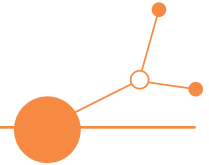
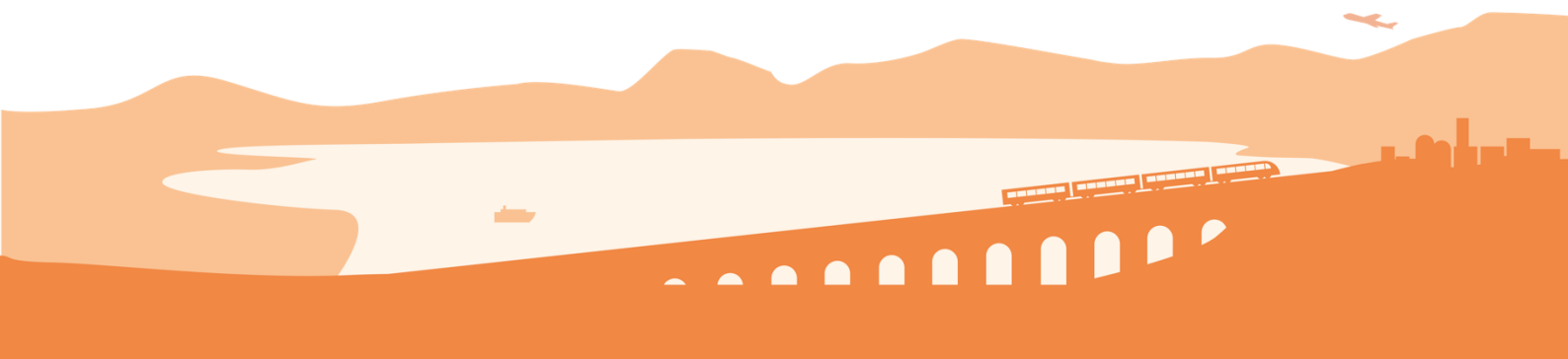


# D3.2.3 Final Action plans and take up



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## 1. Executive summary

The territory of Central Europe is characterised by uneven transport connections and mobility opportunities, across and within regions, between urbanized contexts and rural and peripheral areas. The project's common challenge is to improve accessibility and connectivity in CE peripheral and rural areas through better integration of public transport networks with Demand Responsive Transport (DRT) services, building on joint development and implementation of governance, planning, digital and operational innovations.

DREAM\_PACE therefore developed innovative DRT concepts complementing regional mobility networks. The project aimed to improve DRT planning and delivery capacities of public authorities and operators. A new generation of DRT services became functional and integral part of regional mobility networks, enhancing accessibility for citizens, territorial cohesion and social inclusion. Integration is the key to the DREAM\_PACE innovative approach, as DRT services are mostly developed as stand-alone solutions to specific needs, the potential of scalable strategies and solutions is widely underestimated.

Project Partners (thereafter PP) jointly developed a strategy for integrating DRT in Sustainable Urban Mobility Plans (SUMP) to be adopted at EU level, co-design, test and implement innovative DRT solutions enhancing mobility networks. Strategies and solutions fostered a better integration of DRT and public transport (Bologna, Pavia-Oltrepò, Budapest areas), supported a higher coordination among existing DRT initiatives (East Tyrol, Stuttgart Region) and experimented new integrated approaches for DRT "green fields" (Split-Dalmatia County).

DREAM\_PACE exploited the potential of integrated planning and digital and operational innovations for a common strategy and develop innovative DRT modular solutions. The project implementation built on transnational cooperation to guarantee an adequate responsiveness and adaptability of project results to specific characteristics of mobility ecosystems across CE rural and peripheral areas.

The present report consolidates the six regional Action Plans developed under the DREAM\_PACE project, covering the engaged pilot regions Bologna Metropolitan Area, Baden-Württemberg (Calw), Pavia - Oltrepò, Split-Dalmatia County, Budapest and East Tyrol. It also includes documentation on the adoption and description of the approval process by decision makers.

PPs from the pilot regions jointly developed those Action plans, building on the knowledge gained during the project and through the collaboration with local stakeholders engaged in the six established Living Labs (LLs).

The construction of the Action plans was carried on through the following steps:

- a) Mapping of actions needed and drafting action plans.
- b) Organisation of strategy-setting workshops with stakeholders and decision-makers, to define priorities and a timeline for implementation.
- c) Finalisation of action plans integrating strategy and solutions.
- d) Official adoption by relevant bodies.

Each Action plan aims to enhance DRT as a complementary component of Public Transport (PT), particularly in low-demand, rural, and peri-urban areas.

While the regional contexts differ significantly, the plans share a common ambition: to transition from fragmented, pilot-based DRT solutions to integrated, scalable and sustainable mobility systems.

This document is organized as follows.



Chapter 2 focuses on the methodological approach used for the Action plans, including stakeholder engagement, Living Labs, pilot testing, and alignment with regional mobility strategies.

Chapter 3 proposes a strategic clustering of the measures proposed across the six Action plans to improve comparability and identify common priorities. The five thematic clusters cover DRT governance and planning, service operations, digitalisation and integration with MaaS, financial and procurement models, communication and user uptaking strategies.

Chapter 4 summarises the six regional Action plans developed for Bologna, Stuttgart region (Baden-Württemberg), Pavia-Oltrepò, Split-Dalmatia County (SDC), Budapest, and East Tyrol.

Chapter 5 concludes the report by highlighting the role of DRT in building more sustainable, integrated, and inclusive mobility systems across Europe.



## 2. Methodological approach for the development of action plans

The Action plans were developed through a structured co-creation and iterative planning process, fully consistent with the collaborative and user-centred approach promoted within the Interreg DREAM\_PACE project. The methodology combined participatory activities, technical analysis, pilot experimentation, and strategic policy alignment in order to ensure that the proposed measures respond effectively to local mobility needs while remaining feasible within existing institutional and governance frameworks.

A central component of the process was the organisation of LLs and stakeholder engagement activities, which enabled continuous dialogue among public authorities, mobility operators, local stakeholders, and end users. These participatory settings allowed the Project Partners (PPs) to collect qualitative insights, identify local mobility challenges, and validate priorities directly with the communities involved. The Living Lab approach also strengthened ownership of the proposed actions and facilitated knowledge exchange among the different territorial contexts participating in the project.

In parallel, the Action plans were supported by data-driven analyses focusing on mobility demand, accessibility patterns, and existing service provision. Quantitative assessments and territorial analyses helped identify gaps in the current transport systems, evaluate potential user demand, and define targeted interventions capable of improving sustainable and inclusive mobility services, particularly in peripheral and cross-border areas addressed by the DREAM\_PACE project.

Pilot testing and validation activities further contributed to refining the proposed measures. Through the implementation and assessment of pilot actions, PPs were able to verify the operational feasibility of selected solutions, assess user acceptance, and gather evidence on potential impacts. The lessons learned from these pilot experiences provided a concrete basis for adapting and improving the final Action plans.

