



# SOUTH FLORIDA VANPOOL PROGRAM (SFVP)

## Report as of June 2006

### I. The Program

1. Created by the Miami-Dade MPO
2. In operation since 1998
3. **How does it work?**
  - a. Funding: U. S. Department of Transportation (USDOT) and Florida Department of Transportation (FDOT)
  - b. Management: Metropolitan Planning Organization (MPO)
  - c. Outreach: South Florida Commuter Services (SFCS)
  - d. Operation: VPSI, Inc.
4. **Program is based on a lease agreement**
  - a. 30-day lease agreement
  - b. Insurance included (no-deductible)
  - c. Maintenance included (scheduled and non-scheduled)
  - d. A \$400 subsidy per van per month
5. **Contract**
  - a. In 1997, a Request for Proposal (RFP) process was conducted. As a result VPSI, Inc. was awarded with the 5-year contract.
  - b. Another RFP process was conducted in 2002 with the same results. The current contract will expire on June 30, 2007.

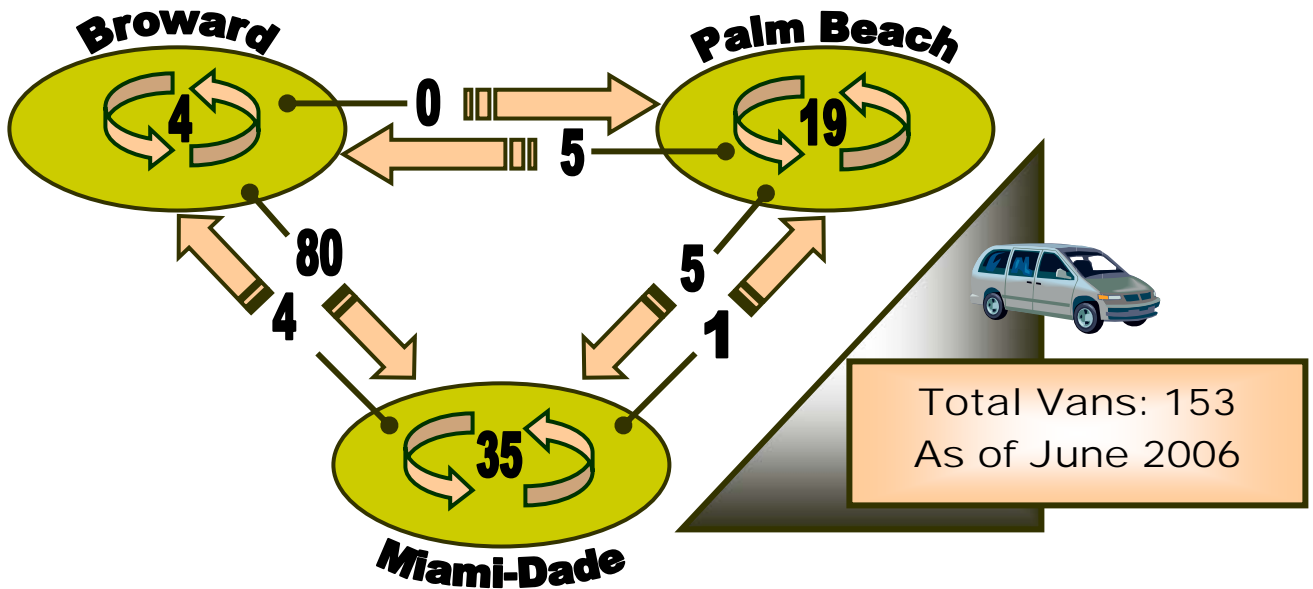
**MPO Resolution  
#39-95  
authorized the  
access of CMAQ  
funding to  
implement the  
Vanpool  
Program.**

### II. The Operation

Vanpool Program						
#	DESCRIPTION	2003 (Dec. 03)	2004 (Dec. 04)	2005 (Dec. 05)	2006	
					As of June 06	Projected Dec. 06
1	Active Vans	69	94	141	153	160
2	Pass. Trips Saved	210,358	261,895	352,247	221,987	442,000
3	Pass. Miles Saved	6,530,042	8,424,898	10,978,344	7,490,404	14,000,000
4	Avg. Parking Spaces Saved per Day	385	454	677	880	900
5	Avg. Pass. per Van	7.5	8.7	7.0	7.0	7.0
6	Avg. Roundtrip (miles)	61	79	63	63	63

### III. Vanpool Travel by County

The following graph shows the distribution of vanpools by county, as well as the internal number of vanpools per county. This also reflects the movement of the groups in the South Florida region.



### IV. Hot Areas for...

There are 47 groups that are originated in Pembroke Pines. Regarding the destination, there are 49 and 29 groups that are coming to Doral and Civic Center areas, respectively.



### V. Current Funding Sources

Over 80% of the funding source for the program is Federal, while the State has matched the rest of the funding. No local funds have been used for the operation of the program.

