



FINAL REPORT

**VanClub Regional Vanpool Subsidy Program
Implemented by the Riverside County
Transportation Commission**

**Funded by the Mobile Source Air Pollution
Reduction Review Committee**

Contract No. MS18024

September 27, 2024

***Prepared for the Mobile Source Air Pollution Review Committee (MSRC)
under the AB 2766 Discretionary Fund Work Program***

1. Acknowledgements

The Riverside County Transportation Commission (RCTC) would like to acknowledge the members of the Mobile Source Air Pollution Reduction Review Committee (MSRC), members of MSRC's Technical Advisory Committee and MSRC staff for their support and funding of this project.

This report was submitted in fulfillment of contract # MS18024 and VanClub Regional Vanpool Subsidy Program by the Riverside County Transportation Commission under the partial sponsorship of the Mobile Source Air Pollution Reduction Review Committee (MSRC). Work was completed as of August 31, 2024.

2. Disclaimer

The statement and conclusions in this report are those of the Contractor and not necessarily those of the Mobile Source Air Pollution Reduction Review Committee (MSRC) or the South Coast Air Quality Management District (South Coast AQMD). The mention of commercial products, their sources or their uses in connection with material reported is not to be construed as either an actual or implied endorsement of such products.

3. Project Description and Work Performed

The VanClub regional vanpool program was initially designed to provide incentives to qualified vanpool groups, not exceed \$400 per vanpool per month. Participating commuters benefited from the subsidy was each month RCTC provided subsidies to the qualified vehicle vendors, after vanpool groups' reports were received and approved by RCTC. The purpose of the subsidy was to reduce the monthly cost to ride in the vanpool, thus encouraging participation of long distance commuters and removing vehicles from the roadways. During the program development phase, RCTC crafted program implementation guidelines, participation agreement for entities receiving incentive funds, a marketing plan (including outreach activities), a methodology for delivery of incentives and invoicing, and program documentation and reporting. Upon program launch, RCTC implemented all aspects of the marketing plan to seek out and retain vanpool participants.

Once the program was launched, through an online database, application and reporting platform (VanClub.net), RCTC enrolled eligible vanpools, reviewed vanpool groups' monthly reports to ensure their participation met program guidelines, reviewed vehicle contractor invoices and provided subsidies to the Contractor to reduce the vanpool groups' monthly lease cost, maintained participation agreements, responded to inquiries, and maintained records of all transactions. Outreach activities were ongoing during the contract term, and RCTC ensured that only eligible participating commuters received subsidies according to the program design and procedures.

RCTC reported program statistics and costs monthly and annually into the Federal Transit Administration's (FTA) National Transit Database (NTD), the State Controller's Office annual report, and annually provide program updates annually into RCTC's Short Range Transit Plan (S RTP).

4. Problems Encountered.

The program launched in May 2018, and the program saw steady growth until its peak of 80 vanpools at the time the COVID-19 virus began circulating and the shelter in place order was issued by the State of California. Between March 2020 and May of 2020, 50 vanpools terminated their participation in the program and the program retained 30 vanpools with essential workers who continued to vanpool during and after the pandemic. When the shelter in place orders were lifted and the impacts from the pandemic began to subside with commuters returning to work, many employers continued to allow work from home or hybrid work schedules. As a result, many former

vanpool commuters no longer vanpooled to/from work and thus never rejoined the program. In this new commuting era, RCTC found it more difficult to attract new vanpools into the program. RCTC surveyed those participants who terminated their participation at the beginning of the pandemic, and found that many retired, change jobs or no longer had a need to participate in a vanpool arrangement (due to working from home or employing a hybrid work schedule).

