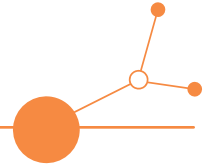
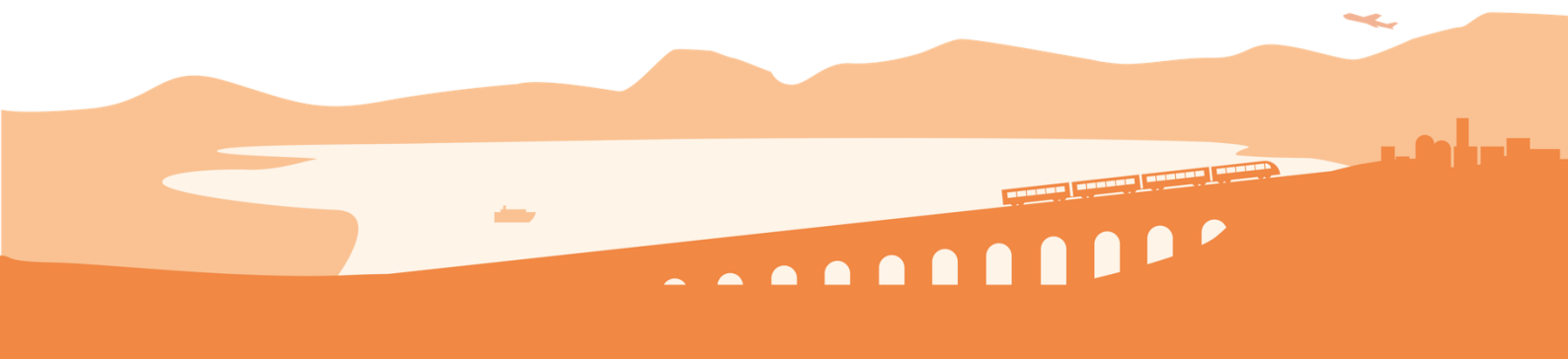


D1.2.4 Co-designed solutions blueprint of coordinated DRT implemented /tested through pilot activities



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1. Summary and structure of the blueprint

The goal of DREAM_PACE is to develop innovative Demand Responsive Transport (DRT) concepts for peripheral and rural areas, complementing regional mobility networks to improve connectivity, sustainability, inclusiveness.

From the governance and planning perspective, two different context-based approaches have been defined:

- for territories where comprehensive governance and planning frameworks govern composite networks from a top-down perspective, with the objective of enhancing efficiency and effectiveness through the integration of services with different nature in a MaaS (Mobility-as-a-Service) logic.
- for territories where services are being designed and implemented at different governance levels, often as expression of bottom-up approaches lead by local authorities to fulfil specific needs of the citizens, with the objective of better coordinating the composite framework of initiatives in a more rational, efficient and inclusive model.

This document describes activities carried out in reference to the second approach, , those related to the first approach are described in Deliverable D1.2.3. Project Partners have jointly designed a **modular governance and planning model blueprint for coordinated DRT enhancing accessibility in peripheral and rural regions**.

On this basis, the tools presented in this document are meant to support the conception, implementation and scaling up of a new generation of DRT services, designed as functional and integral part of regional mobility networks, enhancing accessibility for citizens, territorial cohesion and social inclusion.

The governance and planning model is composed by governance, planning, financial and procurement elements, designed to support the decision-making process in efficiently and effectively coordinating DRT services with and within local and regional mobility networks.

The project will improve DRT planning and delivery capacities of public authorities and operators. This will be supported by promoting the presented tools through targeted actions to influence decision makers' attitude towards change.

