



The Program:

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

1. Created by Miami-Dade MPO in 1998.
2. Broward and Palm Beach MPOs joined the program in 2002 and 2006, respectively.
3. The program is based on a 30-day lease agreement.
4. The program includes insurance (no-deductible) and all scheduled and non-scheduled maintenance.
5. The program is funded by federal and state monies.
6. A \$400 subsidy per van per month is provided for the participants in the program.
7. Miami-Dade MPO is responsible for the administration of the program.
8. The South Florida Commuter Services (SFCS) provides the outreach.
9. The South Florida Vanpool program is operated by VPSI, Inc.
10. The current contract will expire on June 30, 2008.

Operation:

As of June 2007:

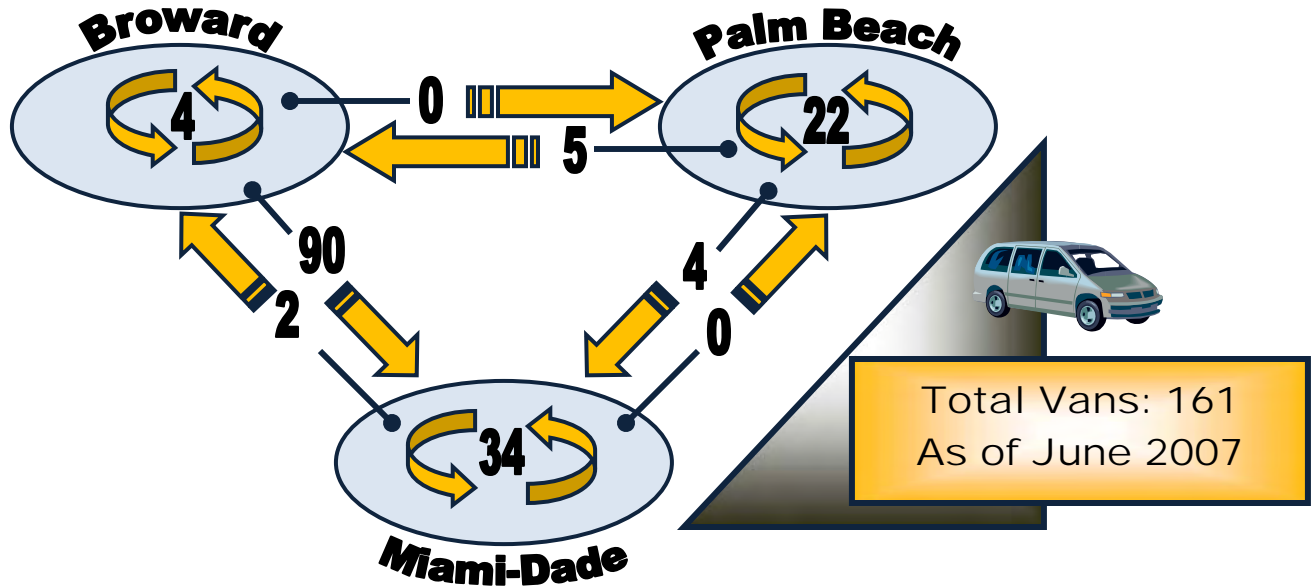
1. 161 vanpools within the 3-county area.
2. Average monthly roundtrip mileage: 10,207 miles.
3. Average roundtrip mileage: 63.4 miles/van
4. Average passengers per van: 6.5 passengers.
5. Estimated passenger-trips saved/year: 480,000
6. Estimated passenger-miles saved/year: 14,000,000
7. Estimated parking spaces saved per day: 900 spaces

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.

Miami-Dade	Broward	Palm Beach
Federal State	Federal	Federal

Vanpool Distribution by County:



Major Origins & Destinations:



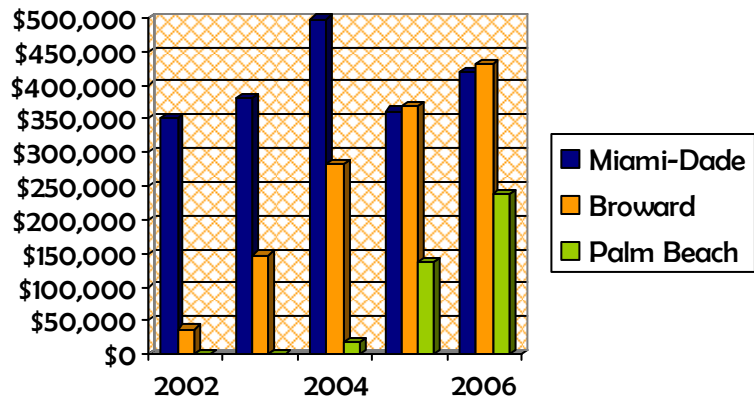
Contract Expenses:

Description	2002-03	2003-04	2004-05	2005-06	2006-07
Contract (\$)	190,950	199,548	209,475	219,899	230,842
Coordinators (\$)	58,700	57,960	60,858	63,902	67,096
Comments	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				

Operational Expenses:

Total Expenses including management, subsidy and marketing	
2002:	\$387,709
2003:	\$528,573
2004:	\$798,324
2005:	\$867,346
2006:	\$1,288,853

Program Expenses 2002 - 2006



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.

FDOT Study Recommendations:



In June 2006, a study conducted by FDOT was completed with the following major recommendations:

- 1.** House the SFVP at the South Florida Regional Transit Authority (SFRTA) to provide program management and oversight.
- 2.** Continue the existing operational lease model.
- 3.** The SFVP program should remain focused on the primary product of longer distance (ten miles or greater each way) point-to-point travel for groups of individuals.
- 4.** Continue reporting NTD data to the Federal Transit Administration (FTA).
- 5.** Each partner should provide a five-year commitment to its share of program costs based on an agreed upon distribution of remaining revenue needs.
- 6.** Maintain the stakeholder group as a vanpool working group.
- 7.** Establish FDOT, District 6 as a contingency location for program management and oversight.



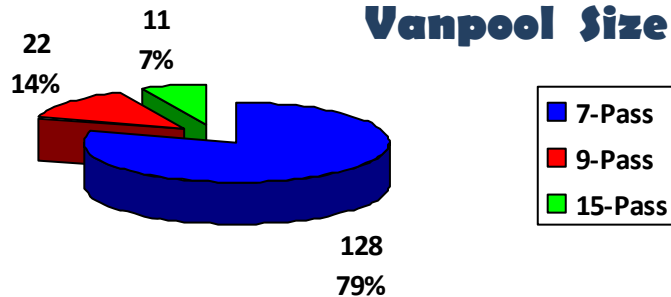
New Funding Sources:

In January 2006, the SFVP submitted the 2005 NTD Report to FTA to participate in the Section 5307 funding allocation. As a result, a total \$661,189 was allocated to the program. This fund can be used for the capital expenses of the program. The 2006 NTD Report has already been submitted to FTA for future allocations.

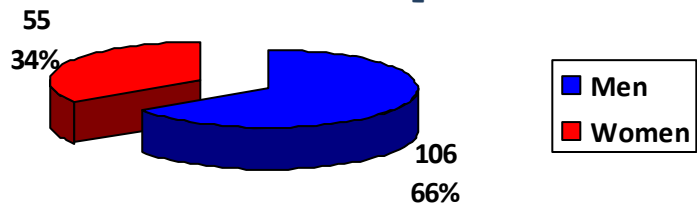
Additionally, the SFVP will also apply for State Block Grants. These funding sources will provide the necessary financial support and stability to the program.

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.



Vanpool Driver



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