be removed.

DAP Phase 1 will take place as a part of construction of the new northbound bridge, expected to begin in January 2027, and it will be completed prior to the opening of the new bridge, expected in September 2027. The components of DAP Phase 1 are standard engineering and construction elements and are not expected to pose any significant challenges. The City will coordinate closely with CBP and GSA throughout DAP Phase 1. Construction is anticipated to take approximately nine months. The cost of DAP Phase 1 is estimated to be \$1.5 million.

The second construction contract, DAP Phase 1A, will comprise the Special Systems construction components of the DAP Project. DAP Phase 1A will be constructed on the federal property within the temporary operational secure perimeter. DAP Phase 1A project components include but are not limited to:

- Four new lanes of MEP Early Read Equipment to be installed directly in front of the existing MEP unit structures.
 - Required infrastructure connection to the existing NII control building, operational testing, and acceptance by CBP are included in this item.
- New Closed-Circuit Television (CCTV) cameras and associated equipment as required by the CBP Design Guide for security and monitoring of the new northbound bridge and POE gate.
 - Required infrastructure connection to the existing POE CCTV system, operational testing, and acceptance by CBP are included in this item.

	<p>These items were not included in the October 30% DAP PS&E Submittal and will require multiple design review submittals and approvals prior to construction. Rapiscan Systems Inc. will provide the required details for installation of the MEP Early Read Equipment. SEA/JMT will provide the construction plans and will utilize TxDOT standard designs and drawings where possible for the CCTV equipment.</p> <p>The City will coordinate closely with CBP and GSA throughout DAP Phase 1A. Construction is anticipated to take approximately three months. The cost of DAP Phase 1A is estimated to be \$1.5 million.</p> <p>The City will donate all aspects of the DAP Project to CBP and/or GSA upon completion.</p>
Estimated Cost	\$3.0 million
Submission Date	To be determined upon City approval

II. Operational Implications

- **Operational Impact:** This DAP Project will not pose any adverse impact to existing local and regional CBP operations. To the contrary, by enabling the completion of the World Trade Bridge Expansion Project, it will present measurable CBP operational benefits.
- **Funding & Financing Strategy (Operational):** This DAP Project will have no impact on CBP's operating costs. Any costs to CBP for equipment and technology would be minimal. The DAP Project's cost is already included in the Expansion Project's overall cost of \$31 million. The City will fund the Expansion Project through revenue bonds serviced through funds generated by the existing toll structure used on southbound traffic at the City's bridges, augmented by any grants that the City may obtain.
- **Health & Safety Requirements:** This DAP Project will have no impact on employee or public health. By enabling the completion of the World Trade Bridge Expansion Project, it will facilitate safety by expanding the number of regular northbound lanes entering the pre-primary MEP area from 2 to 4, thus easing congestion, and by eliminating the 'S' curve at the end of the existing bridge. The new bridge also will offer CBP the option to separate different types of traffic into dedicated lanes if it wishes to do so.
- **Economic & Community Benefits:** By enabling the completion of the World Trade Bridge Expansion Project, this DAP Project will present very significant local, regional, and national economic and community benefits. The Expansion Project will facilitate throughput at the World Trade Bridge, yielding reduced wait times and enhancing trade. The World Trade Bridge is the lynchpin of Port Laredo, which crossed \$340 billion in trade in 2024, and was growing by over 4% year over year through September 2025.
- **Community Support:** The Expansion Project, of which this DAP Project is a critical component, has very broad support among local and regional stakeholders, including the private sector which is investing hundreds of millions of dollars to expand the already massive warehousing and transshipment facilities servicing the World Trade Bridge.

- **Other Agency Support for Operations:** This DAP Project will not require any support from agencies other than CBP and GSA. The World Trade Bridge Expansion Project is being coordinated with the State of Tamaulipas and the Mexican Federal Government. It is anticipated that diplomatic notes will be exchanged prior to the start of the bridge construction.
- **Project Duration & Timelines:** Both DAP Phase 1 and DAP Phase 1A will take place in the spring/summer of 2027, with each Phase operating on its own timeline. Construction of DAP Phase 1 is estimated to take nine months and construction of DAP Phase 1A is estimated to take three months. DAP Phase 1 will pose no adverse impact on CBP operations, and DAP Phase 1A will be specifically designed to pose no to minimal adverse impact on CBP operations throughout its duration.

III. Technical Implications

- **Funding & Financing Strategy (Technical):** The DAP Project's cost is already included in the Expansion Project's overall cost of \$31 million. The City will fund the DAP Project through revenue bonds serviced through funds generated by the existing toll structure used on southbound traffic at the City's bridges, augmented by any grants that the City may obtain.
- **Real Estate Implications:** This DAP Project requires no real estate. It will take place entirely on federal property inside the POE footprint. The City of Laredo will be acquiring additional property outside of POE footprint after the completion of the NEPA documentation, for construction of the new northbound bridge and departure roadway.
- **Environmental & Cultural Resource Implications:** The Expansion Project, of which this DAP Project is a critical component, is the subject of an ongoing NEPA review led by FHWA with support by TxDOT and in which other federal and Texas state agencies are involved. Per the Presidential Permit and NEPA, this review process must be concluded before construction. The City anticipates that a Finding of No Significant Impact will be issued in May 2026. It is not anticipated that this DAP Project presents any potential to affect cultural or historic resources.
- **Technical Feasibility:** This DAP Project is technically feasible. It fits within the site footprint of the POE and it includes all infrastructure and technology components. It complies with all applicable laws, regulations, and technical and security standards. It is compatible with existing equipment and technologies and established securities and protocols.
- **Planning Implications:** The Expansion Project, of which this DAP Project is a critical component, is strongly supported by CBP. CBP installed the new MEPs to align with the new bridge in anticipation of the completion of the Expansion Project. CBP's decision in late 2025 to relocate the Early Read Equipment to directly in front of the MEPs required substantial revision of the initial design of the DAP Project and created the conditions for separating the Project into two construction contracts in order to meet the international commitments for completion of the project. Given the minimal expense to CBP, this DAP Project is consistent with CBP's current list of out-year investment priorities. Similarly, given the minimal expense to GSA, it comports with the out-year planning priorities of GSA. It has no impact on any other of CBP's interagency and international partners. The planning and delivery schedule is both reasonable and accurate.

- Proposal Support: The Expansion Project, of which this DAP Project is a critical component, has the strong support of local public sector entities such as the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) and the Webb County-City of Laredo Regional Mobility Authority (WC-CL RMA). It is supported by TxDOT. Since 2022, the City has chaired an Inter-Agency Working Group on the Expansion Project with the regular participation of CBP, GSA, FHWA, and TxDOT and the as-needed participation of other agencies such as USIBWC. The Expansion Project also has the strong support of relevant members of the Texas Congressional delegation in Washington, D.C.