The model blueprint is composed by the following elements:

1. **Strategic planning framework for low demand and rural areas:** a strategic guideline for the implementation and coordination of DRT initiatives in low demand and rural areas.
2. **Governance scheme and introduction of coordinator for flexible mobility initiatives:** an exemplary scheme presenting stakeholders engaged in the DRT and local mobility governance process and their roles and responsibilities; a detailed profile of the mobility coordinator within the governance scheme.
3. **Quick scan and service planning guideline:** a methodology for quick scanning local needs and starting DRT service planning processes in low demand and rural areas.
4. **Crowdsourcing options - DRT as Bürgerbus:** guideline on crowdsourcing options, designed around the exemplary case of the Bürgerbus model in Germany as possible sustainable financing and operational scheme for DRT in remote areas.

The figure below represents the framework of components and highlights their role in the planning process (from strategic to tactical).

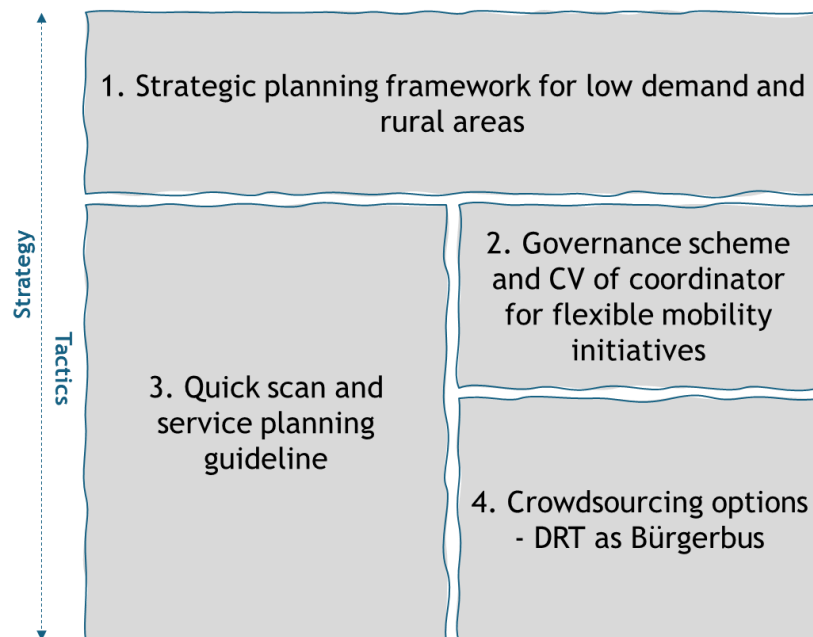


Figure 1: A modular governance and planning model blueprint for coordinated DRT enhancing accessibility in peripheral and rural regions

In the following chapters (2 to 5) objectives, target groups and main functionalities are presented for each solution components.

Chapters 6 and 7 focus respectively on the expected change generated by the adoption of the described solution and on the transferability and replicability of the components, while chapter 8 highlights a set of planned targeted actions which can help to influence decision makers' attitude towards change.



2. Component 1: Strategic planning framework for low demand and rural areas

2.1. Objective

The main aim of this solution component is to guide the improvement of the overall service quality of public transport in rural regions by using DRT approaches increasing efficiency and extending service areas without forcing a cost explosion. In the context of East Tyrol, a mountainous, rural and peripheral region with a pronounced valley structure and sparse, wide-spread population patterns it is key to allocate the resources for public transport wisely. By using DRTs it is possible to extend and modernise existing services and also implement new ones. It is a more flexible mode of transport that serves larger areas rather than tight corridors, and this increases the overall attractiveness of public transport.

Main challenges are related to large underserved areas, scattered schedules, morning and evening hours without service and lack of service on the weekends. These are common issues in public transport in rural, peripheral regions. Therefore, the features of this solution component are expected to be easily replicable for similar areas and can be taken as a guideline to design similar solutions in other regions.

By adding DRT-Systems to the area and fine-tuning them in a proper way with the backbone of classic PT, cost-effectiveness and extension of service areas can be achieved and this will also increase the transport offer quality perceived by the residents and tourists.