Finally, all proposed actions were strategically aligned with existing planning instruments and policy frameworks, including Sustainable Urban Mobility Plans (SUMP), regional mobility strategies, and other relevant territorial planning tools. This ensured coherence between project outcomes and long-term public planning objectives, increasing the potential for institutional adoption, continuity, and scalability beyond the project duration.

As a result of this integrated methodology, each Action plan can be considered technically robust, as it is grounded in real-world testing and evidence-based analysis; socially responsive, as it reflects the needs and expectations of local users and stakeholders; and institutionally feasible, thanks to its alignment with existing governance structures and strategic mobility frameworks.



### 3. Strategic clustering of the measures from the six Action plans

To improve the clarity, consistency, and comparability of the proposed measures across the different territorial contexts involved in the Interreg DREAM\_PACE project, the actions identified by PPs were organised into five functional clusters. This clustering approach supports a more structured interpretation of the Action plans, facilitates the identification of common priorities and implementation patterns, and enables a clearer understanding of how different measures contribute to the overall objective of improving sustainable, inclusive, and demand-responsive mobility services.

Furthermore, for each measure in the cluster, it was prepared a table reporting on the specific risks, impacts and KPIs. Those tables are based on a deductive assessments of the risks and impacts of the types of measures envisaged; they aim to complete the picture of the actions organised in the functional clusters and provide an evaluative perspective.

#### 3.1. Cluster A - Governance & Strategic Planning

This cluster includes measures related to governance structures, institutional coordination, and the integration of innovative mobility solutions into existing planning and policy frameworks. Particular attention is given to the incorporation of project outcomes into regional and local mobility strategies, SUMPs, and other territorial planning instruments. The measures within this cluster aim to strengthen institutional capacity, improve multi-level coordination among stakeholders, and create the strategic conditions necessary for the long-term sustainability and scalability of the proposed mobility services. Within the DREAM\_PACE experience, governance and planning have been recognised as essential enabling factors for ensuring continuity beyond the project lifecycle.

Action Plan	Measure	Description	Timing	Pilot / Output
Bologna	Integration of DRT into SUMP and planning tools <sup>1</sup>	The measure consists of embedding DRT services into long-term metropolitan planning frameworks, ensuring alignment with SUMP cycles and strategic mobility policies	Short term (SUMP relaunch plan scheduled for 2026)	Validated planning methodology and integration guidelines
East Tyrol	Mobility blueprint development	A comprehensive regional mobility blueprint is developed combining stakeholder input and data analysis to identify service gaps and DRT opportunities	Medium term (aligned with 2025-2027 PT tender)	Regional mobility strategy and blueprint

<sup>1</sup> Bologna LL's Measures "b": Application of the "Analysis of potential demand and definition of areas of weak demand at the metropolitan level" and "d": Application of the "Study on potential integrations between demand assessment methodologies and parameters and city and metropolitan planning tools (i.e., SUMP)".



Action Plan	Measure	Description	Timing	Pilot / Output
Stuttgart Region	Interregional governance strengthening	Establishment of interregional cooperation platforms to harmonise DRT governance and share best practices	Ongoing (from 2025)	Operational interregional network

Table 1: Cluster A - Measures description and timing

Action Plan	Measure	Risks	Impacts	KPIs
Bologna	Integration of DRT into SUMP and planning tools	Misalignment between planning tools and institutional frameworks, stakeholder coordination challenges	Improved long-term planning coherence and service sustainability	Level of integration into planning documents; number of DRT measures included in SUMP
East Tyrol	Mobility blueprint development	Financial constraints limiting implementation	Improved territorial accessibility and coordinated planning	Number of municipalities covered; identified service gaps addressed
Stuttgart Region	Interregional governance strengthening	Coordination complexity across regions	Stronger institutional cooperation and knowledge exchange	Number of participating regions; number of joint initiatives

Table 2: Cluster A - Risks and impacts

### 3.2. Cluster B - Service Design & Operations

The measures grouped within this cluster focus on the operational dimension of mobility services, with particular emphasis on service design, flexibility, accessibility, and territorial coverage. These actions address the organisation and optimisation of transport operations, including DRT models, service scheduling, multimodal integration, and adaptation to local user needs. The cluster reflects the project’s commitment to developing user-oriented and territorially adapted mobility solutions, especially in rural, peripheral, and low-density areas where conventional public transport services often face limitations. Pilot activities implemented within DREAM\_PACE provided valuable insights into operational feasibility and service optimisation.

Action Plan	Measure	Description	Timing	Pilot / Output
Budapest	Flexible DRT system deployment	Implementation of a flexible, route-free DRT system allowing dynamic routing based on real-time demand	Short term (pilot 2025-2026)	Tested flexible DRT service



Action Plan	Measure	Description	Timing	Pilot / Output
East Tyrol	Expansion of DRT services to underserved areas	Introduction of DRT services in municipalities lacking public transport coverage	Medium term	New DRT pilot services
Split-Dalmatia	Expansion of DRT to new regions	Scaling the DRT model to additional rural and peripheral areas based on pilot results	Medium to long term	Expansion roadmap
Pavia	Application of planning model to new areas	Use of a business planning tool to identify suitable areas and optimise service design	Medium term	Replicable planning tool

Table 3: Cluster B - Measures description and timing

Action Plan	Measure	Risks	Impacts	KPIs
Budapest	Flexible DRT system deployment	User unfamiliarity and operational complexity	Increased service flexibility and user satisfaction	Passenger satisfaction; number of users; service coverage
East Tyrol	Expansion of DRT services to underserved areas	Low user uptake; high operational costs	Improved accessibility for remote populations	Number of new areas served; number of trips
Split-Dalmatia	Expansion of DRT to new regions	Low demand and user awareness	Increased connectivity and inclusion	Number of new service areas; ridership levels
Pavia	Application of planning model to new areas	Dependence on data quality and availability	More efficient service design and deployment	Number of new services designed; coverage increase

Table 4: Cluster B - Risks and impacts

### 3.3. Cluster C - Digitalisation & Integration (MaaS)

This cluster covers measures related to digital innovation, data management, and the integration of mobility services through technological platforms. Actions include the development or enhancement of IT systems, booking and ticketing platforms, real-time information services, and Mobility-as-a-Service (MaaS) solutions aimed at improving the accessibility and interoperability of transport systems. Within the DREAM\_PACE project, digitalisation has been considered a key driver for increasing service efficiency, facilitating user access, and supporting integrated mobility ecosystems across different transport modes and territorial contexts.



