

**NATIONAL LIMOUSINE ASSOCIATION, Inc. and the
TAXICAB, LIMOUSINE & PARATRANSIT ASSOCIATION**

Fact Sheet on Need for “RIDE Act” Amendments

The “Real Interstate Driver’s Equity (“RIDE”) Act” (H.R. 2546, 107th Cong., *codified principally at* 49 U.S.C. §14501(d)) was enacted in 2002. The law prohibits States and any political subdivision, other than the home licensing State, from requiring a fee or other payment requirement “on account of” the fact that a vehicle is providing pre-arranged ground transportation service.

Problem

Since the law was enacted, several airports (which are “political subdivisions” of States) have avoided the intent of the Act by charging fees to *all* for-hire vehicles, *regardless* of whether the vehicle is providing interstate or intrastate transportation. This is contrary to the intent of the RIDE Act, which was to prohibit fees on vehicles carrying passengers on interstate trips.

In addition, some airports charge very unreasonable fees, like flat annual fees, e.g., \$500, for each for-hire vehicle regardless of whether the vehicle makes one trip a year, or hundreds. These fees effectively prevent many small business operators (both intra-state and interstate carriers) from providing limousine service at airports, reducing supply, increasing costs for passengers, and causing many passengers to use other, less secure, means of travel.

Limousine owners are primarily small businesses - 85% operate 1-3 vehicles, and 44% gross less than \$250,000 per year. They can ill afford to pay illegal permitting fees, AVI (transponder) looping fees, fees for 2nd and/or 3rd safety inspections on vehicles that have already passed all required state inspections, and other creative forms of charges.

Remedy

Our two organizations support proposed changes to 49 U.S.C. §14501(d) that would –

- Adequately clarify that States and political subdivisions (including publicly owned airports) cannot charge any fees with respect to a vehicle that provides pre-arranged ground transportation service. This clarification is required because some airports charge a fee for each for-hire vehicle, regardless of whether the vehicle is carrying passengers on an interstate trip.
- Add a new provision, prohibiting any transportation terminal (principally airports) that receives federal funding from charging a special fee (other than a fee charged to the general public) for access to or use of the terminal or its facilities by any (interstate or intra-state) provider of pre-arranged ground transportation that is otherwise duly licensed by its “home” state.

These provisions do not prohibit airports and other transportation terminals from contracting for preferential arrangements, including “close-in” or exclusive on-site concessions, or from providing special lots for limousines and sedans for which the company or driver can pay a fee.

We urge your support for these important and necessary changes to the RIDE Act.

**SUMMARY OF THE
NATIONAL LIMOUSINE ASSOCIATION, Inc.
AND THE INDUSTRY IT REPRESENTS**

The National Limousine Association, Inc. (NLA) was founded in 1985 as a voluntary, non-profit, tax-exempt organization responsible for and dedicated to representing and furthering the worldwide, national, state and local interests of the luxury chauffeured ground transportation industry. Our membership, which currently exceeds over 2000 members, includes limousine owners and operators, suppliers, manufacturers, and regional and state limousine associations.

NLA membership unites peers in a powerful way. By pooling the resources and knowledge of thousands of operators from around the world, the NLA is able to accomplish goals far beyond the scope of any single limousine company. The inclusion of suppliers and manufacturers as Associate Members, who support operator interests, provides additional expertise and greater empowerment. Working together, NLA members continue to redefine professionalism and improve the industry every day.

The National Limousine Association is headquartered at 49 South Maple Avenue, Marlton, NJ 08053. The NLA staff can be reached between 9 AM and 5 PM Eastern time by phone at 800.652.7007 (toll free) or 856.596.3344, fax at 856.596.2146, and e-mail info@limo.org.

**SUMMARY OF THE
TAXICAB, LIMOUSINE & PARATRANSIT ASSOCIATION
AND THE INDUSTRY IT REPRESENTS**

The Taxicab, Limousine & Paratransit Association (TLPA), formed in 1917, serves as the national organization that represents the owners and managers of taxicab, limousine, sedan, airport shuttle, paratransit, and non-emergency medical fleets. TLPA has over 1,000 member companies that operate 100,000 passenger vehicles. TLPA member companies transport over 2 million passengers each day — more than 900 million passengers annually.

The taxicab, limousine, and paratransit industry is an essential part of public transportation that is vital to this country's commerce and mobility, to the relief of traffic congestion, and to improving the environment. The private taxicab, limousine, and paratransit industry transports 2 billion passengers annually, compared with the 9 billion passengers transported by public transit; provides half of all the specialized paratransit services furnished to persons with disabilities; serves as a feeder service to major transit stations and airports; and provides about half of its service to transportation disadvantaged people, such as the elderly, who are either not able to drive or do not have a car.

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