2.2. Target groups

The strategic framework supports relevant stakeholders throughout the mobility planning and coordination process, including:

- Municipalities and Local Authorities, active in the definition of services to fulfil the accessibility needs of citizens.
- Mobility experts and planners, receiving guidance in the local planning of services.
- Public Transport Authorities (PTAs) that can assume or support the role of coordinators.
- Public Transport Operators (PTOs) for the implementation and operational management of DRT services.

The adoption of the planning approach is expected to positively affect a wide range of target groups, reflecting the diverse mobility needs of a peripheral alpine region. Regular public transport users, particularly schoolchildren and employees commuting to regional hubs, represent a central group. Reliable valley services and well-integrated timetables are essential for them. The improvements aim to provide more frequent services and better coordination between trains and buses, reducing dependence on private cars.

In rural areas with dispersed settlements, elderly residents often lack access to private cars. Demand Responsive Transport (DRT) services directly address their need for accessible, flexible, and affordable connections to healthcare, shopping, and social activities. Barrier-free vehicles and easy-to-use booking options are central for this group.

In most peripheral and rural regions, tourists are a key driver of mobility demand. Seasonal shuttles, DRT extensions to hiking areas, and better integration with long-distance rail links allow sustainable travel options and reduce car dependency during holidays.



Residents of less accessible areas benefit most from DRT expansion. Here, the solutions target groups who are currently underserved by traditional PT lines.

By exploring synergies between PT and DRT, the solutions also target employees of local companies. Coordinated services can reduce individual company fleets and provide shared benefits for both workers and the general public.

2.3. Description and functionalities

The strategic planning framework is designed for peripheral and rural regions with mountainous geography, where dispersed settlements and seasonal tourism create complex mobility needs. In the pilot area of East Tyrol, it addresses mobility along the main valley corridors, in peripheral settlements, and in side valleys that are not adequately served by conventional bus or rail lines. Its application covers both daily mobility and seasonal tourism demand. Beyond East Tyrol, the model provides transferable insights for other alpine regions and rural areas in Europe facing similar demographic and geographic challenges.

Main Features of the solution component are:

- Backbone represented by classic public transport (bus and rail services in valley corridors with hub in main centres e.g. Lienz).
- Complementary DRTs for peripheral and underserved areas, integrated into the PTA's/PTO's ecosystem regarding booking and reservation, ticketing and informational matters.
- Stakeholder involvement through living labs including municipalities, operators, companies and the tourism sector to align transport with synergies of the most important user groups.
- Governance model centred on Public Transport Authority, supported by municipalities and regional actors, with operators delivering services.
- Mobility coordinator role as a bridging function to ensure communication, innovation, and continuous feedback loops.
- Participatory planning methods (living labs, bilateral discussions, GIS analyses) to build evidence-based, locally accepted solutions.

Innovative Elements of the proposed strategic approach consist in:

- Integration of DRT and classic PT; positioning on-demand services not as competitors but as complements to fixed routes, ensuring system-wide efficiency.
- Mobility coordinator as a new governance actor; a dedicated role ensuring that mobility, often a secondary concern for stakeholders, becomes a continuous priority.
- Combination of participatory and technical planning tools: Using living labs for stakeholder engagement, bilateral discussions for local specificity, and GIS mapping for objective analysis.
- Scalability and transferability: Solutions are embedded in the PTA ecosystem, enabling replication in other rural and alpine regions.
- Exploring integration of business shuttles as small-scale, local and voluntary services to expand service coverage and efficiency.



3. Component 2: Governance scheme and introduction of coordinator for flexible mobility initiatives

3.1. Objective

The main aim of the solution component is to design a coordinated governance framework for rural mobility that ensures efficiency, inclusiveness, and long-term sustainability. Rural and mountainous regions face particular challenges – low population density, dispersed settlements, and fluctuating demand – that make conventional public transport systems inefficient. The solution component therefore seeks to bring together all relevant stakeholders, from transport authorities and municipalities to service providers, employers, and citizens, in order to design mobility services that are both practical and socially inclusive.