Action Plan	Measure	Description	Timing	Pilot / Output
<b>Bologna</b>	Integration of DRT into MaaS ecosystem <sup>2</sup>	Development of interoperability frameworks enabling DRT integration into MaaS platforms	Medium term (next Contract of Service, 2028-29 biennium)	Data exchange protocols and technical guidelines
<b>Budapest</b>	Integration into journey planning apps	Integration of DRT services into BudapestGO, enabling trip planning and real-time tracking	Short term	Functional app integration
<b>Pavia-Oltrepò</b>	Digital integration of DRT and PT systems	Deployment of unified digital interfaces combining DRT and PT information and booking	Short to medium term	Integrated app systems and interfaces
<b>East Tyrol</b>	Unified mobility app concept	Development of a unified platform integrating all mobility services	Long term	Conceptual design and roadmap

Table 5: Cluster C - Measures description and timing

Action Plan	Measure	Risks	Impacts	KPIs
<b>Bologna</b>	Integration of DRT into MaaS ecosystem	Technical interoperability challenges, regulatory and contractual complexities, and user adoption and digital accessibility	Seamless user experience and improved service integration	Level of system integration; number of integrated services
<b>Budapest</b>	Integration into journey planning apps	IT integration complexity	Improved accessibility and usability	Number of app users; number of integrated journeys
<b>Pavia</b>	Digital integration of DRT and PT systems	Compatibility with external systems	Increased intermodality and service usage	Number of integrated services; user adoption rate
<b>East Tyrol</b>	Unified mobility app concept	Fragmentation of existing systems	Simplified user experience	Number of services integrated; user satisfaction

Table 6: Cluster B - Risks and impacts

<sup>2</sup> Bologna LL's Measure "a": Application of the "Study on the integration of DRT services into the public transport supply and into a MaaS system".



### 3.4. Cluster D - Financial, Contractual & Procurement Models

The measures included in this cluster address the economic and organisational sustainability of mobility services. They focus on funding mechanisms, procurement procedures, contractual arrangements, public-private cooperation models, and cost-sharing structures necessary to support the implementation and long-term operation of innovative mobility solutions. Particular relevance is given to identifying financially viable approaches capable of ensuring service continuity after the end of project funding. The DREAM\_PACE experience highlighted the importance of flexible and adaptive financial models in enabling the replication and scaling-up of pilot initiatives.

Action Plan	Measure	Description	Timing	Pilot / Output
Bologna	Inclusion of DRT in PT contracts <sup>3</sup>	Development of cost models and contractual frameworks for integrating DRT into public transport tenders	Medium term (next Contract of Service, 2028-29 biennium)	Cost and remuneration models
Split-Dalmatia County	Public procurement guidelines	Development of standardised procurement procedures and criteria for DRT services	Short term (implemented 2025)	Tested tender documentation
Stuttgart Region	DRT financing programme	Implementation of a regional funding programme supporting DRT services	Medium term (2025-2027)	€20M funding scheme
East Tyrol	Cost-efficient community-based models	Exploration of alternative models such as volunteer-based services to reduce costs	Medium term	Pilot concepts

Table 7: Cluster D measures description and timing

Action Plan	Measure	Risks	Impacts	KPIs
Bologna	Inclusion of DRT in PT contracts	Financial uncertainty, cost variability and regulatory and contractual complexities	Sustainable funding and institutionalisation of DRT	Cost per km; inclusion in contracts
Split-Dalmatia County	Public procurement guidelines	Lack of bidders; procurement delays	Improved efficiency and transparency	Number of tenders; number of bidders
Stuttgart Region	DRT financing programme	Uncertainty beyond funding period	Increased financial sustainability	Number of funded projects; service continuity

<sup>3</sup> Bologna LL's Measure "c": Application of the "Analysis on DRT costs and the possibility of their inclusion in the PT Contract of Service, ensuring cost efficiency and optimized resource allocation".



Action Plan	Measure	Risks	Impacts	KPIs
East Tyrol	Cost-efficient community-based models	Limited scalability	Cost-effective service provision	Cost per service; number of users

Table 8: Cluster D risks and impacts

### 3.5. Cluster E - Communication, Awareness and User Uptake

This cluster focuses on activities aimed at increasing public awareness, promoting behavioural change, and improving user engagement with sustainable mobility services. Measures include communication campaigns, stakeholder outreach, user education initiatives, accessibility and inclusiveness actions, and strategies designed to encourage the adoption of new mobility solutions. The DREAM\_PACE project demonstrated that effective communication and user involvement are fundamental to achieving long-term behavioural shifts and ensuring the successful uptake of innovative transport services, particularly among vulnerable or less digitally connected population groups.

Action Plan	Measure	Description	Timing	Pilot / Output
Pavia	Communication strategy for DRT	Development of targeted communication campaigns to increase awareness and usage.	Short term	Communication blueprint
Baden-Württemberg	Marketing and branding strategy	Development of targeted marketing strategies based on user segmentation.	Medium term	Marketing framework
Split-Dalmatia	Promotion and awareness campaigns	Implementation of campaigns to introduce DRT to new users.	Short term	Promotional activities
Budapest	Public consultation and feedback loops	Engagement of citizens through consultations and surveys to refine services.	Short term	User feedback reports

Table 9: Cluster E - Measures description and timing

Action Plan	Measure	Risks	Impacts	KPIs
Pavia	Communication strategy for DRT	Delayed adoption	Increased user awareness and acceptance	Number of users; engagement rate
Baden-Württemberg	Marketing and branding strategy	Limited impact if funding insufficient	Increased service visibility	Awareness levels; ridership growth
Split-Dalmatia	Promotion and awareness campaigns	Low initial uptake	Increased ridership and user familiarity	Number of users; campaign reach



Action Plan	Measure	Risks	Impacts	KPIs
<b>Budapest</b>	Public consultation and feedback loops	Limited participation	Improved service design and acceptance	Survey participation; satisfaction levels

*Table 10: Cluster E - Risks and impacts*



## 4. Summary of the Action plans

### 4.1. Bologna

#### Context and Challenges

Within the framework of the Interreg DREAM\_PACE project, the Bologna area focused on strengthening the integration of DRT services into the broader public transport ecosystem and emerging MaaS solutions. The territory identified the need to improve the flexibility and accessibility of mobility services while ensuring coherence with existing transport networks and future regional mobility strategies. Key governance and planning challenges included understanding mobility demand patterns, ensuring long-term operational and financial sustainability, and preparing the institutional and contractual conditions required to integrate DRT services into future PT tenders.

#### Vision and Objectives

The Action plan developed for Bologna aims to improve accessibility to mobility services, particularly for underserved areas and user groups, while enhancing the integration between DRT and conventional public transport systems. In the long-term objective, it ensures that DRT governance and planning are fully aligned with the SUMP and the broader metropolitan mobility strategies.

In the medium term, its strategic objective is to embed the project's data-driven findings into transport planning, tendering and decision-making process, providing operational basis for the upcoming SUMP relaunch plan and paving the way for full DRT integration, in a MaaS logic; furthermore, the DREAM\_PACE measures developed in Bologna will directly feed the next PT tender planned for the 2028-2029 biennium.

#### Measures

The proposed measures cover all key dimensions addressed by the DREAM\_PACE project. Governance actions focus on strengthening institutional coordination and integrating DRT into mobility planning frameworks. Operational measures address service design, demand analysis, and the optimisation of transport coverage. Additional actions concern the digital integration of DRT services into MaaS platforms and booking systems, alongside financial and contractual measures aimed at supporting future procurement procedures and sustainable funding mechanisms.

The seven Living Lab meetings ensured a structured approach to the co-design process of all the measures, helping to refine technical, governance, and financial aspects essential for the successful implementation and long-term sustainability of DRT services. The approach ensured the validation of the activities and also helped maintain a high level of interest and engagement among stakeholders throughout the process<sup>4</sup>.

