

# 2007 Year in Review

By Al LaGasse and Harold Morgan

When TLPA President Brian Wier was introduced at the TLPA Annual Convention & Trade Show to give his summary of progress made in 2007, TLPA CEO Al LaGasse said, "The programs Brian put into motion this year are the most proactive programs ever adopted by TLPA in the association's 90-year history." In describing President Wier and his accomplishments, LaGasse used terms such as "revolutionary successes... excellent president... modesty... self-assured... superior fashion... and exceptional service." The following article outlines in brief, the truly exceptional year of leadership R. Brian Wier provided to the members of TLPA in 2007.



TLPA CEO introduced 2007 TLPA President, R. Brian Wier at the 89th Annual Convention and Trade Show in Denver, Colorado

following Program Goals of TLPA Strategic Plan for 2005–2007: Goal 1—Create a favorable operating environment in the for-hire ground transportation industry for TLPA members; Goal 2—Expand business and market knowledge for TLPA members; Goal 3—Identify new market opportunities for TLPA members; and Goal 4—Elevate the industry image of TLPA members. Both of the objectives under the Management Goal—Assure that TLPA has sufficient resources to accomplish its strategic plan, were met. The 2008–2010 Strategic Plan has the same Program Goals plus 16 ambitious new objectives to be accomplished. The Management Plan has two new objectives to be met.

## TLPA Web-based Taxicab Driver Education Program

One of President Wier's major announcements made at the TLPA Annual Convention & Trade Show in Denver, three months ago, was that TLPA had just signed a contract to produce a web-based taxicab driver education program. The contract was signed with the American Association of Airport Executives for the production of TLPA's nine-course program.

Drivers will access the interactive courses through the Internet. The driver enhancement course will be designed to educate all drivers who have at least a rudimentary understanding of the English language and U.S. currency to establish a baseline taxicab driver service level for the industry. Each course will be approximately 30 minutes long and will end with a test to assure the driver understands the material. A computer-generated certificate will be issued to the driver upon the successful completion of the full course, indicating the driver's name, fleet affiliation, and date the certificate was earned.

The nine courses will include: *Introduction to TLPA's Driver Enhancement Course & Assessment of Ability to Communicate in English; Professional Service Delivery; Passenger Relations and Effective Communications Skills; Defensive Driving; Operating as an Independent Contractor or Employee Driver; Driver Safety & Health; Driver Business, Operations and Financial Management; Sensitivity Training to Meet*

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TLPA Strategic Plan Committee Meeting

## TLPA Strategic Plan Updated for 2008-2010

The original TLPA Strategic Plan for 2005–2007 was conceived by Past-President Gene Hauck in 2003, adopted under President Judy Swystun in 2004 and carried out by Presidents Jamie Campolongo, Brian McBride, and Brian Wier. The New TLPA Strategic Plan for 2008–2010 was developed under President Wier's leadership and released three months ago at the TLPA Annual Convention & Trade Show held in Denver. The TLPA Strategic Plan has shifted TLPA from being reactive to outside factors to being proactive in positioning our members to be the successful leaders of our industry.

Both the original and the updated TLPA Strategic Plans were developed with the assistance of The Forbes Group. There were 18 separate objectives that were successfully met under the

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*the Needs of Passengers with Disabilities and the Elderly, and Local Matters of Concern for Drivers.* TLPA members will be kept informed on the progress being made in designing these courses.



*Keynote speaker, Sherry E. Little, Deputy Administrator of FTA, speaks with members at TLPA's 89th Annual Convention & Trade Show in Denver*

### FTA Grant to TLPA

Sherry E. Little, Deputy Administrator of the Federal Transit Administration, was the Keynote Speaker at TLPA's 89<sup>th</sup> Annual Convention & Trade Show in Denver. To encourage more and better use of the resources of private operators, Ms. Little announced three new FTA initiatives.

First, the issuance of a grant to TLPA to be used to provide educational seminars, instructional articles and other web-based materials to assist private for-hire vehicle fleet operators in understanding and becoming involved in the local collaborative transit planning processes through their local Metropolitan Planning Organization or through their statewide planning processes. The grant will also provide for technical assistance to private operators.