At the core of this approach is the establishment of a regional mobility coordinator. This role acts as the linchpin of the governance system, overcoming fragmented responsibilities by ensuring strategic alignment, fostering cooperation, and keeping mobility high on the regional agenda. By integrating demand-responsive transport (DRT) with traditional public transport, municipal initiatives, and digital tools, the coordinator helps to avoid duplication, reduce inefficiencies, and maximize the use of available resources.

Ultimately, the solution component aims not only to improve daily mobility for residents and visitors, but also to embed mobility governance into broader regional development strategies. This ensures that transport contributes to economic vitality, social inclusion, and environmental sustainability while being adaptable to local contexts and future challenges.

The solution component directly addresses the key challenges highlighted in earlier stages of the project, particularly the fragmentation of responsibilities, the lack of coordination among stakeholders, and the limited adaptability of mobility systems in rural and mountainous regions. Previous analyses showed that while many institutions have some form of mobility strategy, these actions are often isolated and insufficiently aligned, leading to inefficiencies, duplicated efforts, and missed opportunities.

The introduction of a governance framework centred on a regional mobility coordinator can ensure that diverse actors – municipalities, PTAs, operators, digital providers, enterprises, and citizens – are systematically connected through both formal and informal mechanisms. This contributes to overcoming the challenge of dispersed priorities by creating a continuous platform for dialogue, negotiation, and decision-making.

Furthermore, the solution strengthens the ability to adapt to seasonal fluctuations, demographic changes, and varying demand levels. Coordinated integration of DRT with conventional public transport, local initiatives, and digital tools ensures flexibility and resilience, addressing the challenge of low population density and uneven service demand.

Finally, the approach supports the challenge of sustainability by embedding mobility within broader regional development goals. It links transport to economic growth, social inclusion, and environmental objectives, thereby transforming mobility from a peripheral issue into a central driver of rural resilience and innovation.

3.2. Target groups

The governance scheme defines an effective structure to organise the contribution of relevant stakeholders throughout the mobility planning and coordination process, including:

- Municipalities and Local Authorities, active in the definition of services to fulfil the accessibility needs of citizens.



- Mobility experts and planners, receiving guidance in the local planning of services.
- Public Transport Authorities (PTAs), that can assume or support the role of coordinators.
- Public Transport Operators (PTOs), for the implementation and operational management of DRT services.

The adoption of the scheme is expected to positively affect a wide range of target groups, reflecting the diverse mobility needs of a peripheral alpine region. reflecting the diverse mobility needs of rural regions. Residents form the most important group, including daily commuters, students, older people, and those without private cars who rely on accessible and affordable transport options. Tourists are another central target group, given the region's dependence on seasonal visitors. Tailored services such as ski shuttles, hiking buses, and integrated digital information platforms ensure that visitors can access destinations sustainably without depending on private vehicles.

In addition, the outcomes of better coordination address the needs of employers and employees. Large enterprises and local businesses benefit when their workers have reliable mobility options, reducing commuting barriers and contributing to economic resilience. Vulnerable groups, such as people with reduced mobility, low-income households, and young people, are also a focus, as DRT and flexible services can improve their social participation and access to essential services.

3.3. Description and functionalities

The solution component focuses on **improving governance for public transport and Demand Responsive Transport (DRT)** in rural and mountainous regions with low population density and fluctuating demand. Its scope is not limited to the pilot area of East Tyrol but is designed to be transferable to other rural European regions facing similar challenges. It provides a framework that aligns local needs with regional and national strategies while ensuring flexibility for seasonal variations and specific community requirements.

At the core of the solution is the introduction of a **regional mobility coordinator**, who acts as the central junction between PTAs, municipalities, operators, service providers, and citizens. Key features include strategic coordination of mobility services, integration of DRT into the wider transport system, continuous stakeholder engagement, and monitoring through data collection and evaluation. The solution also emphasizes transparent governance structures, participatory processes such as living labs, and the use of digital tools to improve accessibility and user experience.