#### Implementation Framework

The implementation of the Action plan relies on the collaboration and active involvement of local stakeholders - such as local and regional authorities, PTAs, the (current and future) PTO, and other relevant stakeholders. This commitment is formally anchored by the Letters of Intent attached to this deliverable, through which the Associated Partner Metropolitan City of Bologna (CMBO) and the Municipality of Bologna (COBO) have expressed their clear intention to take the DREAM\_PACE results into account in their mobility planning instruments. On a wider scale, close coordination with the Emilia-Romagna Region (RER) ensures the potential scalability of the approach within the regional MaaS system, serving as a strategic reference also for other regional Public Transport Agencies operating in similar roles to SRM. This multi-level collaboration is crucial for implementing the measures and actions developed within the project, facilitating the effective integration of DRT into the PT network and its incorporation within a MaaS framework. Finally,

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<sup>4</sup> The Action plan of the Bologna metropolitan area is based on the implementation of the actions developed within the DREAM\_PACE pilot context and validated during the LL activities. The implementation of the actions “a” to “g” beyond DREAM\_PACE defines the measures for the Action plan, as defined in “D3.2.2 Report on strategy-setting workshops for Action plans’ implementation”.



active engagement with the future PTO will ensure that DRT services are effectively integrated into the new Contract of Service.

### Monitoring and KPIs

The monitoring framework includes a set of qualitative and quantitative indicators aimed at evaluating the effectiveness of the proposed measures. Key Performance Indicators (KPIs) include level of data sharing, level of service integration, cost of the service, DRT territorial coverage, passengers on peripheral lines, length of DRT network/number of bus stops, n° of passengers, n° of km driven, hours of availability of the service.

## 4.2. Budapest

### Context and Challenges

Within the DREAM\_PACE project, Budapest focused on testing flexible DRT services integrated into digital mobility platforms, with the long-term ambition of scaling successful solutions across the wider metropolitan area. The city identified the need to improve the flexibility and responsiveness of urban mobility services while leveraging digital technologies to facilitate user access, service coordination, and multimodal integration.

### Vision and Objectives

The Action plan aims to improve accessibility, increase the integration of flexible mobility services within the urban transport system, and ensure the sustainability and scalability of innovative DRT solutions. A further objective is to support the transition towards more integrated and digitally enabled mobility ecosystems.

### Measures

The proposed measures include governance and coordination activities, operational service testing and optimisation, digital platform integration, financing models, and communication initiatives. Particular emphasis is placed on the integration of DRT services into MaaS environments and the use of digital tools to improve booking, information provision, and service management.

### Implementation Framework

The implementation process involves close cooperation among municipal authorities, transport operators, technology providers, and local stakeholders. The measures are aligned with urban mobility strategies and digital innovation policies, supporting the future expansion and institutional integration of pilot solutions.

### Monitoring and KPIs

Monitoring activities focus on ridership, service performance, digital platform usage, cost efficiency, user satisfaction, and environmental impacts. Indicators also assess the scalability and integration potential of the tested DRT services within the wider urban transport network.

## 4.3. East Tyrol

### Context and Challenges

East Tyrol developed its Action plan around the creation of a mobility blueprint aimed at identifying service gaps and implementing cost-efficient DRT solutions tailored to rural and mountainous contexts. The territory faces challenges related to low population density, geographical dispersion, and limited accessibility to conventional public transport services. Within the DREAM\_PACE framework, improving territorial connectivity and ensuring sustainable mobility provision in remote areas were identified as key priorities.

### Vision and Objectives

The Action plan seeks to improve accessibility and territorial cohesion through flexible and economically sustainable mobility solutions capable of responding to the specific characteristics of rural and alpine areas.



The region also aims to optimise resource allocation and improve the efficiency of transport services through evidence-based planning and service coordination.

#### Measures

The proposed measures include governance and planning activities, the development of flexible operational models, digitalisation and integration initiatives, financing strategies, and communication actions aimed at increasing awareness and service uptake. Particular importance is given to identifying mobility gaps and designing cost-efficient DRT services adapted to local territorial conditions.

#### Implementation Framework

Implementation is supported through cooperation among regional authorities, local municipalities, mobility providers, and community stakeholders. The measures are designed to complement existing transport planning frameworks and contribute to long-term regional mobility objectives.

#### Monitoring and KPIs

The monitoring framework includes indicators related to accessibility improvements, territorial service coverage, ridership, operational efficiency, financial sustainability, and environmental performance. Additional KPIs assess the effectiveness of the mobility blueprint in identifying and addressing local mobility needs.

## 4.4. Pavia-Oltrepò

#### Context and Challenges

The Pavia-Oltrepò area focused its Action plan on strengthening the digital integration of mobility services while improving inclusiveness and communication strategies to increase user uptake. The territory faces mobility challenges typical of low-density and peripheral areas, where accessibility gaps and limited public transport provision can reduce mobility opportunities for residents. Within the DREAM\_PACE framework, the region identified the need to improve both the efficiency of transport services and the accessibility of information and booking systems for different user groups.

#### Vision and Objectives

The Action plan aims to improve accessibility and social inclusion by developing more integrated, user-friendly, and efficient mobility services. A central objective is to support the uptake of DRT solutions through digital tools, communication activities, and measures designed to address the needs of vulnerable and less digitally connected users.

#### Measures

The proposed measures include actions related to governance and planning, service optimisation, digitalisation, financing, and communication. Particular emphasis is placed on the development of integrated digital platforms, improved passenger information systems, and targeted awareness campaigns aimed at increasing user confidence and encouraging behavioural change towards sustainable mobility services.

#### Implementation Framework

Implementation is based on collaboration among local authorities, mobility operators, stakeholders, and community representatives. The Action plan is aligned with broader territorial and regional mobility strategies and seeks to integrate innovative mobility solutions into existing governance and operational frameworks.

#### Monitoring and KPIs

Monitoring activities focus on evaluating service accessibility, user uptake, digital platform usage, operational performance, and environmental impacts. Additional indicators assess inclusiveness, user satisfaction, and the effectiveness of communication and awareness initiatives.



## 4.5. Split-Dalmatia County

### Context and Challenges

SDC addresses the introduction and expansion of DRT services, particularly in underserved and low-accessibility areas. The Action plan focuses on the development of procurement and contractual frameworks capable of supporting the implementation of innovative transport solutions within the regional mobility system. Key challenges include ensuring service continuity, expanding territorial coverage, and adapting mobility services to dispersed settlement patterns and seasonal demand fluctuations.

### Vision and Objectives

The region's vision is to improve accessibility and territorial cohesion through the introduction of flexible and sustainable mobility services integrated with the existing transport network. The Action plan also seeks to establish the organisational and financial conditions necessary to ensure the long-term sustainability of DRT services.

### Measures

The measures developed within the Action plan include governance and planning activities, operational service development, digital integration initiatives, procurement and financing mechanisms, and communication strategies aimed at increasing awareness and encouraging service adoption. Particular attention is given to the establishment of tendering procedures and contractual models supporting innovative mobility services.

