

Work Plan A.22-02 GTFS Pathways Development Technical Support Continuation

Scope:

- 1. Code Stations** is the bulk of the effort relying on planner-level staff to complete additional station fieldwork, identify assets in support of extensions to the Pathways specification (related to Task 1), and to code each station into the database following the procedures Fehr & Peers and BART have been co-developing. This phase of the work assumes the coding of up to six stations per month to complete the scope by December 2026. As station packages (assumed to be 2-3 at a time) are completed, they would be submitted to BART for review, and so the workflow would involve Fehr & Peers concurrently working on new coding for 2-3 stations at a time and revising a similar number of stations on a rolling basis. Fehr & Peers will engage additional planning staff to follow the development procedure under the direction of the original project staff, and conduct internal QAQC before submission to BART. This task includes the following elements of the BART-approved scope:

 - a. The consultant will continue to develop and extend the GTFS Pathways files for seventeen (17) BART stations (for all fifty in the system). BART will identify series of stations in small subgroups of stations (approximately 3-6) at a time.*
 - b. The consultant will draft the core attributes for GTFS Pathways for the additional stations, following procedures co-developed with the consultant and BART staff in the initial three pilot stations*
 - c. Items to be coded in pathways that are not already included in an existing GIS layer will be drafted by the consultant staff through: site visits, station interior imagery provided by BART, and other resources such as PDF diagrams.*
 - d. As the additional stations are developed, the consultant will continue to update the Pathways Development Procedures documentation as appropriate.*
 - e. There may be need to revisit stations that have already been completed to make updates as the procedural document is amended.*
 - f. \$15,000 will be spent to procure from subconsultant Transit an application that will serve as a testing and validation interface for the coded data.*
- 2. Signage Database Support** includes supporting BART with additional data collection at 10 or more stations (to include up to the entirety of the system) and coordination with BART on the development of a signage database.

Schedule

The project schedule will continue with the previous scope of work in June 2026 and proceed with site visits and station coding on a rolling basis with up to six stations completed each month to reach completion in December 2026. An assumed burn rate by task is shown below.

2026							
TASKS	Jul	Aug	Sep	Oct	Nov	Dec	Total Hours
<i>Task 2 – Code Stations</i>	66	66	66	66	66	66	396
<i>Task 3 – Signage Database Support</i>	25	25	25	25	25	25	150
TOTAL	91	91	91	91	91	91	546

Other Direct Cost

We will have one ODC on the project for Transit App to conduct work. Transit App's scope of work would be to perform the following.

Transit App will provide a dedicated testing environment and technical support to validate and optimize BART's GTFS-Pathways feed prior to its public launch. This includes providing BART personnel with access to a protected beta version of the Transit app, isolated from the public interface, to evaluate station navigation and trip planning results. To ensure the testing environment remains current, Transit will automatically fetch data from a BART-provided URL at least once daily, allowing for rapid iteration and real-time visualization of feed updates.

Throughout the development cycle, Transit App will provide ongoing technical troubleshooting and data expertise to address feed errors or station mapping discrepancies. To facilitate this collaboration, Transit will host up to four calls spaced throughout the Work Order Term to review progress, discuss troubleshooting results, and align on data quality best practices. This process ensures the feed is fit for purpose and provides accurate, reliable information for riders, allowing BART to refine the digital customer experience and build rider trust ahead of the official rollout.

Prime: Fehr and Peers

Subconsultants: None

Total Work Plan Value: \$ 97,141