The innovative strength of this solution lies in **institutionalizing coordination as a dedicated role** rather than treating mobility as a side task within existing institutions. It combines formal responsibilities with informal, participatory approaches, ensuring that governance is both efficient and responsive. This hybrid model bridges gaps between institutions, fosters innovation such as shared mobility services, and creates a scalable, people-centred governance framework for sustainable rural mobility.



4. Component 3: Quick scan and service planning guideline

4.1. Objective

The main aim of this component is to provide a structured methodology for analysing and improving Demand Responsive Transport (DRT) services at local and regional level. By combining field data collection, persona methodology, and participatory workshops, the guideline supports local communities and stakeholders in identifying user needs, barriers, and opportunities for service improvement. This contributes to the key challenges identified in earlier project stages, namely: low awareness of DRT services, underutilization, and the lack of sustainable models for small and remote areas. The solution ensures that user perspectives are systematically captured and translated into actionable service adjustments, which can then be monitored and iterated over time.

4.2. Target groups

The solution includes multiple target groups:

- **Primary users and non-users of DRT services** within the pilot areas, including citizens with diverse mobility behaviors and needs.
- **Local authorities and public transport planners** who need tools to better understand mobility demands and optimize services.
- **Network of regional DRT providers** who want to combine forces and struggle with similar issues.

4.3. Description and functionalities

The component is a **guideline on “quicksan and planning”** that provides a recurring, step-by-step model to analyze, adapt, and improve DRT services.

- **Scope of application:** It can be applied in any local or regional context where mobility services need to be assessed, adapted, and made more user-centered.
- **Main features:**
 - Data collection in the field via structured questionnaires for users and non-users.
 - Use of the **persona method** to translate mobility patterns and attitudes into representative user profiles.
 - Participatory elements such as the “living statistics” poster tools for citizens to visualize their mobility habits.
 - Semi-structured interviews with passengers during trips.
 - Stakeholder workshops, structured in two phases: (1) exchange on common DRT challenges across regions, (2) co-creation of solutions with local actors.
 - Templates and materials (persona templates, posters, sticker-based tools) for direct use in the field.
- **Innovative elements:** The evaluation of requirements by users of the DRT are analyzed from many perspectives: users, non-users as well as DRT-providers. This ensures that expectations of the DRT



provider and perspectives of citizens can be compared to uncover misconceptions and find the best possible solutions for all.



5. Component 4: Crowdsourcing options - DRT as Bürgerbus

5.1. Objective

Bürgerbuses are community-run, volunteer-driven services that complement the regular public transport network where fixed routes are uneconomic. They are locally designed, embedded in the community and bridge gaps in rural or small-town areas – typically with small minibuses and volunteer drivers. This bottom-up, engagement-based model targets concrete local needs and strengthens social participation, especially for older or mobility-restricted people.

Pros and cons of this model in terms of funding and organization are the following:

Pros: very cost-effective because personnel costs are largely avoided through volunteering; locally tailored routing and operating times; strong community anchoring and social benefits. Funding sources are diversified (state grants for vehicles, admin-cost subsidies, e-mobility support, municipal co-funding, sponsorships, fares).

Cons/trade-offs: dependency on continuous volunteer engagement; higher ongoing organizational effort for booking/dispatch and visibility in demand-responsive formats; clarification of permits, insurance and role-sharing between municipality/association needed.

The **Crowdsourcing options - DRT as Bürgerbus** solution component provides guidance on how to implement Bürgerbus services

Typical pathway: assess local mobility needs → choose operating form (line, semi-flexible, fully flexible) → set up association or municipal setup and define task-sharing → secure funding (e.g., L-Bank vehicle grant up to €35,000; admin-cost subsidy; BW-e support; small grants like “Beteiligungstaler”) → procure an 8-seat minibus (M1, class-B license sufficient) → recruit/train volunteers → launch service with clear information/booking and ongoing PR → monitor via simple passenger counts and quarterly stats.