Secondly, the addition of a new section on FTA's web site titled *Private Enterprise Participation*. The introduction to the web site: <http://www.fta.dot.gov/private/> includes the following statement, "To achieve the community benefits that private sector transportation providers offer, they must participate fully in federally-funded public transportation programs, from the early planning stages through the implementation of service. The information on these pages is intended to assist both public sector and private sector parties in learning more about opportunities for private enterprise participation in the delivery of public transportation services."

Third, the hiring by FTA of a Private Sector Ombudsman liaison between FTA staff and private

operators. The hiring of an ombudsman will mark the first time in more than 15 years that private operators will have a specific contact person at FTA who will consider the private sector viewpoint and represent it in agency discussions.

### Business Growth Opportunities for TLPA Members in Federally Funded Transportation Programs

Jon E. Burkhardt, a Senior Study Director at WESTAT in Rockville, Maryland, authored this study for TLPA, *Business Growth Opportunities for TLPA Members—How to Use this Report to Grow and Diversify Your Business*. Using background data and interviews with TLPA members, Mr. Burkhardt found the potential for a large amount of business for TLPA members among the major Federal funding programs for passenger transportation.

The report notes that both demographic and business trends indicate that contracted programs will be an even greater source of business for TLPA members in the future. It states that the federal government invests billions of dollars in programs for passenger transportation. Whereas the largest nine programs account for nearly 95 percent of the total funds available, there were about 72 programs offering funding for passenger transportation in 2006. Total annual federal funding for these programs exceeds \$2.6 billion, and state and local governments contribute more than that amount, bringing total available passenger transportation funding to more than \$5.5 billion per year.

From the perspective of TLPA members, the study states key programs can be considered as both those programs with the highest funding levels and those programs that have been most open to doing business with TPLA members. A complimentary report can be downloaded by TLPA members from the Resource Center page in the Members Only section of the TLPA web site at [www.tlpa.org](http://www.tlpa.org).

### Library of Favorable Legal Decisions Established

TLPA is creating a library of legal victories regarding labor issues for both employee and independent contractor matters at every level of government. TLPA is collecting both administrative and court rulings. Many of our industry's labor victories are unpublished cases or administrative decisions. If TLPA members forward all of their



*Senior Study Director at WESTAT, Jon E. Burkhardt speaks at the TLPA Spring Conference & Expo in Baltimore, MD*

victories to the TLPA office, then TLPA will have the best available database to assist members when they need to take action on or defend labor issues. If you have a ruling that is favorable to the for-hire vehicle industry (taxicab, limousine, sedan, airport shuttle, paratransit, non-emergency medical, etc.), please mail a clean copy to the TLPA office. If the ruling is available in electronic format, then please e-mail the document to [alagasse@tlpa.org](mailto:alagasse@tlpa.org).

### **Upgrade of the TLPA Web Site**

As recommended by a committee directed to review and comment on the TLPA web site, TLPA added individual member passwords to access the Members Only portion of the web site and created a classified ads section to the web site. Each member has now been assigned a unique member ID that enables the member to have access to the Member's Only section of the website and to place discounted classified ads on the TLPA website at <http://www.tlpa.org>.

### **Contracted to Study the Full Cost of Operating an Accessible Taxi Service**

In recent years, the Taxicab, Limousine & Paratransit Foundation (TLPF) has sponsored the development of the white papers *Using Independent Contractors Drivers*, and *Benefits of a Full Service Taxicab Company to the Taxicab Industry and Consumers* and the development of the DVD *Fair Taxicab Regulation at Work*. The two white papers are available at no charge to members in the Members Only section of the TLPA web site, and members can purchase the DVD at a nominal fee.

At the end of 2007, TLPF contracted with the Center for Transportation Studies of the University of Missouri at St. Louis to study the full cost of converting a regular taxicab service into a wheelchair accessible taxicab service. The study will: (1) document the direct and indirect costs of wheelchair accessible taxicab service as compared to sedan taxicab service; (2) analyze the practical obstacles involved in implementing accessible taxicab service; (3) evaluate the level of demand for accessible taxicab service; (4) verify the results of the research by examining service costs, implementation strategies and demand experienced in cities that already have accessible taxicab service, and (5) create educational materials to be used by those interested in this subject.

### **Amendments to the RIDE Act Drafted and Promoted**

On May 31, 2007, TLPA and the National Limousine Association (NLA) reached agreement on the specific language for a legislative amendment to the RIDE Act. This agreement came a week after officials from TLPA and NLA met in Washington, DC to discuss this matter. In addition,

both associations have agreed not to pursue any change to the current practice for determining what constitutes an interstate versus intra-state trip.