To attract additional riders and vanpools, RCTC conducted extensive outreach to targeted employers with vanpool potential. RCTC worked closely with neighboring vanpool programs to add additional features to the online platform to make the platform easier to use and report into. After the onset of the pandemic, the average vanpool lease cost increased from \$1,111 (the average for FY 1920) to \$1,418 (the average for FY 2324), a 27.7% increase over the four-year period. So far for this FY, there has been an additional 8% increase over last FY. In response to the increase in costs and to attract additional riders, RCTC provided additional start-up incentives and increased the monthly subsidy from \$400 to \$600 (when this increase occurred, RCTC provided the additional \$200 per month to the vanpool groups). Even with the outreach efforts and additional incentives and subsidies, the program was unable to regain its pre-COVID-19 numbers. By August 2024 the program had enrolled and subsidized 44 vanpools. Nonetheless, given the tremendous benefits of the program and the cost-effective nature of the use of public funds in this transit strategy, RCTC will continue to employ existing and new strategies to recruit and maintain additional vanpools and ensure program continuation.

5. Emissions Benefit

Refer to [Attachment A](#), which summarizes the benefits achieved from the program, by category, by fiscal year and program totals. The Program resulted in:

- Total unlinked passenger trips taken: 624,749
- Total miles of travel eliminated: 18.2 million
- Total tons of emissions eliminated: 6,872

6. Photographs and Outreach

Refer to [Attachment B](#), which depicts a few of the many photos taken during outreach and marketing events, during the contract term, where VanClub was promoted.

7. Summary and Conclusions

Even though the VanClub program was disrupted by the onset of the COVID-19 pandemic, by extending the MSRC funding term to allow the program a chance to recover, the program demonstrated steady participation, with gradual increases in routes and ridership. In the end the programs achievements are many:

- As one of the first one-stop shopping vanpool programs that does not require any paperwork, applications or reports submitted to RCTC, this model can be easily replicated and implemented by any agency and has proven to bear low ongoing administrative costs;
- Created reliable online tools which makes it easy to apply to the program, and report into so that RCTC can then report the statistics into the NTD and receive a return on its investment from the FTA, two-years later. The online tools are easy and seamless, removing a barrier to what has always been a struggle of vanpool agencies (who used paper reports and spent months compiling required federal reporting);
- During the contract term where the online database, application and reporting system was proven reliable and accepted by the FTA, it encouraged Orange and Los Angeles

Counties to also join the platform, providing an operational economy of scale, reducing platform costs and benefiting cross-county commuters;

- Provided employee transportation coordinators another tool to incentivize employees not to drive alone to/from work;
- Provided a reliable and cost-effective way for long distance commuters to get to/from work, especially in the Inland Empire where work commutes are the longest in Southern California; and
- Because of the long distance nature of vanpool commuting and that the average vanpool travels 20 days a month to/from work, the resulting single occupancy trips removed and the cost-effectiveness of commuting by vanpool, is quantifiable and shown to be a proven success.

RCTC's VanClub Program Statistics
from May 1, 2018 (Program Launch) through August 31, 2024 (Last Day using MSRC Subsidy)