5.2. Target groups

Target groups are Municipalities but also civil initiatives who want to improve and support crowdsourced alternatives for sustainable transport

Additional target groups: local transport associations/operators partnering on integration and publicity; volunteer groups and NGOs hosting the driving service; and end-users—particularly seniors and mobility-restricted residents—who benefit from tailored access and a personal atmosphere.

5.3. Description and functionalities

Bürgerbusse are designed and organised locally, aligning stops, operating days and trip purposes with village/town rhythms (shops, doctors, events) and connecting to regional PT nodes (e.g., stations).

The innovation aspect lies in the fact that - in the Bürgerbus case - public transport can be built bottom up, through civil engagement. It makes public transport an urban common everyone can be part of, instead of a mere top-down given service. The approach reframes PT as a co-produced community service: initiated “from the community, for the community”, it yields immaterial gains (participation, communication, inclusion) in addition to mobility output.



Main features of the model are the following:

- Scope of the application: local or regional (that's where the bus drives and where engagement of citizens is realistic).
- Operating forms & scheduling: classic line, line with return on demand, partly or fully flexible; tailored weekday operations and special timetables for events.
- Personnel & vehicles: volunteer drivers (class B); small M1 minibuses with ~8 passenger seats; accessibility aids recommended.
- Routing & stops: locally planned; good area coverage and, where suitable, flexible boarding concepts; alignment with onward PT for connections.
- Ticketing & counting: local fare rules; in practice, some accept network tickets on a goodwill basis; simple passenger counting by ticket type for quarterly reporting.
- Organisation & roles: typically an association (e.V.) cooperates with the municipality; tasks split between vehicle/insurance/operating costs (often municipality) and driving/PR/timetable (association). Alternatives exist where the municipality coordinates directly.
- Legal/insurance basics: permit situation depends on offer; insurance covers passengers, volunteers and vehicles with state frameworks for volunteers available.



6. Expected change

The expected change stemming from the **Strategic planning framework for low demand and rural areas** lies above all in the improved accessibility of peripheral and rural settlements through DRTs which will complement the established backbone of bus and rail transport along the main valleys. By aligning bus, train, and DRT timetables more effectively, service quality is expected to improve, with reduced waiting times and better connections. At the same time, resources can be allocated more efficiently, with fixed routes maintained where they make sense, and flexible offers implemented where traditional public transport cannot be operated sustainably. This is likely to increase user satisfaction, as services will be tailored to specific needs, providing barrier-free access, flexible booking options, and reliable connections. In governance terms, the blueprint fosters a cultural shift towards stronger cooperation, since municipalities, operators, and stakeholders will work more closely under the coordination of the mobility coordinator.

The uptake of the solution component by relevant organisations ensures that its results will not remain theoretical. PTAs should incorporate the findings into future tenders and service planning, while municipalities can use the recommendations to advocate for tailored services and co-finance local solutions. Community initiatives such as “Gemeindemobile” will be better integrated into the formal system, which strengthens rather than replaces their contribution.

Also, there are multiple benefits for target groups. Commuters and pupils will gain from more frequent valley services and improved coordination between buses and trains. Elderly residents and people with limited mobility will experience better access to mobility. Tourists will be able to reach their destination more easily and sustainably, reducing car dependency during their stay. Residents of peripheral settlements will have improved access to public transport due to area coverage of DRTs. Companies and employees benefit from coordinated transport solutions that lower costs, reduce traffic, and strengthen a sustainable regional labour mobility.

All in all, the strategic planning framework provides a hands-on model that delivers improvements for local residents and visitors but also establishes lasting structures and approaches. By combining participative governance, integrated planning, and targeted mobility offers, the region’s mobility offer will be improved with flexible DRTs building on the strong basis of classic PT.