Since the law was enacted, several airports, which are "political subdivisions" of States, have begun attempting to avoid the intent of the Act by charging fees to all for-hire vehicles, regardless of whether the vehicle is providing interstate or intra-state 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 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 ground transportation service at airports.

These proposed changes to the RIDE Act would explicitly clarify the fee issue and 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.

### **New TLPA Condominium Office Purchased**

A purchase contract has been negotiated and signed for a condominium office for TLPA and TLPF to share. The move into the new office is due to be completed on or about January 21, 2008. Owning its own office facilities will provide TLPA with great stability as it moves forward to implement an aggressive strategic plan to benefit its members. Also, TLPA CEO Al LaGasse has committed to finishing his career at TLPA, which will provide TLPA with exceptional management stability for the next 14 years.



*New office space for TLPA and TLPF in 2008*

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Effective January 21, 2008, the new TLPA and TLPF address will be: 3200 Tower Oaks Boulevard, Suite 220, Rockville, MD 20852.

The main phone number will be changed to (301) 984-5700 and the fax number will be changed to (301) 984-5703.

### Taxicab Company Standards

The first ever taxicab company standards adopted by TLPA for urban centers with a million or more population were distributed and reviewed at a well-attended breakout session at the TLPA Annual Convention & Trade Show in Denver. The very attentive audience listened to the proposed standards and asked questions as to why certain provisions were or were not included. At the end of the session, a rousing ovation was given to the committee that drafted the proposed standards and to the Board of Directors that made modest revisions and approved the formal adoption of the proposed standards. Now, regulators in major urban centers have TLPA's recommended standards for them to adopt for taxicab drivers and companies.

### TLPA Guidance and Testimony on Policy/Regulatory Matters

Throughout 2007, TLPA made educational visits to Members of Congress and at regulatory agencies, presented testimony, spoke at meetings on policy matters, and participated on committees and boards to address policy matters. Brief notes on some of the more important matters follow.

### Congressional and Agency Visits

TLPA President Brian Wier met with numerous governmental leaders in Congress and at federal regulatory agencies in 2007. A few of the highlight meetings were held with Senator Wayne Allard, Representative James



*Senator Wayne Allard (L) and President R. Brian Wier (R)*



*Representative James Oberstar (L) with TLPA President, R. Brian Wier (R)*



*TLPA President R. Brian Wier (L) meets with Congressman John Duncan (R)*



*Mr. Wier (L) meets with FTA Administrator James Simpson (R)*

Oberstar, Representative Tom Petri, Representative John Duncan, and FTA Administrator James Simpson. Another highlight was when FTA Deputy Administrator Sherry Little made the keynote address at TLPA's Annual Convention & Trade Show in Denver.

### TLPA Testimony

TLPA submitted testimony in April in response to the **Federal Transit Administration's** Notice of Proposed Rulemaking for a complete revision to the charter service regulations. TLPA was a member of the Charter Bus Negotiated Rulemaking Advisory Committee. The public and private sector participants in the committee discussed all of the issues directed by Congress in the conference report to SAFETEA-LU and also raised a number of other issues. TLPA's comments focused on issues such as Definition of Charter Service Hours; Pattern of Violations; Government Officials Exception; Leasing FTA-Funded Equipment and Drivers; Fully Allocated Costs; and the Definition of Charter Service. Finally, TLPA urged FTA to rewrite its guidance for conducting triennial review audits, as violations are often ignored or overlooked by independent triennial review auditors.

Before a joint panel of House and Senate members of the **Colorado State Legislature**, in June, TLPA CEO, Al LaGasse presented the case opposing taxicab deregulation and supporting a regulatory structure that requires full service taxicab organizations to serve the entire community. LaGasse said, "Researchers and community leaders are beginning to understand the absolute need for the reestablishment

of the full service taxicab companies. To have a quality taxicab service, the community must have full service taxicab companies that invest in building the taxicab infrastructure. That infrastructure (newer vehicles, preventive maintenance for

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vehicles, computer dispatch with vehicle location capability, call center personnel, insurance claims management personnel, accounting and non-cash payment processing capability and staff, management staff, etc.) is necessary before community wide service that is safe, comfortable, reasonably priced and timely can be delivered.”