Indicator	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Program to Date	Comments
Months Operated during FY	2	12	12	12	12	12	12	2	76	Year to date month count of program operations
Vanpools Active at FY-end	49	70	32	29	33	35	37	44	N/A	In June of the fiscal year
Peak Vanpools During the FY	49	73	80	30	33	42	37	44	N/A	Highest number in any month during the FY
Total vanpools Operating in FY	65	812	798	343	364	439	421	87	3,329	Year to date count of all VOMS
Average vanpools per month	33	68	67	29	30	37	35	44	44	Entered by Leigh from Most recent ProgramFYTD sheet
Average Days per Month	21.4	19.9	19.4	20.2	20.2	19.1	19.3	20.9	19.8	Year to date average number of days
Trips	13,474	160,360	153,432	60,105	65,470	75,754	78,624	17,530	624,749	Unlinked passenger trips
Trips Reduced	10,692	128,042	122,470	46,248	50,764	58,984	62,373	13,893	493,467	One-way SOV trips eliminated due to vanpooling
Vanpool Vehicle Miles	106,479	1,365,844	1,308,731	693,442	732,987	833,068	799,258	175,574	6,015,383	aka Vehicle Revenue Miles
Hours of Service	2,694	35,720	33,946	16,038	18,051	20,459	19,405	4,107	150,420	aka Vehicle Revenue Hours
Passenger Miles	490,826	6,057,231	5,616,129	2,363,682	2,658,457	3,093,525	3,172,309	743,078	24,195,237	Sum of all the miles of travel of all VP passengers
Miles Reduced	384,347	4,691,387	4,307,398	1,670,240	1,925,470	2,260,457	2,373,051	567,504	18,179,854	SOV miles reduced as a result of vanpooling
Average Passengers each Trip	4.8	5.0	5.0	4.3	4.5	4.5	4.8	4.8	4.7	One-way
Average One-Way Distance	38.3	42.3	42.3	50.0	49.8	49.7	49.2	48.3	45.7	From the home end to the work end
Gallons of Fuel Consumed	6,073	76,912	74,517	34,233	37,985	43,191	40,130	8,964	322,005	As reported by the vanpool groups
Total Program Costs	\$282,674	\$1,511,150	\$1,501,289	\$808,464	\$811,822	\$952,289	\$962,844	N/A	\$ 6,830,532	FY 2324 draft costs inputted 9/5/24 & not final until FTA
Operating Costs	\$256,730	\$1,122,899	\$1,094,269	\$601,129	\$581,635	\$669,021	\$652,240	N/A	\$ 4,977,923	approves; FY 2425 costs will be entered Sep 2025
Passenger Fares	\$ 60,338	\$794,387	\$839,469	\$404,031	\$493,275	\$602,247	\$554,303	\$123,226	\$ 3,871,276	All out of pocket, including unsubsidized portion of lease
Total Lease (including subsidy)	\$ 60,915	\$821,705	\$886,285	\$412,960	\$446,963	\$559,537	\$596,965	\$133,274	\$ 3,918,604	As charged by Leasing Vendor to vanpool groups
Total Subsidy	\$ 24,950	\$318,575	\$316,115	\$137,200	\$145,600	\$174,430	\$246,311	\$51,037	\$ 1,414,218	Beginning FY 2324, subsidy [1] from \$400 to \$600
Average Lease	\$937	\$1,012	\$1,111	\$1,204	\$1,228	\$1,275	\$1,418	\$1,532	\$1,177	Total VOMs/Total lease costs (including RCTC subsidy)
% Lease [1] over prior FY	N/A	8%	10%	8%	2%	4%	11%	8%	63%	Program to date Sum is lease cost [1] since FY 1718
Farebox Return	23.5%	70.7%	76.7%	67.2%	84.8%	90.0%	85.0%	N/A	77.8%	Year 1 had additional startup costs
Net cost per trip	\$ 19.05	\$ 7.00	\$ 7.13	\$ 10.00	\$ 8.88	\$ 8.83	\$ 8.30	N/A	\$ 7.97	Total operating costs divided by trips
Average One-Way Fare	\$ 4.48	\$ 4.95	\$ 5.47	\$ 6.72	\$ 7.53	\$ 7.95	\$ 7.05	\$ 7.03	\$ 6.20	One-way fare for each passenger, each trip
Average Monthly Fare Per Rider	\$ 191.66	\$ 197.16	\$ 212.29	\$ 271.57	\$ 304.39	\$ 303.69	\$ 272.13	\$ 293.83	\$ 244.89	Monthly out of pocket for each passenger
Cost per Revenue VSH	\$ 95.30	\$ 31.44	\$ 32.24	\$ 37.48	\$ 32.22	\$ 32.70	\$ 33.61	N/A	\$ 33.09	Total operating costs divided by revenue VSHs

Statistics highlighted in orange exclude certain statistics until current final operating costs are available to incorporate into the formula.