The **Governance scheme and introduction of coordinator for flexible mobility initiatives** can generate tangible results in similar regions by establishing a coordinated governance model for rural mobility. The introduction of a mobility coordinator can improve stakeholder cooperation, reduce duplication of efforts, and create more efficient links between DRT, conventional public transport, and locally financed services.

Over time, the solution is expected to deliver greater flexibility in responding to fluctuations, ensure inclusiveness by addressing the needs of vulnerable groups, and increase the attractiveness of public and shared mobility options. It will also strengthen trust among municipalities, operators, and users by providing a stable point of contact and transparent communication.

The approach anchors mobility governance within broader regional development strategies, supporting sustainable tourism, economic resilience, and social participation. By embedding coordination into institutional structures, the solution ensures continuity beyond individual project lifecycles.

Relevant organisations such as PTAs, municipalities, employers, and tourism associations are expected to adopt the model, while citizens, tourists, and workers will benefit from more reliable, accessible, and user-friendly services. Ultimately, the solution strengthens regional cohesion and sets a transferable example for other rural areas in Europe.



The methodology at the basis of the **Quick scan and service planning guideline** is expected to generate several lasting effects:

- Increased awareness and uptake of DRT services among citizens by directly involving them in the process.
- More tailored and efficient services, as operators and authorities gain concrete insights into local user needs and barriers.
- Strengthened collaboration between local communities and service providers.
- Empowerment of local stakeholders to monitor, evaluate, and adapt mobility solutions on a recurring basis.

The following changes are expected from the **Bürgerbus model**:

- Support to elderly vulnerable groups: through Bürgerbuses, especially elderly are targeted to use DRT more, the flexible routing allows them to commute to exactly the place they need to go; elderly and mobility-restricted residents benefit from fine-grained coverage and a personal, trust-based atmosphere; demographic trends suggest increasing relevance of this user group.
- Strengthening of community through engagement: the engagement, participation and power to shape the everyday life together enhances the feeling of self-efficacy and strengthens a community; trust is built, and loneliness is tackled; because projects are developed within the local community, these initiatives strengthen social ties and create additional opportunities for participation and communication beyond the pure transport function.

Additional effects may include cost-efficient service where classic lines are not viable; clearer local visibility of sustainable mobility; structured cooperation between municipalities and civic associations.



7. Transferability and replicability

The blueprint and its solution components are designed to be easily transferable to other territorial contexts, offering a robust technical foundation for supporting the coordinated planning of PT and DRT services at various levels and in different territorial contexts.

Concerning the **Strategic planning framework for low demand and rural areas**, the concept can be transferred to other areas with similar conditions, as rural and mountain regions in Austria and Europe, dealing with the same challenges: small populations spread across many villages, long travel distances, and strong seasonal changes due to tourism. The model that combines a strong public transport backbone in the main valleys with DRTs for side valleys and small settlements can therefore also work in other territories.

With reference to the **Governance scheme and introduction of coordinator for flexible mobility initiatives** its transferability relies in the fact that in many territories the planning of a relevant part of mobility services is poorly coordinated to the main networks, and requires the activation and cooperation among territorial stakeholders in order to maximize the benefits of jointly planned, efficient and effective services across the territory.

The **quick scan and service planning guidance** elaborated and tested in rural and low demand areas is highly transferable to other territories, sectors and target groups. The methodology can be applied in any rural, peri-urban, or small-town setting where flexible mobility services are needed. It can be upscaled to urban areas as well, by repeating the workshops and surveys for a wider area. The participatory approach can also be adapted to other service areas that require strong user engagement (e.g. healthcare, energy, local digital services). By adjusting questionnaires and persona models, the method can address diverse user populations. Planned measures to support transfer include providing open-source templates, step-by-step guidelines, and documentation of best practices from the pilot experience.

The **DRT as a Bürgerbus** model can be replicated wherever a volunteer base and minimal co-funding exist. Frameworks differ by state, so legal/funding details must be checked locally; however, guidance, contacts and checklists provided by the state (e.g. for the German case NVBW, L-Bank, Allianz für Beteiligung) support transfer and scaling.