TLPA testified in June in opposition to the **Access Board's** Draft Revisions to the *ADA Accessibility Guidelines for Buses and Vans*. TLPA stated that the proposed revisions could not be accepted “as is”, for that would eliminate minivans and other smaller vehicles from continuing to serve as ADA compliant vehicles available to the taxicab, paratransit and other non-emergency transportation providers.

TLPA testified to the **National Surface Transportation Policy and Revenue Study Commission** in July as it worked to examine not only the condition and future needs of the nation's surface transportation system, but also alternatives to replace or supplement the fuel tax as the principal revenue source to support the Highway Trust Fund over the next 30 years. TLPA reiterated our position that an increase in the federal gasoline tax is not the solution to the surface transportation-funding shortfall. TLPA noted that while the Commission is going to look very closely at the revenue side of the funding equation, TLPA recommended the Commission also look at the cost side as a means of narrowing the funding gap. TLPA urged the commission to adopt provision-making private providers of public transportation service as an equal partner with public transit in the provision of passenger service with priority access to roads, facilities and passengers.

TLPA Vice President Rick Hewatt testified in August, before the **Public Services Commission in Montgomery, Alabama** on behalf of TLPA



*TLPA Vice President Rick Hewatt and others prepare for testimony in Montgomery Alabama*

in opposition to the Mobile Airport Authority's Application for Motor Carrier Certificate or Permit. TLPA took this action in support of private transportation operators who are members of TLPA and who are

protesting the application of the Mobile Airport Authority to establish its own ground transportation business in direct competition, and to the economic

harm, of these existing operators. Also present to testify against the airport's application were TLPA Director Margie Wilcox of Mobile, TLPA Past President Ellis Houston of Birmingham, and several bus company representatives.

The **Centers for Medicare and Medicaid Services (CMS)** published a Notice of Proposed Rulemaking (NPRM) in the Federal Register regarding the Medicaid Program, State Option to Establish Non-Emergency Medical Transportation in August. TLPA had concerns about the NPRM and filed comments with CMS in September. TLPA's three major concerns were: (1) brokers need to coordinate with other Human Service agencies, (2) brokers should be allowed to provide transportation services only when proper controls are in place to prevent brokers from “loading up profits” in one company at the expenses of the other service providers, the passengers, or the funding agency, and (3) CMS needs to be more prescriptive about “qualified” vendors to assure that the passengers are receiving, safe, efficient and reliable transportation service. TLPA included criteria that we believe should be included in CMS guidance.

TLPA submitted comments in October to the **Department of Labor's** Office of Labor-Management Standards' proposed rule, *Amendment to Guidelines for Processing Applications for Assistance to Confirm to Sections 3013 (b) and 3031 of the Safe Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users and To Improve Processing for Administrative Efficiency*. TLPA's comments were concerned with three issues: (1) TLPA commends DOL for codifying the Las Vegas decisions, that when there is a change of contractors, one contractor's labor obligations do not pass to the new contractor, as a substantive first step in providing public transit agencies with the ability to consider utilizing private operators to increase operating efficiency and effectiveness. (2) TLPA commends DOL for eliminating the use of sole provider clauses in labor protection agreements, which eliminates one excuse used by transit agencies for not considering contracting with private operators to make public operations more efficient and effective. (3) TLPA supports clarifying what objectives DOL should rightfully consider in labor protection cases.

### Speaking at Meetings on Policy Issues:

TLPA CEO Al LaGasse and TLPA Past President Ellis Houston, President of Yellow Cab of Birmingham, participated in a conference, titled, *Providing Effective Accessible Taxi Service* held in New York City in April. LaGasse discussed the barriers to good, accessible taxicab service. Houston discussed how proper regulations and good management of the number of permits can help to overcome barriers.

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*TLPA Past President Ellis Houston, FTA Administrator James Simpson, NYC TLC Chairman Matthew Daus, TLPA CEO Al LaGasse and TLPA Director Robert McBride attend the NYC Taxi Conference in April.*

Other TLPA members invited to participate in the “by invitation only” conference sponsored by the Federal Transit Administration were Robert McBride, Joe Giannetto, and Jim McLary.

