

EXHIBIT A

Scope of Services

Task 1: Lifecycle Cost Analysis (LCCA)

1a) Develop an LCCA model that can be updated and used for Phase 2 of the EV Infrastructure Plan based on the following assumptions:

- Procurement and installation in 2021
 - All chargers will be compliant with the Electric Vehicle Fueling Systems regulation¹
 - Labor charges will be at prevailing wages
- Chargers will operate for five years without need for replacement or upgrade (Q3 2021 and Q3 2026)
 - Chargers will operate on Valley Clean Energy's UltraGreen Service at the BEV-2S rate
 - Load profiles to be determined on projected use data collected in Task 2
- Potential income and revenue
 - City sales tax on fuel
 - Low Carbon Fuel Standard Credits
 - Rental income from leasing space to a third-party operator

The LCCA will address

- Return on investment
- Impact of technology changes
- Ownership models (lease, ownership, charging as a service, and hybrid approaches)
- Capital and contracted O&M costs
- Potential for onsite generation and storage to offset costs
- Coordination with Fuel Facility Study contract and recommendations

1b) Collaborate with City consultant for Fuel Facility Study by engaging in three meetings throughout project, and incorporating recommendations into LCCA and site feasibility work.

1c) Engage community stakeholders, such as local and university experts, Cool Davis or other community-based organizations, for feedback about assumptions to ensure they mesh with findings from local outreach.

1d) Engage in one meeting with Sac Metro AQMD to discuss funding availability for purchase of EV shuttle vehicle(s).

DELIVERABLE

- Spreadsheet of LCCA model that can be updated and used for Phase 2, if desired

Task 2: Site Feasibility and Cost Analysis

Site Feasibility:

2a) Determine criteria and weighting to input into the Public Charger Siting Optimizer tool that allows for interactive, on-the-fly analysis of multiple variables and attributes based upon criteria in Table 1.

2b) Apply the criteria and weighting to the locations identified by City of Davis and up to three alternative sites.

2c) Attend a virtual meeting and/or a conduct virtual focus group with key community EV experts, possibly including Cool Davis, Davis Electric Vehicle Association, and/or Bike Davis to help understand potential use cases.

Table 1

DATA	SOURCE
POPULATION & EMPLOYMENT	Number of residents and jobs per square mile from the American Community Survey.
EQUITY & DIVERSITY	Efforts and goals for increasing access to underserved geographies and/or populations.
CURRENT EV DEPLOYMENT	Zero Emission Vehicle and Charger Statistics Density of rebates from the Clean Vehicle Rebate Project (CVRP).
CHARGING SITE FEASIBILITY	Public transportation connections, facility access, parking lot locations, and other considerations.
CURRENT & PLANNED EVSE LOCATIONS	Number of public chargers from AFDC, AmpUp & City data.
CURRENT NUMBER OF MULTI-UNIT (MULTI-FAMILY) DWELLINGS	From City or County data.
TRAVEL BEHAVIOR	Modeled vehicle trips and inter-trip dwell times based on SACOG's travel demand model
PRESENCE OF A PUBLIC AGENCY-OWNED OR MANAGED FACILITY APPROPRIATE FOR PUBLIC CHARGES	E.g. libraries, community centers, parking garages parks.
OTHER AGENCY INITIATIVES	A "wildcard" field factor in participating jurisdiction initiatives to decrease personal vehicle use.
PROXIMITY TO FREEWAYS & HIGHWAYS	Buffered interchanges fro regional GIS transportation layers.
COMPATIBILITY WITH THE GRID	Grid data from PG&E and other local utilities
CURRENT WORKPLACES	Number of current industrial, professional, and retail facilities from City or County data.

Cost Analysis:

2d) Estimate and analyze charger costs and electrical load of Level 2 and DF Fast Chargers using the electrical demands of multiple vehicle classes, including range and battery size, and typical driver dwell time and projected time of day for charging.

2e) Recommend charging infrastructure types, including load management software, mobile or portable charging, and the potential for vehicle-to-grid integration using the purchase price of the EV chargers from applicable purchasing contracts or vendor quotes and includes recent pricing of numerous project infrastructure components.

DELIVERABLES

- The Public Site Charging Optimizer customized with Davis criteria
- An analysis of each of the identified locations with pros and cons and projected costs, including a spreadsheet addressing factors such as sufficient size and spaces available for EV parking, ADA compliance, ingress/egress, existing lighting, sidewalks, pavement, safety issues, etc.
- A one-page summary of the sites recommended for Phase 1

Task 3: Identify Technology

3a) Evaluate DC Fast Chargers and smart Level 2 public chargers and supporting technology that includes power management hardware and software options for lease and purchase consistent with findings from Task 1 and ability to meet City requirements for data collection and management, accepting payments for fuel, demand response, load management, and remote software upgrades.