### Implementation Framework

Implementation is supported by regional and local authorities, transport operators, and relevant stakeholders involved in mobility planning and service delivery. The proposed measures are aligned with regional development and transport policies, facilitating institutional integration and future scalability.

### Monitoring and KPIs

The monitoring framework evaluates territorial coverage, service usage, operational efficiency, financial sustainability, and environmental performance. Indicators also assess the degree of integration with existing transport systems and the effectiveness of the newly introduced DRT services.

## 4.6. Stuttgart Region

### Context and Challenges

In Stuttgart Region (Baden-Württemberg), the Action plan focuses on improving the governance and coordination of DRT services through stronger interregional cooperation and institutional alignment. The region identified the need to enhance the visibility and attractiveness of DRT solutions while addressing financial and organisational barriers that often limit their wider adoption. Particular emphasis was placed on developing effective marketing strategies and identifying support schemes capable of ensuring the economic sustainability of flexible mobility services.

### Vision and Objectives

The overall vision is to improve accessibility to sustainable mobility services, strengthen the integration of DRT within regional transport systems, and ensure the long-term operational and financial sustainability of innovative mobility solutions. The Action Plan also aims to reinforce cooperation among public authorities and mobility stakeholders across territorial levels.

### Measures

The measures proposed within the Baden-Württemberg Action plan address governance and institutional coordination, operational service improvements, digital integration tools, financing mechanisms, and communication strategies. Specific attention is dedicated to interregional cooperation models, the



development of supportive financial frameworks, and the promotion of user-oriented mobility services capable of responding to local transport needs.

### **Implementation Framework**

Implementation is supported through cooperation among regional authorities, transport operators, mobility agencies, and other local stakeholders. The measures are designed to complement existing planning instruments and mobility policies, ensuring institutional feasibility and facilitating the integration of project outcomes into long-term regional transport strategies.

### **Monitoring and KPIs**

The monitoring framework includes indicators related to territorial service coverage, ridership performance, interoperability with existing public transport systems, cost efficiency, and environmental sustainability. Additional indicators may assess stakeholder cooperation and public awareness of DRT services.



## 5. Conclusions

The six Action plans developed within the DREAM\_PACE project demonstrate the strong potential of DRT to become a structural component of integrated and sustainable mobility systems across Europe. Despite the different territorial, institutional, and socioeconomic contexts represented by the six pilot areas (Bologna, Stuttgart Region, Pavia-Oltrepò, Split-Dalmatia County, Budapest, and East Tyrol), the Action plans converge towards a common strategic vision: improving accessibility and territorial cohesion through flexible, integrated, and user-oriented mobility services.

The consolidated analysis highlights that DRT can no longer be considered a niche or temporary mobility solution. Instead, the project demonstrates that DRT will effectively complement conventional public transport systems, especially in rural, peripheral, suburban, and low-demand areas where traditional fixed-route services alone often struggle to provide efficient and financially sustainable coverage.

A key outcome emerging from all regions is the importance of adopting a comprehensive and integrated planning approach. Successful DRT implementation depends not only on operational innovations, but also on governance frameworks, institutional cooperation, digital integration, financial sustainability, and active stakeholder engagement. The Living Lab methodology applied throughout the project proved particularly effective in this respect, allowing public authorities, operators, technical experts, municipalities, and citizens to jointly co-design and validate mobility solutions adapted to local needs.

Each LL Action plan (see Annexes) drafts specific conclusions for its territory.

In the clustering perspective, it can be highlighted that governance and strategic planning measures ensured that DRT solutions were aligned with broader mobility policies, SUMPs, regional strategies, and future public transport tendering procedures. Service design and operational measures demonstrated the potential of flexible routing, integrated service models, and adaptive mobility solutions to improve accessibility and territorial coverage. Digitalisation and MaaS-related measures showed that interoperability, unified booking systems, real-time information, and integrated user interfaces are essential for increasing usability and attractiveness. Financial and procurement measures highlighted the need for stable funding mechanisms, standardised procurement procedures, and sustainable contractual frameworks capable of institutionalising DRT within public transport systems. Communication and user uptake measures confirmed that awareness raising, inclusiveness, and user engagement are critical conditions for increasing acceptance and behavioural change.

The continuation of stakeholder cooperation after the end of the project will be fundamental to ensuring the long-term sustainability of the proposed measures. Several regions have already integrated DREAM\_PACE outputs into future public transport tenders, planning cycles, or institutional strategies, demonstrating strong commitment towards implementation and scaling-up.

Overall, the consolidated Action plans provide a robust foundation for the progressive mainstreaming of DRT solutions within European public transport systems, contributing to more accessible, resilient, sustainable, and inclusive mobility for citizens across diverse territorial contexts.



## 6. References

- 1) DREAM\_PACE Application Form, Version 3.0. 2025.
- 2) DREAM\_PACE D1.1.1 “Report on governance and planning for public transport, mobility innovations and DRT in CE Regions”. 2023.
- 3) DREAM\_PACE D1.1.2 “State of the art report on governance structures and planning processes for DRT in the pilot areas”. 2024.
- 4) DREAM\_PACE D1.1.3 “Development scenarios for DRT innovative governance and planning approaches”. 2024.
- 5) DREAM\_PACE D1.2.1 “Living labs preparation: stakeholder mapping, raising awareness and local engagement”. 2023.
- 6) DREAM\_PACE D1.2.2 “Living labs meetings documentation on the co-design process for governance / planning in pilot areas”. 2025
- 7) DREAM\_PACE D1.2.3 “Co-designed solutions blueprint of integrated DRT implemented /tested through pilot activities” 2025.
- 8) DREAM\_PACE D1.2.4 “Co-designed solutions blueprint of coordinated DRT implemented /tested through pilot activities”. 2025.
- 9) DREAM\_PACE D1.3.1 “Detailed workplan for pilot 1.1 local testing actions”. 2025
- 10) DREAM\_PACE D1.3.2 “Report on the progress of pilot 1.1 local testing activities”. 2025.
- 11) DREAM\_PACE D1.3.3 “Final report pilot 1.1: governance and planning model for integrated DRT public transport”. 2025.
- 12) DREAM\_PACE D1.4.1 “Detailed workplan for pilot 1.2 local testing actions”. 2025
- 13) DREAM\_PACE D1.4.2 “Report on the progress of pilot 1.4 local testing activities”. 2025.
- 14) DREAM\_PACE D1.4.3 “Final report pilot 1.2: governance and planning model for integrated DRT-public transport”. 2025.
- 15) DREAM\_PACE D2.2.1 “Living labs preparation: stakeholder mapping, raising awareness and local engagement”. 2023.
- 16) DREAM\_PACE D2.2.2 “Living labs meetings documentation on the co-design process for governance / planning in pilot areas”. 2025
- 17) DREAM\_PACE D2.2.3 “Co-designed solution blueprint improving existing DRT, implemented /tested in pilot activities”. 2026.
- 18) DREAM\_PACE D2.2.4 “Co-designed solution blueprint implementing new DRT, implemented /tested in pilot activities”. 2026.
- 19) DREAM\_PACE D2.3.1 “Detailed workplan for pilot 2.1 local testing actions”. 2025
- 20) DREAM\_PACE D2.3.2 “Report on the progress of pilot 2.1 local testing activities”. 2025.
- 21) DREAM\_PACE D2.3.3 “Final report pilot 2.1: DRT digital /operational model improving existing DRT networks responsiveness”. 2025.
- 22) DREAM\_PACE D2.4.1 “Detailed workplan for pilot 2.2 local testing actions”. 2025
- 23) DREAM\_PACE D2.4.2 “Report on the progress of pilot 2.2 local testing activities”. 2025.