TLPA Director of Education and Research Hal Morgan was invited to address a meeting of senior transportation coordinators who met to discuss the status and needs of senior transportation in the State of Rhode Island in anticipation of the next RFP to provide senior transportation services in the state for 2008–2013. Morgan presented the new SAFETEA-LU requirements for a coordinated transportation plan developed with seniors, agencies, people with disabilities, and private providers involved in the planning process. He also provided information on the United We Ride Ambassadors Program and other resources for technical assistance that are available to the group. Also participating in the meeting was TLPA member Bill Legare, President of Valley Transportation Corporation in Woonsocket.



*TLPA Vice President, Victor Dizengoff*

When the International Association of Transportation Regulators held their annual conference in Atlanta in September, they invited TLPA members to serve on two of the educational panels. One panel reviewed how the RIDE Act is supposed to work to prevent duplicative regulation on properly licensed interstate passenger carriers. TLPA Vice President Victor Dizengoff, Executive Director of the Black Car Assistance Corporation in New York City and TLPA CEO Al LaGasse address this matter. The second panel of operators featured TLPA International Vice President Jim Bell, General Manager of Diamond Taxicab

Dispatch Services in Toronto, TLPA Director William Rouse, General Manager of Yellow Cab of Los Angeles, and Al LaGasse addressing the issue of accessible taxicab service. All three panelists called for regulatory and financial assistance in meeting locally imposed accessibility requirements that exceed federal government mandates.

## Board and Committee Representation

TLPA became a charter member of the newly formed Highway & Motor Carrier Sector Coordinating Council (HMC SCC) for Homeland Security. The HMC SCC was established at the urging of the Transportation Security Administration of the Department of Homeland Security. The members of the HMC SCC are private sector owners and operators of highway and motor carrier assets. The HMC SCC will partner with senior government officials to collaborate and communicate on security initiatives designed to enhance the protection of the transportation sector’s critical infrastructure and key resources. TLPA CEO LaGasse represented TLPA at the first formal meeting of the HMC SCC that was held in January and TLPA has participated in numerous meetings and conference calls since that date.

The National Center on Senior Transportation (NCST), based in Washington, D.C., is a partnership of Easter Seals Project ACTION and the National Association of Area Agencies on Aging. Additional team members are the Community Transportation Association of America, the National Association of State Units on Aging, the American Society on Aging and the Beverly Foundation. A national steering committee helps to guide the center’s work. The Federal Transit Administration and the U.S.



*TLPA Director of Research & Education, Hal Morgan*

Administration on Aging administer the NCST, and it is funded through a cooperative agreement with the FTA. Hal Morgan, TLPA Director of Research & Education, represents TLPA as a member of the NCST National Steering Committee.

TLPA is a founding member of the National Consortium on the Coordination of Human

Services Transportation, an alliance of national non-profit organizations and associations dedicated to promoting mobility and the delivery of coordinated human services transportation to all individuals with disabilities, persons with low incomes, seniors and youth. In 2007, the Federal Transit Administration established the National Resource Center for Human Service Transportation Coordination (NRC) to focus on researching solutions to the barriers to coordination of human services transportation. Hal

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Morgan has been appointed to the NRC National Steering Committee.

### Ongoing TLPA Member Programs

TLPA's **Spring Conference & Expo**, held in Baltimore May 3-5, was an energizing event. The meeting was TLPA's fifth largest Spring Conference in the 30-year history of this event. The large turnout was a tribute to the event sponsors: Veolia Transportation on Demand, Liberty Motor Company, 1-800-Taxicab, Standard Taxi, and



*TLPA Spring Conference & Expo in Baltimore, MD*

Digital Dispatch Systems and to the 32 vendor displays that made up the Exposition. Over the three days, TLPA featured fun social functions; a tour of Yellow Transportation's impressive 900-vehicle facility; dinner and an Orioles game at Camden Yards.

The Spring Conference featured eight educational sessions that shared much valuable information. The keynote address at the conference was made by Jon Burkhardt of Westat Inc. Burkhardt released the finding of the study he authored for TLPA, *Business Growth Opportunities for TLPA Members in Federally Funded Transportation Programs*. The sessions at the Spring Conference were rated excellent or good by 93% of the operators attending the meeting, continuing the high rating of TLPA educational sessions.

