

in coming years by expected growth. CUSP participants from the binational Cascadia Project stressed the importance of greater **intermodal** movement of cargo to relieve pressure on highways. They also proposed a high-speed passenger rail corridor between Vancouver and Eugene, Oregon. Other stakeholders are pushing for construction of a new inland highway corridor.

Aside from the Ontario-New York and British Columbia-Washington crossings, federal government participants voiced concerns about Ontario-Michigan crossings. They described lengthy backups at the Ambassador Bridge and elsewhere and were concerned about key crossings reaching complete saturation because of the increasing volume of cargo. Concerns were also expressed over meeting infrastructure needs on the eastern New York-New England border with the eastern provinces (crossings such as Plattsburg, NY), and in the prairie provinces and states.

One of the strategies to reduce border congestion discussed at the CUSP meetings was **joint facilities** for Canadian and U.S. inspectors. Canadian and U.S. customs and immigration agencies have completed construction at Little Gold Creek, Yukon-Poker Creek, Alaska, and a new joint facility will open there in 2001. Canadian and U.S. agencies are near completion of the design stage for joint facilities at two other crossings: Coutts, Alberta-Sweetgrass, Montana; and Osoyoos, British Columbia-Oroville, Washington. As inspection agency officials at the CUSP meetings discussed, however, progress has been slow due to differences in policy and legislation. One significant difference is that U.S. inspectors carry firearms while Canadian inspectors do not. (Canada does not permit U.S. inspectors to be armed while working in Canada.) One CUSP participant