- 24) DREAM\_PACE D2.4.3 “Final report pilot 2.2: experimental DRT service model in a new regulatory framework”. 2026.
- 25) DREAM\_PACE D3.1.1 “Methodological background for the design of DRT integrated solutions”. 2023.
- 26) DREAM\_PACE D3.1.2 “DRT strategy draft and setup of the consultation process”. 2024.
- 27) DREAM\_PACE D3.1.3 “Topic guide DRT 3.0 in Sustainable Urban Mobility Plans (SUMPs)”. 2026.
- 28) DREAM\_PACE D3.2.1 “Action plan drafts in the six pilot regions”. 2025.
- 29) DREAM\_PACE D3.2.2 “Report on strategy setting workshops for action plans' implementation”. 2025.



## 7. Annexes

Annexes 1 to 6 are the Final Action plans per region and are provided as separate files.

Annex 7 below includes all the Letters of Commitment and Interest collected as support to the Final Action plans implementation.

### 7.1. Annex 1: Final Action plan and take up Bologna metropolitan area

- PDF file “D3.2.3\_Annex 1\_Final Action plan and take up Bologna metropolitan area”

### 7.2. Annex 2: Final Action plan and take up Budapest

- PDF file “D3.2.3\_Annex 2\_Final Action plan and take up Budapest”

### 7.3. Annex 3: Final Action plan and take up East Tyrol

- PDF file “D3.2.3\_Annex 3\_Final Action plan and take up East Tyrol”

### 7.4. Annex 4: Final Action plan and take up Pavia-Oltrepò

- PDF file “D3.2.3\_Annex 4\_Final Action plan and take up Pavia-Oltrepò”

### 7.5. Annex 5: Final Action plan and take up Split-Dalmatia County (SDC)

- PDF file “D3.2.3\_Annex 5\_Final Action plan and take up Split-Dalmatia County (SDC)”

### 7.6. Annex 6: Final Action plan and take up Stuttgart region

- PDF file “D3.2.3\_Annex 6\_Final Action plan and take up Stuttgart region”



## 7.7. Annex 7: Letters of commitment / interest

### 7.7.1. Bologna

#### Letter of commitment SRM



#### Letter of commitment

Following the successful implementation and the results achieved within the project DREAM\_PACE - Demand REsponsive trAnsport integrating regional Mobility networks for PASSengers in Central Europe, SRM – Società Reti e Mobilità, the Public Transport Authority for the Bologna Metropolitan Area and Project Coordinator, hereby reaffirms its commitment to capitalizing on the project's legacy.

SRM intends to fully embed the DREAM\_PACE project results into its future planning, tendering, and strategic decision-making processes, in line with the objectives of sustainable, efficient, and inclusive mobility in the Bologna Metropolitan area.

In particular, SRM confirms its intention to implement all the actions foreseen in the Action plan [DREAM\_PACE D3.2.1 "Action plan drafts in the six pilot regions - Bologna metropolitan area", Chapter 4.2], as detailed in the following.

##### Direct uptake by SRM - Operational Integration and Tendering Process

In view of the upcoming tender for Public Transport (PT) and the subsequent definition of the Service Contract – currently scheduled for the 2028-2029 biennium – SRM will directly take up the following measures:

- measure "a": Application of the "Study on the integration of DRT services into the public transport supply and into a MaaS system";
- measure "c": Application of the "Analysis on DRT costs and the possibility of their inclusion in the PT Contract of Service, ensuring cost efficiency and optimized resource allocation".

##### Strategic planning and decision-making support

SRM will integrate the remaining three measures in the support provided to the Metropolitan city of Bologna (DREAM\_PACE Associated Partner #11) specifically concerning the decision-making for PT planning and for the Sustainable Urban Mobility Plan (SUMP)-related activities:

- measure "b": Application of the "Analysis of potential demand and definition of areas of weak demand at the metropolitan level". This measure will contribute to the PT planning phase, laying the groundwork for the integration of DRT services into the PT network, since the SUMP elaboration or update;
- measure "d": Application of the "Study on potential integrations between demand assessment methodologies and parameters and city and metropolitan planning tools (i.e., SUMP)". The results of this measure will be used in the forthcoming SUMP update or in its next elaboration;
- measure "g": Application of the "Identification of potential weak demand areas by analysis and geographic visualization of the O/D matrix starting from telephone SIM data". The output of this measure consists of an interactive dashboard visualizing the O/D matrix and it is used to support decision-making in public transport planning, particularly in the design of new mobility services.

Yours faithfully,

Giovanni Berti Arnoaldi Veli  
Sole Administrator

Bologna, 19/03/2026



Giovanni Berti Arnoaldi Veli  
19/03/2026 15:15:34 UTC+0100



## Letter of interest Metropolitan city of Bologna



*Ufficio mobilità sostenibile e sviluppo del trasporto pubblico metropolitano  
Servizio Pianificazione della Mobilità*

### Letter of interest

To whom it may concern,

With reference to the results achieved within the DREAM\_PACE - Demand REsponsive trAnsport integrating regional Mobility networks for PAssengers in Central Europe project, the Metropolitan city of Bologna hereby expresses its interest in the project outcomes and in the approaches and tools developed therein.

In particular, the Metropolitan city of Bologna acknowledges the relevance of the DREAM\_PACE results related to the analysis of mobility demand, the identification of areas of weak demand, and the assessment of Demand Responsive Transport (DRT) solutions, as developed and tested in the Bologna pilot actions.

The Metropolitan city of Bologna expresses its intention to take the DREAM\_PACE project results into account, where relevant, in the development and update of mobility planning instruments and in the evaluation and selection of local mobility measures, including activities related to public transport planning and sustainable mobility strategies.

Yours faithfully,

Manager of  
Planning Mobility Service  
*Catia Chiusaroli*

Bologna, 19/03/2026



## Letter of interest Municipality of Bologna



**Comune  
di Bologna**

Settore Mobilità Sostenibile e Infrastrutture

U.I. Sistemi per la Mobilità

**Bologna 30/03/2026**

### Letter of interest

To whom it may concern,

With reference to the results achieved within the DREAM\_PACE - Demand REsponsive trAnsport integrating regional Mobility networks for PAssengers in Central Europe project, the Municipality of Bologna hereby expresses its interest in the project outcomes and in the approaches and tools developed therein.

In particular, the Municipality of Bologna acknowledges the relevance of the DREAM\_PACE results related to the analysis of mobility demand, the identification of areas of weak demand, and the assessment of Demand Responsive Transport (DRT) solutions, as developed and tested in the Bologna pilot actions.

