



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

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|---|---|
| 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 Small-Scale Donation Acceptance Program (DAP) Project 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). This DAP Project is essential to the completion of the overall Expansion Project.</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 U.S. Customs and Border Protection (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 Conceptual Plans and HEC-RAS study to the U.S. Section of the U.S.-Mexico International Boundary and Water Commission (USIBWC). The City is working with the Texas Department of Transportation (TxDOT) on the Plans, Specifications, and Estimates phase of the design. The Federal Highway Administration (FHWA) is the lead federal agency on the National Environmental Policy Act (NEPA) review, with the support of TxDOT. The Mexican Federal Government supports the Expansion Project, and the State of Tamaulipas is the sponsor of the Mexican side.</p> <p>As part of the Expansion Project, the City of Laredo will construct a new 8-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 City will work with CBP and the U.S. General Services Administration (GSA) to install temporary security fencing and portable concrete traffic barriers, and it will take other measures so that construction of the new bridge will be done on City property (to be acquired as part of the Expansion Project) and on federal property outside of the CBP temporary secured areas, so as not to affect CBP operations. This DAP Project constitutes a necessary phase of construction required to connect the new bridge to the existing POE. The construction of the new northbound bridge is expected to begin in May 2026 and to be completed in July 2027. This DAP project would take place after start of the new bridge construction and will be completed prior to the opening of the new northbound bridge.</p> |

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|------------------------|--|
| | <p>As depicted on the attached drawings, the City will build a new departure roadway between the new bridge and the POE. The main components of this DAP Project to tie the new roadway to the POE will be:</p> <ul style="list-style-type: none"> • Temporary security fencing and portable concrete traffic barriers which will be removed and replaced with new permanent security fencing at the completion of roadway construction. • Minimal roadway excavation/embankment, subgrade preparation, asphaltic concrete bond breaker, inside the existing security fencing. • Concrete pavement in the area inside the existing security fencing • New pavement markings and signage. • New roadway lighting. • Modification to existing POE drainage as necessary. • A new bridge gate to close the bridge lanes when the POE is closed. • Overhead electrical utility adjustment. • 4 new MEP “pre-staging” locations. <p>All of these components 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 the process. Construction is anticipated to take approximately sixteen weeks, once the temporary security fencing and barrier is in place and approved for use by CBP/GSA. The City will donate all aspects of the DAP Project to CBP and/or GSA upon completion.</p> |
| Estimated Cost | \$1.5 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 \$29 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 completely 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 \$320 billion in trade in 2023.

- **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:** This DAP Project will take place in the spring/summer of 2027 and construction is estimated to take sixteen weeks. It 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 \$29 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 and adjacent City of Laredo property. 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 September 2025. 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. 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.

FOR THE CITY OF LAREDO:

Doanh "Zone" T. Nguyen

City Attorney

Date: _____

Joseph Neeb

City Manager

Date: _____

Mario Maldonado, Jr.

City Secretary

Date: _____