

facilities. Conversely, another stakeholder was concerned about possible expansion of inspection facilities at the Peace Arch Park crossing in Blaine because it could take away from surrounding international park areas.

One of the federal programs praised by local CUSP participants was the *Transportation Equity Act for the 21st Century* (TEA-21), which has aided border infrastructure on the U.S. side of the border. TEA-21 is a nation-wide highway development and maintenance program, a portion of which is devoted to border and trade corridor projects. Both Vancouver and Niagara CUSP participants extolled this program and lamented the absence of such a program in Canada. While funding for Transport Canada did see a slight increase in the 2000 Government of Canada budget, Canadian CUSP participants complained about the relative paucity of funds for new construction and maintenance on the Canadian side of the border. There was some concern about major highways in the United States connecting to older, smaller roads on the Canadian side of the border.

Many Niagara-area leaders cited expansion of the Peace Bridge as an issue needing urgent resolution. As with many bridges across the Canada-U.S. border, the Peace Bridge is old and very heavily used. Everyone agrees that greater capacity is needed, but disagreement over whether to build a second span or a new "signature bridge" has prevented either from happening. While border-area leaders are working well together to solve many problems, this is an important project that has eluded the Niagara area.

At the Vancouver CUSP meeting, local leaders expressed concern that the Blaine-area crossings would be overwhelmed