

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

May 13, 2011

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, Southeast  
Washington, DC 20515

Dear Secretary LaHood,

We write today in support of the proposed cross-border trucking pilot program described in the notice that the Department of Transportation published in the *Federal Register* on April 8<sup>th</sup>. As you know, Mexico imposed \$2.6 billion in retaliatory tariffs on 99 U.S. agricultural and manufacturing products more than two years ago, after the United States halted a cross-border trucking program that was designed to bring the United States into compliance with our international obligations in a matter consistent with U.S. law. Since then, Mexico has rotated the tariffs to cover additional products, and Mexican officials have made clear they are prepared to do so yet again.

These tariffs have already cost tens of thousands of U.S. jobs and over \$4 billion to U.S. job creators, at a time when our economy is already struggling. It is imperative for U.S. workers and exporters that these tariffs be eliminated. Mexico has agreed to suspend fifty percent of the tariffs across the board once the new cross-border trucking pilot program is officially instituted and the remaining tariffs once the first permit is issued under the program. The success of this pilot program is, thus, critical for U.S. workers and exporters – and for U.S. economic recovery.

Ensuring that all trucks driving on U.S. roadways fully meet our safety standards must be our top priority. We are very pleased that the Department of Transportation has taken such care to design a new cross-border trucking pilot program that will achieve this priority. Among the key safety provisions included within the program are the following:

- Approval by the Department of Homeland Security of any driver participating in this program, as well as a comprehensive review of driving records;
- Requirement that all drivers complete an English-language proficiency test, and a test on U.S. traffic laws, conducted in English;

- Completion of a stringent inspection of each vehicle to ensure that it meets Federal Motor Vehicle Safety Standards and EPA emissions standards;
- Initial inspections of trucks and drivers each time they cross the U.S. border; and
- Comprehensive on-board monitoring of all trucks and drivers while on U.S. highways, far in excess of requirements that are currently imposed on U.S. trucks and drivers.

In short, we have long believed that the United States can strengthen its economy by resolving this major issue with one of our largest trading partners – in a manner that fully ensures the safety of U.S. highways. This pilot program and its substantial safeguards are prudent and responsible. We strongly encourage you to move forward with finalizing and implementing this plan as soon as possible. These tariffs have done irreparable damage to our local economies, and U.S. workers, farmers, manufacturers, and other exporters simply cannot afford any further delays.

Sincerely,



Doc Hastings  
Member of Congress



Kevin Brady  
Member of Congress



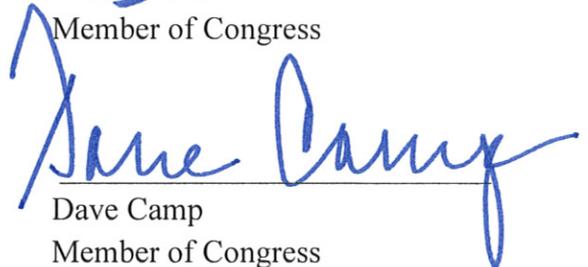
Henry Cuellar  
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Daniel E. Lungren  
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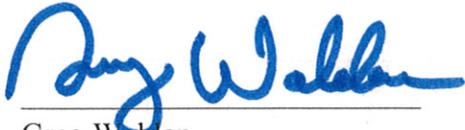
Dave Camp  
Member of Congress



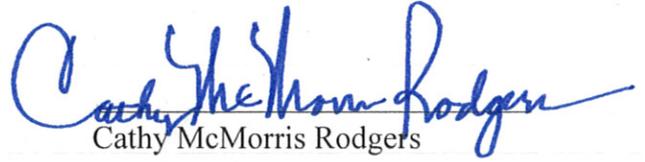
Bill Owens  
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Michael K. Simpson  
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Greg Walden  
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Cathy McMorris Rodgers  
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Tom McClintock  
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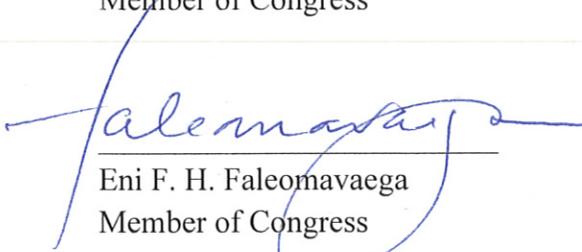
K. Michael Conaway  
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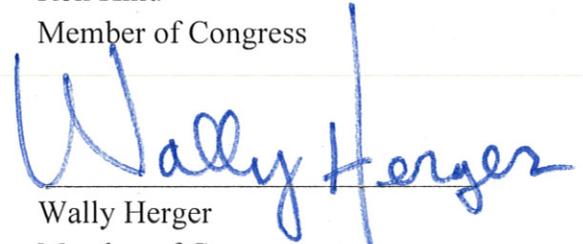
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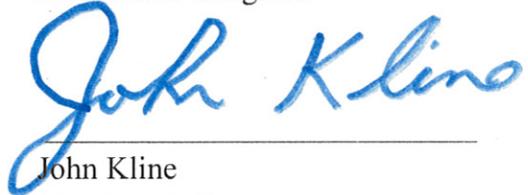
Eni F. H. Faleomavaega  
Member of Congress



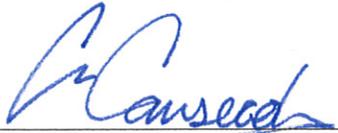
Wally Herger  
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John Kline  
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Francisco "Quico" Canseco  
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Randy Neugebauer  
Member of Congress



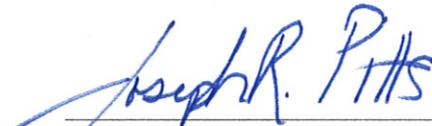
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Fred Upton  
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Jim Costa  
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Jaime Herrera Beutler  
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