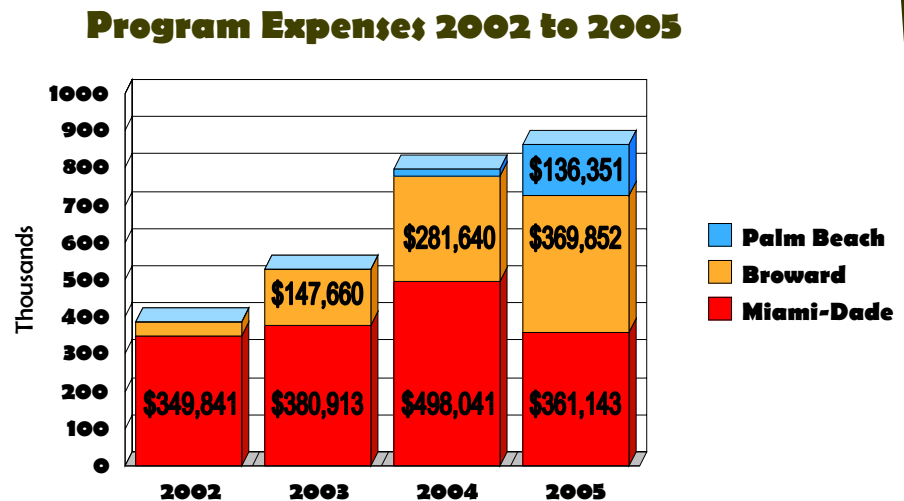
County	Funding Source
Miami-Dade	Federal State
Broward	Federal
Palm Beach	Federal

## VI. Current Contract

Description	2002-03	2003-04	2004-05	2005-06	2006-07
<b>Contract</b>	190,950	199,548	209,475	219,899	230,842
<b>Coordinators</b>	58,700	57,960	60,858	63,902	67,096
<b>Comments</b>	Every County provides their own funding Contract costs are split among the three counties A \$400 incentive per van per month is added to the operational cost				

## VII. Operational Expenses

<b>Total Expenses including management, subsidy and marketing</b>	
<b>2002:</b>	<b>\$387,709</b>
<b>2003:</b>	<b>\$528,573</b>
<b>2004:</b>	<b>\$798,324</b>
<b>2005:</b>	<b>\$867,346</b>



The initial contract in 1998 required that vanpool groups have the origin or destination in Miami-Dade County. In 2002 and 2004, Broward and Palm Beach Counties joined the program, respectively. Currently, the only requirement to participate in the program is that vanpools have to live or work in one of the three counties.

## VIII. The Future

In June 2005, FDOT hired a consultant for evaluating the leasing and purchasing alternatives, as well as to recommend improvements in the areas of operation, management and funding. The results of the study are:

1. Continue with the existing Capital Leasing option
2. Transfer the administration of the program to the South Florida Regional Transportation Authority (SFRTA)
3. Create a Regional Vanpool Advisory Committee

Presentations will be conducted at each MPO and the SFRTA for endorsement and approval.

## **IX. Responses to questions regarding this program**

### **A. How was the contract awarded?**

The two contracts (2002 and 2004) were awarded to VPSI, Inc. through a Request for Proposals (RFP) process conducted by Miami-Dade County. All Federal, State and local requirements were met by the selected firm.

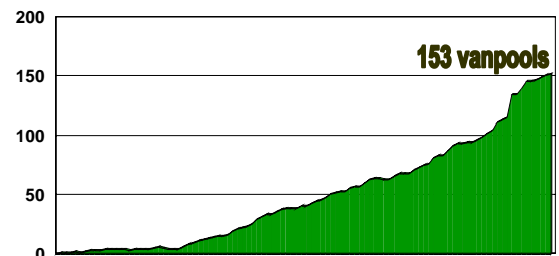
### **B. Why a 5-year contract?**

Both contracts were based on a 3-year contract plus two additional one-year periods on a year-to-year basis. These additional years were approved by the MPO Governing Board, as established in the contract.

### **C. Has the program grown as expected?**

After the first three years of operation, the program has been growing at a fast rate. Goals have been successfully accomplished. The graph shows the growth of the program from January 1998 to June 2006.

Projections have been based on a 10% growth per year. However, the average growth for the last 5 years has been 30%.



### **D. How is the success of the program measured?**

Performance measures are shown in Section II of this document. Other measures include total cost of the program per passenger, per passenger-trip and per passenger-mile. Additionally, the program has received three awards at regional and state levels. This recognition indicates the success of the program.



### **E. Do you know that?**

- 1.** The monthly cost of the van depends on the size of the van and the monthly mileage traveled.
- 2.** Over 75% of the vanpool fleet is composed by mini-vans.
- 3.** Over 33% of the vanpool drivers are women.
- 4.** There are other benefits associated to the program such as: Emergency Ride Home, back-up vans, preferential parking, tax deductions, etc...
- 5.** By vanpooling we help in alleviating traffic congestion and improve our environment and the quality of life.

# Do you want to join the program?

## Call... 1-800-234-RIDE

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