**TLPA's Mid-Year Conference**, held in Hamilton, Bermuda July 25-28, was a great success on many fronts. The business portion of the meeting was intense. After much lively discussion, the TLPA Board of Directors made great progress in its review of the draft Taxicab Company Standards and a Paratransit Driver Standard. The Board also approved an updated TLPA Strategic Plan for 2008-2010 and the development of an Internet-based driver education program. Many

In late 2007, TLPA purchased new condominium office space to better serve our members. On January 21, 2008, TLPA & TLPF moved into the new office. To become a TLPA member, fill out our online Membership Application Form at [www.tlpa.org](http://www.tlpa.org).

**TLPA**  
has  
Moved

*Our new address is:*  
3200 Tower Oaks Boulevard  
Suite 220  
Rockville, MD 20852

*Our new phone numbers are:*  
**301-984-5700**  
**301-984-5703** [fax]



*TLPA President, R. Brian Wier and Vice President, Rick Hewatt entertain Mid-Year Conference attendees.*

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attendees called this TLPA's best Mid-Year Conference ever.

The entertainment at the final night's cocktail reception was certainly a pleasant surprise to everyone. TLPA President, Brian Wier and Vice President, Rick Hewatt sang while Brian played the guitar and Rick played the drums and harmonica. The crowd stood quietly, we think in shock and awe, through the first song, listening intently and then erupted into applause at the end of the song. For the remainder of the first set, the crowd danced and sang along. When the cocktail party was to end, the crowd wanted more, so, the duet of Wier & Hewatt obliged with a second set.

**TLPA's Annual Convention & Trade Show**, held in Denver, Colorado October 9–12, was nothing short of amazing. See the convention recap article in this magazine.

**Communications Program**—TLPA communications are timely and reliable, by far the best source of information for our industry. Publications include: *Transportation Leader* magazine; *Dispatch*, *Taxicab*, *Limousine* and *Paratransit* newsletters; *NewsBriefs* and *TBO* e-newsletters; *TLPA Membership Directory*, *Legislative Alert* bulletin; and our web site.

**Public Relations Program**—serve to highlight and distinguish legitimate full service transportation organizations that provide vital community transportation services. PR includes the Operator and Driver of the Year Awards, membership certificate and logo, member vehicle decals, press releases, and it was decided to add a TLPA member company driver award and a promotional literature award in 2008.

**Government Relations Program**—defeats negative proposals and powerfully advocates legislation designed to improve your business. The TLPA ACTION FUND fights our industry battles with the guidance of our legislative and legal counsels. The TLPA/PAC makes contributions to candidates who are supportive of TLPA's positions.

**Research Program**—works with the TLPA Foundation to produce research projects to provide members with information designed to make it easier for you to successfully operate your business. The annual Fact Books, driver education video, regulatory DVD, independent contractor paper, and regulatory paper are examples of research products.

**Meetings Program** — the best place to learn from expert speakers, visit with our industry's



*Kansas City, Missouri skyline, meeting site for the TLPA 2008 Spring Conference & Expo*

top vendors, and gain wisdom from your fellow TLPA members who are the best in this business. President Brian Hunt has announced he wants to emphasize Customer Service this year. The major conferences in 2008 will be:

- **Spring Conference & Expo, Hyatt Regency Crown Center, Kansas City, Missouri, May 7–10, 2008.** Kansas City, the city of fountains and barbecue center of the universe, will be the site of a very informative and entertaining program including an open meeting of the TLPA Board of Directors.

- **Mid-Year International Leadership Conference, The Westin Paris, France, July 9–12, 2008.** A very exciting educational/networking program is being planned with multiple opportunities to interact with colleagues from all across the globe.

- **90th Annual Convention & Trade Show, Marriott Waterside Hotel & Marina, Tampa, Florida, October 27–30, 2008.** TLPA's new convention format with General Sessions, Breakout Panel Sessions and Roundtable Discussions interspersed with hours of time to spend with exhibitors has been met with rousing praise at our last two meetings in Las Vegas and Denver. If you can only attend one meeting in 2008, let the TLPA convention in Tampa be the one. Golfers should plan to participate in the Gateway Insurance/TLPF Golf Tournament on Sunday afternoon, October 26.

If you are not a member of TLPA, you are missing out on an exciting opportunity to grow your business. Membership applications for all five TLPA membership categories can be found on the TLPA web site at [www.tlpa.org](http://www.tlpa.org). Every company involved in the passenger transportation business will benefit from membership in TLPA. ■