The Municipality of Bologna expresses its intention to take the DREAM\_PACE project results into account, where relevant, in the development and update of mobility planning instruments and in the evaluation and selection of local mobility measures, including activities related to public transport planning and sustainable mobility strategies. Recently, a new activity aiming to relaunch SUMP has started; in the first phase, PT demand structure is going to be upgraded and Dream\_pace results will feed the analyses.

Yours faithfully,


Luca Bellinato

Senior Manager Mobility Systems Unit



## 7.7.2. Budapest

### Letter of commitment BKK



BUDAPESTI  
KÖZLEKEDÉSI  
KÖZPONT

BKK Centre for Budapest Transport  
1075 Budapest, Rumbach Sebestyén str. 19-21., Hungary

**Letter of Commitment**

BKK Centre for Budapest Transport (BKK) hereby confirms its commitment to continue, upscale, and integrate the solutions developed and validated within the DREAM\_PACE project. Based on the positive results of the project pilots, BKK intends to maintain and further enhance demand-responsive transport (DRT) services in Budapest, ensuring long-term operational sustainability and broader territorial application.

After the DREAM\_PACE project, BKK plans to continue developing its DRT systems in the following ways:

- Long-term operation of the Csobajbusz system

BKK decided in October 2025 to continue the operation of the Csobajbusz service after the DREAM\_PACE pilot period, transforming it from a pilot into a permanent service element. The extended operation started on 1 February 2026 and will be financed from BKK's own budget. This decision reflects BKK's commitment to maintaining the service in the long term, supported by strong passenger satisfaction and favourable operational data.

- Integration of Telebusz and Csobajbusz into a unified DRT platform

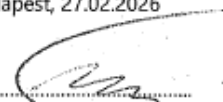
BKK intends to merge the previously existing Telebusz service with the flexible route-planned Csobajbusz system developed under DREAM\_PACE. The project's results clearly demonstrated the superiority, flexibility, and user benefits of modern, dynamic DRT models.

- Expansion of the flexible DRT model to other areas of Budapest

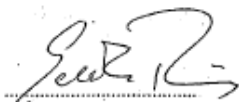
Based on the strong performance indicators and the positive public feedback from the Csobajbusz pilot in District XVI, BKK plans to extend the flexible, demand-responsive transport model to additional areas of Budapest in the future, focusing on neighbourhoods where the service can provide substantial added value.

BKK Centre for Budapest Transport confirms that the above steps are planned or already decided based on evidence and results generated within the DREAM\_PACE project. BKK remains committed to continuing the development and integration of innovative mobility solutions that improve transport accessibility, service efficiency, and passenger satisfaction across Budapest.

Budapest, 27.02.2026



**Tamás Zoltán Halmos**  
Head of R&D and Knowledge Centre  
BKK Centre for Budapest Transport





**Tibor Schulek**  
Head of Public Transport  
Service Development  
BKK Centre for Budapest Transport




### 7.7.3. East Tyrol

#### Letter of commitment RMO



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the European Union




**Letter of Intent – DREAM\_PACE Action Plan Pilotregion East Tyrol**

Regionsmanagement Osttirol (RMO) hereby expresses its commitment to the implementation and continuation of the Actions described in the Action Plan developed within the framework of the Interreg Central Europe project “DREAM\_PACE”.



Through its participation in the project, Regionsmanagement Osttirol has developed an Action Plan aimed at improving regional public transport through demand responsive transport and fostering innovative and integrated approaches in line with the objectives of the DREAM\_PACE project and the Interreg Central Europe Programme.

RMO is committed to actively pursuing the objectives set out in the Action Plan and to supporting the transfer and uptake of the DREAM\_PACE results at regional level. This Letter of Intent is issued as a declaration of commitment and does not constitute a legally binding agreement.




Lienz, 12.02.2026


  
9900 Lienz, Amiacherstr. 12  
Tel.: (04822) 72920, Fax 72820-44

Dietmar Ruggenthaler, Legal Representative



Mit Unterstützung von Bund, Land und Europäischer Union





Erhöhter mit der Europäischen Union



## Letter of interest ÖPNV Verband



Co-funded by  
the European Union



An:  
Regionsmanagement Osttirol  
z.Hd. Jakob Britz, M.Sc.  
Amlacher Straße 12  
9900 Lienz

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**Bestätigung der Kenntnisnahme der Mobilitätsblaupause Osttirol**

Hiermit bestätigt der Gemeindeverband ÖPNV Osttirol die Kenntnisnahme der im Interreg Central Europe Projekts DREAM\_PACE erarbeiteten Mobilitätsblaupause Osttirol.

Der Gemeindeverband ÖPNV Osttirol begrüßt die darin beschriebenen Maßnahmen zur Verbesserung der öffentlichen Mobilitätsangebote im Bezirk Lienz mit Hilfe bedarfsorientierter Systeme und unterstützt, im Rahmen seiner eigenen Interessen, die Bestrebungen des Regionsmanagements Osttirol diese Maßnahmen umzusetzen.

Lienz, den 26. 01. 2026

**Unterschrift**  


**Name**  
BRIGITTE ELISABETH



**Stempel**



Mit Unterstützung von Bund, Land und Europäischer Union





## Letter of interest VVT Mobilitätsblaupause



Co-funded by  
the European Union

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**DREAM\_PACE**

An:  
Regionsmanagement Osttirol  
z.Hd. Jakob Britz, M.Sc.  
Amlacher Straße 12  
9900 Lienz

**Bestätigung der Kenntnisnahme der Mobilitätsblaupause Osttirol**

Hiermit bestätigt der Verkehrsverbund Tirol (VVT) die Kenntnisnahme der im Interreg Central Europe Projekts DREAM\_PACE erarbeiteten Mobilitätsblaupause Osttirol.

Der VVT begrüßt die darin beschriebenen Maßnahmen zur Verbesserung der öffentlichen Mobilitätsangebote in Osttirol mit Hilfe bedarfsorientierter Systeme und unterstützt, im Rahmen seiner eigenen Interessen, die Bestrebungen des Regionsmanagements Osttirol diese Maßnahmen umzusetzen.

Innsbruck, den 11.02.2026

Unterschrift



Philipp Larcher, VVT-Mobilitätsplanung



Mit Unterstützung von Bund, Land und Europäischer Union

Bundesministerium  
Land- und Forstwirtschaft,  
Klima- und Umweltschutz,  
Regionen und Wirtschaftlichkeit



Gemeinsam Agrarpolitik. Gemeinsam.