3b) Recommend technology for each location based on outcomes from other tasks and, if appropriate, identify emerging technologies that may achieve the City's objectives.

DELIVERABLE

- Report that includes:
 - Analysis of technologies for Phase 1 implementation
 - Identification of emerging technologies for future implementation
 - Recommended technology for each location in Task 3

Task 4: Phase 1 Report

4a) Consolidate all prior tasks into a concise report that will include, at minimum:

- Findings and recommendations from the LCCA analysis
- High-level overview of each site evaluated in Task 2 with specific recommendations for a minimum of five and a maximum of eight sites for DC Fast Chargers Level 2 chargers on City-owned property
 - Appendix with details for each site evaluation and cost analysis
- Recommended technology for each location, including hardware, software, and generation and storage (if appropriate).
 - If desired, the report can recommend specific brands and manufacturers

City of Davis—Professional Services Agreement (Frontier Energy, Inc.)

- Schematics for each recommended location that where EVSE should be installed to minimize costs (e.g., running electrical) and adhere to ADA requirements and local codes for setbacks and emergency response.
- Recommendations for revenue models as determined with the City of Davis and public input
- Considerations uncovered during the project. (For example, expected charging stations in response to Davis' proposed CALGreen reach code.)
- Recommendations for a multi-modal hub that may incorporate the proposed hub at the Amtrak station or a combination of electric car and bike charging
- An overview of potential funding opportunities from federal, state, and local government, utilities, and third-party financing authorities.
- Summary of how Phase 1 fits into regional and UC Davis electrification plans

Task 5: Construction Documents, Environmental Review, and Permitting

5a) Prepare construction documents for each site including with the following for each charger site:

- Review of available data including as-built drawings and PG&E requests for new or existing connection point upgrades
- CAD drafting for any civil improvements (e.g., striping) based on Google Earth images with field verification completed at each site by Consultant
- Preparation of electrical plan sheets, calculation of voltage drops, filling out panel schedule tables and drawing details
- Preparation and submittal of required permits
- Coordination with clients, PG&E, and review agencies and addressing client and review agency comments.

5b) Coordinate with City of Davis' departments to ensure compliance with applicable policies and regulations.

5c) Provides as-builts for each site to the City to confirmed accuracy with a single regulatory review cycle at 90% prior to single bid package submittal for construction.

DELIVERABLES

- Five plan sheets for five locations (25 pages total)
- One bid package

Task 6: GIS mapping

6a) Create a GIS map of existing charging stations and planned charging stations in and around Davis (including West Sacramento, Dixon, Winters, and the university campus.) Planned stations would include those proposed in this project, locations that have approved or pending building permits, and any funded by other grants (e.g. Electrify America, SACOG, Caltrans).

6b) Add a map layer for potential new charging stations based on the reach code by referencing planning information from the building department to see areas in which private development

will build charging stations and areas in which other investment will need to fill gaps. It can also indicate needs for investment in ZEV infrastructure (charging or hydrogen stations) for medium and heavy-duty vehicles.

Determine Vehicle Energy Requirements and Charging Needs

DKS will use the results of the fleet assessment plan to estimate vehicle electric loads and charging needs at three domicile locations:

- Extrapolate charging requirements, associated electrical loads, and charging infrastructure costs. This includes each city's existing and planned EVSE purchasing agreements and procurement contracts.
- Include total electrical capacity and existing available electrical infrastructure at each fleet domicile (panel capacity, conduit, capacity, etc.)
- Conduct site visits to verify information about electrical load capacity, parking configurations, and other potential site constraints to ensure that the analysis is consistent with actual on-the-ground conditions.
- Include other factors in consultation with the City that may include available electrical service capacity to serve each City-owned fleet facility, the fee structure of expanding electrical service per kWh, known fixed costs in supplying additional electrical service if projected loads from new chargers exceed capacity.
- Investigate approaches that can reduce charging capital and operating costs, like dynamic load management, charger sharing, mobile chargers and/or other technologies.

With this information, DKS will evaluate the electrical demands of light-duty vehicles to inform selection of charging infrastructure based on the city's requirements (e.g. fleet only, public access).

Prepare Transition Plan

Frontier and DKS produce a report and editable spreadsheets that outlines the transition plan through 2030 for light-duty vehicles that includes an estimated budget by year for vehicles and infrastructure, including potentials for incentives, grants, and cost-recovery models.

DELIVERABLES

- Year-by-year procurement plan for vehicles and charging infrastructure through 2030, with recommendations based upon optimizing budget and/or goals in a climate action plan.
- Spreadsheet of the vehicle transition plan
- Spreadsheet of the charging infrastructure plan