Emissions Reductions

Pollutant	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Program to Date	Comments	2021 Factors
Tons of Carbon Dioxide	145	1,768	1,624	630	726	852	894	214	6,852	aka CO2	0.0003769
Grams of PM 2.5	8,071	98,519	90,455	35,075	40,435	47,470	49,834	11,918	381,777	aka PM2.5	0.0210000
Grams of Nitrogen Oxides	32,285	394,077	361,821	140,300	161,739	189,878	199,336	47,670	1,527,108	aka NOx	0.0840000
Grams of Reactive Organic Gas	6,918	84,445	77,533	30,064	34,658	40,688	42,715	10,215	327,237	aka ROG	0.0180000
Grams of Carbon Monoxide	334,766	4,086,198	3,751,744	1,454,779	1,677,084	1,968,858	2,066,927	494,296	15,834,653	aka CO	0.8710000
Total Emissions Reduced/Tons	145	1,773	1,628	631	728	855	897	215	6,872		

Attachment B – Photographs and Outreach

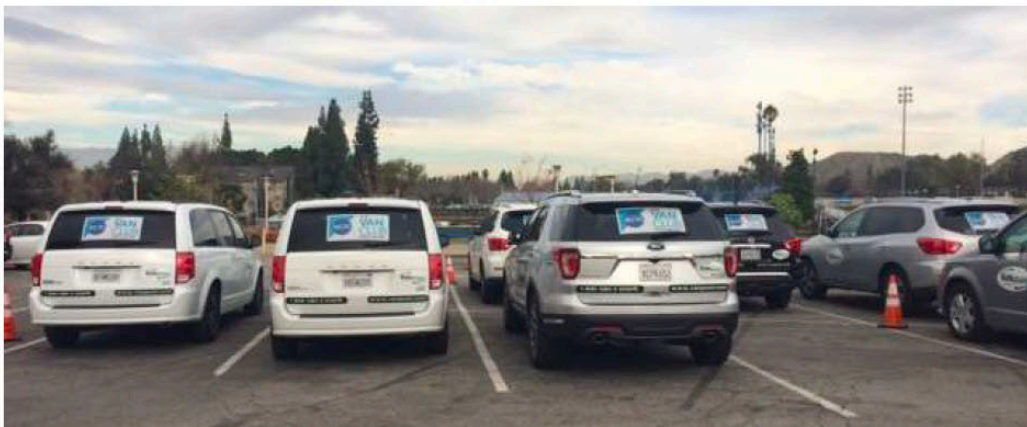
September 2018 - Inland Empire Commuter Services' Rideshare Week Kickoff Event



May 2019 - City of Riverside Wellness Event



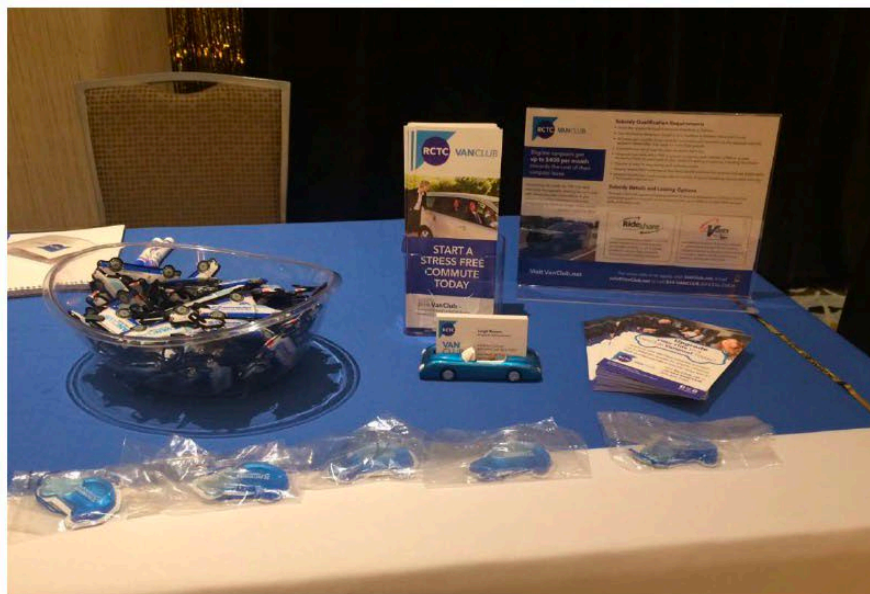
January 2019 - VanClub Decal Installation at University of California Riverside Campus



August 2019 - Morongo Casino Resort Employee Rideshare Event



August 2019 - IE Commuter Rideshare Week Kickoff Event



October 2019 - City of Riverside Green Summit