Kooperation mit der  
Europäischen Union



## 7.7.4. Pavia-Oltrepò

### Letter of commitment Autoguidovie

AGI-2026-P-1119



**Oggetto:** Lettera intenti progetto europeo Dream\_Pace (triennio 2023-2026)


Con la presente lettera, la scrivente AUTOGUIDOVIE S.P.A. con sede legale a Milano in via Marco Fabio Quintiliano n. 18, CAP 20138, provincia Milano (MI), rappresentata dall'Ing. Stefano Rossi nella sua qualità di legale rappresentante, stanti:

- l'indirizzo generale del progetto europeo DREAM\_PACE nel perseguire il miglioramento continuo di accessibilità e connettività dei servizi di trasporto pubblico nelle aree periferiche e rurali, anche attraverso l'integrazione dell'offerta di trasporto pubblico con i servizi di trasporto a domanda (DRT);
- i risultati della sperimentazione del servizio pilota "Miobus" in ambito Oltrepò Pavese, positivi in termini di migliore accessibilità al servizio, aumentata digitalizzazione e gradimento da parte degli utenti e stakeholders coinvolti durante lo sviluppo e l'implementazione del servizio stesso;

si impegna a:

- proseguire con il monitoraggio e il miglioramento continuo delle soluzioni sviluppate nell'ambito del progetto Dream\_Pace e adottate per il servizio "Miobus", anche eventualmente tramite la promozione della loro implementazione presso le altre società del gruppo AUTOGUIDOVIE e in altri ambiti territoriali, nei limiti di compatibilità delle soluzioni sviluppate rispetto all'evoluzione delle esigenze del servizio di trasporto pubblico.

Milano, 16/02/2026

  
firma  
STEFANO ROSSI



## 7.7.5. Split-Dalmatia County (SDC)

### Letter of commitment SDC



REPUBLIKA HRVATSKA  
SPLITSKO-DALMATINSKA ŽUPANIJA  
UPRAVNI ODJEL ZA TURIZAM, POMORSTVO I  
PROMET

KLASA: 302-01/22-0001/0001  
URBROJ: 2181/1-06-03-02/05-25-0097  
Split, 11.12.2025. godine

**Subject:** Action plan and take-up of DREAM\_PACE project results in Split-Dalmatia County

In parallel to DREAM\_PACE project activities and related DRT pilot action in the area of Dugopolje, Trilj and parts of Dirmo, Split-Dalmatia County (furthermore: SDC), in cooperation with its partner Dyvolve Ltd, and following a public consultation, has developed the *Study of Public Route Network Transport Services in the area of Split-Dalmatia County* (procured and contracted outside the scope of the DREAM\_PACE project). Due to recent internal considerations and stakeholders' inputs, SDC have decided to amend certain aspects and parts of the aforementioned Study. These amendment efforts are currently being executed with the selected bidder in order to finalise the *Public Route Network Transport Service* in the area of Split-Dalmatia County (County Bus Network) and are expected to be completed by the end of the year 2025. The main objective is to conduct a case study based on the available input data and provide recommendations on the most appropriate model for implementing the County Bus Network based on the latest stakeholders' inputs.

The launch of the public consultation procedure by SDC on the implementation of the County Bus Network is planned for the first half of 2026. After reviewing all received comments and suggestions, SDC intends to initiate the public procurement procedure. Contracts with publicly selected transport operators are expected to be signed in the second half of 2026., enabling full implementation of the County Bus Network by the end of 2026.

The entire process (and related aforementioned steps) is based on the current implementation plan and is subject to possible timeline adjustments.

During the first year of service contracts with publicly selected transport operators for the County Bus Network being utilised, it will become clear which SDC areas remain without commercial interest for fixed-line bus passenger transport. Consequently, DREAM\_PACE SDC pilot and other relevant pilots' results will be scaled and used as an input – with reference to the project Output 3.2 "Jointly developed DRT 3.0 action plans for pilot region Split Dalmatia County" – to create the "Blueprint for the Establishment of DRT Services in Areas Without Available Public Passenger Transport Services." with a goal of exploring sustainable DRT service options with needed activities, developed measures, relevant financing plan options, and key success factors.

In this way, DREAM\_PACE project results and SDC pilot lessons learned will insure the great starting point for future efficiency increases across SDC area.

*By authorization*  
Head of the Administrative Department for  
Tourism, Maritime Affairs and Transport  
Split-Dalmatia County





Ana Glavčić Mckinić, mag. oec.



## 7.7.6. Stuttgart region

### Letter of interest NVBW



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DREAM\_PACE

**Kenntnisnahme und Unterstützung der Lösungen aus dem Interreg Central Europe Projekt DREAM PACE / *Recognition and support of the solutions derived from the Interreg Central Europe project DREAM PACE***


Hiermit bestätigt die NVBW die Kenntnisnahme der erarbeiteten Lösungen im Interreg Central Europe Projekt DREAM PACE, die zur Stärkung des On-Demand Verkehrs beitragen. Die Lösungen beinhalten den Vorschlag einer Evaluation des On-Demand Angebots zur besseren Planung („Quick scan and service planning“), sowie die Unterstützung des Bürgerbus‘ als Variante eines On-Demand Verkehrs („Crowdsourcing options - DRT as Bürgerbus“).

Die NVBW begrüßt die Maßnahmen zur Stärkung der öffentlichen Mobilitätsangebote in Baden-Württemberg und begleitet im Rahmen ihrer eigenen Interessen die Bestrebungen zur Umsetzung der Maßnahmen.

*NVBW hereby confirms that it has taken note of the solutions developed within the Interreg Central Europe project DREAM\_PACE, which contribute to strengthening on-demand transport. The solutions incorporate a quick scan and service planning as well as a Bürgerbus as DRT option.*

*NVBW welcomes the measures aimed at improving public mobility services in Baden-Württemberg and, within the scope of its own interests, supports the efforts to implement these measures.*

Martin Schiefelbusch, NVBW

 6.7.26

Ort, Datum, Unterschrift



## Letter of interest Municipality of Calw



Co-funded by  
the European Union

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DREAM\_PACE

**Kenntnisnahme und Unterstützung der Lösungen aus dem Interreg Central Europe Projekt DREAM PACE / *Recognition and support of the solutions derived from the Interreg central europe project DREAM PACE***

Hiermit bestätigt die Kommune Calw, Abteilung für Mobilität und ÖPNV, die Kenntnisnahme der erarbeiteten Lösungen im Interreg Central Europe Projekt DREAM PACE, die zur Stärkung des On-Demand Verkehrs beitragen. Die Lösungen beinhalten den Vorschlag einer Evaluation des On-Demand Angebots zur besseren Planung („Quick scan and service planning“), sowie die Unterstützung des Bürgerbus' als Option eines On-Demand Verkehrs („Crowdsourcing options - DRT as Bürgerbus“)

Die Kommune begrüßt die Maßnahmen zur Stärkung der öffentlichen Mobilitätsangebote und unterstützt im Rahmen seiner eigenen Interessen, die Bestrebungen zur Umsetzung der Maßnahmen.

*The municipality of Calw, department of mobility and public transport, hereby confirms that it has taken note of the solutions developed within the Interreg Central Europe project DREAM\_PACE, which contribute to strengthening on-demand transport. The solutions incorporate a quickscan and service planning as well as a Bürgerbus as DRT option)*

*The municipality welcomes the measures aimed at improving public mobility services and, within the scope of its own interests, supports the efforts to implement these measures.*

Michael Stierle, Kreis Calw, Abteilungsleiter Mobilität und ÖPNV

Calw, 04.03.2026 

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Ort, Datum, Unterschrift