8. Targeted actions to influence decision makers' attitude towards change

The testing and validation process of the solution components, structured through the involvement of key stakeholders in the LL meetings as well as through direct engagement, constitutes a targeted action aimed at establishing a virtuous exchange for the development of the component, which also influences the decision makers.

In the case of the **strategic planning framework**, the **governance scheme** and the **introduction of the coordinator**, stakeholders in the pilot Osttirol region are undertaking several coordinated actions: evidence-based communication to policymakers, companies, and interest groups, stakeholder engagement platforms such as living labs, bilateral meetings, and regional workshops ensuring that stakeholders perspectives are considered, and building ownership and trust in the governance model. Furthermore, cooperation with regional actors such as regional transport authorities, chambers of economy and labour, and large employers provide leverage. By aligning the solution with broader policy objectives (sustainability, digitalisation, accessibility), players aim to position the component not only as a transport measure, but as a strategic tool for economic and social resilience.

In the case of the **Quick scan and service planning** methodology, engaged partners foresee stakeholder workshops with municipal authorities and transport operators to co-develop solutions, actions to demonstrate financial and organizational models for crowdsourcing and co-production, engaging local businesses, community groups, and municipalities in supporting and financing DRT services, the establishment of recurring evaluation cycles that reassure policymakers of continuous monitoring and adaptability.

With regards to the **DRT as a Bürgerbus** model especially in the Stuttgart Region, awareness among municipalities and operators on the benefits of its application will be increased through targeted actions such as (i) joint workshops with municipalities and local operators using NVBW materials/checklists; (ii) funding briefings highlighting vehicle grants, admin-cost subsidies and support, plus small participation funds (e.g., "Beteiligungstaler"); (iii) presenting local demand evidence and user stories (seniors, evening links, event specials) to show concrete value; (iv) clarifying task-sharing and insurance upfront to reduce perceived risks.

In the last period of the project, targeted events, dialogues with relevant institutions and communication actions will be organised in order to demonstrate the potential of the solution and of the specific components to public and private decision makers, in order to embark them in the promotion of flexible mobility options as integral part of existing mobility networks and exploit their mobility enhancement, environmental and socioeconomic potential.

The components of the blueprint will also be displayed on an interactive dedicated website developed by the Project Partners, guiding decision makers to select the suitable modules and tools to support their planning process.



9. Conclusions

The deliverable, with its Annexes, summarizes and displays the work done by the DREAM_PACE consortium to co-design and test a modular governance and planning model blueprint, dedicated to the coordination of Demand Responsive Transit to enhance accessibility in peripheral and rural regions.

The model - representing one of the outputs (solution) of the project - is composed by governance and planning elements that have been validated and tested with the support of relevant stakeholders and - in some cases - with precious inputs provided by the business and tech community build around the project.

The co-designed and tested solution has been built in order to foster a substantial change of attitude of decision makers toward the potential of DRT in integrating and enhancing existing public transport networks, accompanying the planning process from the more strategic to the tactical level, across identification of strategic objectives, data processing, fostering participation and economic evaluation.

The solution components are characterised by a high level of transferability and replicability thanks to the joint and co-design process developed and to the modular nature of the solution blueprint.

On this basis targeted actions are being put in place in order to influence decision makers' attitude towards change, by showcasing the solution components and their potential applications and promoting their adoption in the planning process.



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11. Annexes

11.1. Annex 1: DREAM_PACE_Strategic Planning Approach

Ref. solution component 1

- Strategic planning framework for low demand and rural areas

11.2. Annex 2: DREAM_PACE_Governance Scheme

Ref. solution component 2

- Governance scheme and introduction of Coordinator

11.3. Annex 3: DREAM_PACE_Quickscan and attachments

Ref. solution component 3

- Quick scan and service planning guideline

11.4. Annex 5: DREAM_PACE_Buergerbus

Ref. solution component 4

- DRT as Bürgerbus