CIVITAS
Sustainable and smart mobility for all
2030

# CIVITAS indicators

## Operators included in travel passes (TRA_MM_FI5)

### DOMAIN

| | | | | |
|---|---|---|---|---|
| **Transport** | Environment | Energy | Society | Economy |

| | | |
|---|---|---|
| **TOPIC** | **Multimodality** | |
| **IMPACT** | **Functional integration of transport modes**<br>*Increasing the share of transport operators whose services are included in travel passes* | **TRA_MM** |

### Category

| | | |
|---|---|---|
| Key indicator | **Supplementary indicator** | State indicator |

## CONTEXT AND RELEVANCE

Functional integration of transport modes refers to the coordination of different transportation systems to into a cohesive network where various modes complement one another. This involves unifying ticketing, trip planning and booking platforms to enable seamless travel across all urban mobility modes. By functionally integrating transport modes, cities can significantly enhance the convenience and efficiency of their mobility systems. Coordination between services makes multi-modal journeys more intuitive and time-efficient for users, ultimately improving the accessibility and appeal of public and shared mobility modes.

A functionally integrated system supports as shift to sustainable mobility options, reducing car dependency and promoting environmental and social benefits such as lower emissions, safer streets, and more efficient land use.

This indicator provides a measure of the functional integration of transport modes. **This is a relevant indicator when the policy action is aimed at improving the functional integration between different modes of transport. A successful action is reflected in a HIGHER value of the indicator.**

## DESCRIPTION

This indicator is the share of transport operators whose services are included in the most comprehensive travel pass offered in the experiment city. The indicator is **dimensionless**.

## METHOD OF CALCULATION AND INPUTS

**The indicator should be computed exogenously**, by applying the method described and then coded in the supporting tool.

| **Method** | |
|---|---|
| **Calculation of the index based on information retrieved from travel pass and/or transport providers** | Significance: **0.50**  |

### INPUTS

**The following information is needed** to compute the indicator:

a) The number of transport operators whose services are included in the travel pass. If multiple types of travel pass exist in the experiment city, **the most comprehensive pass should be considered**, i.e., the pass covering the most operators.
b) The total number of transport operators active in the experiment city.

The experiment would result in an increase of transport operators whose services are included in the travel pass.

### METHOD OF CALCULATION

**The indicator should be computed exogenously** according to the following steps:

- **Retrieval of the number of transport operators whose services are included in the most comprehensive travel pass** available in the experiment city. This datum

can be obtained from the travel pass provider and/or from transport operators themselves.

- **Retrieval of the number of transport operators active in the experiment city**.
- **Estimation of the index** by computing the ratio between the number of transport operators whose services are included in the most comprehensive travel pass and the total number of transport operators.

### EQUATIONS

The equation computing the index (last step of the method of calculation) is the following:

$$\boldsymbol{PassOperatorsIndex} = \frac{\boldsymbol{PassOperators}}{\boldsymbol{TotOperators}}$$

Where:

$PassOperators$ = Number of transport operators whose services are included in the most comprehensive travel pass

$TotOperators$ = Total number of transport operators in the experiment city

## ALTERNATIVE INDICATORS

This indicator measures the share of transport operators in the experiment city whose services are included in the public transport pass. In this framework, there are 5 alternative indicators to assess functional integration of transport modes: TRA_MM_FI4 evaluates fare integration, while TRA_MM_FI1, TRA_MM_FI2, TRA_MM_FI3 and TRA_MM_FI6 relate to multimodal trip planning applications.

Concerning fare integration, alternative indicator **TRA_MM_FI5** measures the share of transport modes in the experiment city accessible using a single travel pass. Both TRA_MM_FI4 and TRA_MM_FI5 are relatively simple to calculate and have similar significance.

Regarding trip planning applications, **TRA_MM_FI1** considers the number of modes covered by trip planning applications. **TRA_MM_FI2** measures the number of users downloading trip planning applications active in the experiment city. **TRA_MM_FI3** assesses the share of transport operators whose services are covered by multimodal trip planning applications. Lastly, **TRA_MM_FI6** evaluates the share of multimodal trips managed through trip planning applications. Except for TRA_MM_FI6, the indicators related to trip planning applications are relatively simple to calculate, as they rely on straightforward computations and data that can be easily obtained through observation or by requesting information from application developers. However, their significance is limited as they measure app downloads and modal/operator coverage rather than actual usage. In contrast, TRA_MM_FI6 has higher significance since it assesses the extent to which multimodal trip planning applications are used. However, its calculation requires conducting a sample survey, making data collection more costly and time-consuming.