EXHIBIT A – SCOPE OF WORK

Remove and dispose of 30 Blink Electronic Vehicle Charging Stations (EVCS) containing individual plugs, and replace them with charging stations to service a number of cars simultaneously. The university is seeking proposals for turnkey solutions and will consider all economic models. Detailed information about the business model, including, but not limited to the ability to set pricing for end users, billing practices, service fees, revenue distribution, and cost-recovery for electricity expenses should be outlined in the proposal.

Table 1

TABLE 1: Proposed EVSE Locations and Numbers		
LOCATION	**CURRENT COUNT**	**PROPOSED**
PHASE 1		
KIPJ GARAGE	8 plugs/stations	14 plugs / 7 stations
MISSION STRUCTURE	8 plugs/stations	16 plugs / 8 stations
MANCHESTER GARAGE	8 plugs/stations	4 plugs / 2 stations
ALCALA VISTA LOT	6 plugs/stations	4 plugs / 2 stations
WEST STRUCTURE (GROUND LEVEL)	0	10 plugs/5 stations
PHASE 1	**30 plugs/stations**	**38 plugs/ 19 stations**
PHASE 2	**N/A**	**TBD through USD data analysis and guidance from EVSE partner**

Following the installation, the Vendor shall be responsible for the following:

1. Activate and test the electronic vehicle charging stations
2. Enable and process point of sale transactions
3. Implement a network service that would capture data
4. Provide customizable detail reports
5. Provide maintenance services and customer support on a 24/7 basis to ensure all equipment is functional at all times (95% “up-time” for all stations)

Technical Specifications

All EVCS shall meet, at a minimum, the following specifications and requirements:

1. Compliant with National Electrical Code and FCC regulations for safety and operation requirements
2. Americans with Disabilities Act (ADA) compliant
3. Charge connectors shall have self-retractable cables
4. Fully networked to allow for the management of charging operations including access, pricing, power distribution, and charging notifications
5. Capable of accepting and processing point of sale transaction payments of all major credit cards and ATM cards through a secure system.
6. Accessible to all members of the public without subscription-based membership
7. Station location and real-time availability should be available to users
8. Proposals shall contain detailed technical descriptions of charging stations proposed, including compliance with specifications listed above, energy delivery speed and time to charge an average electric car battery, the useful life of all components, the system's payment and usage model, and a full description of hardware and software used in networking and data capture. If the Proposal does not meet one of the technical specifications described above, a full explanation of the reasons why should be included in the Proposal.
9. Vendor must have a minimum of five (5) years of experience with turnkey electronic vehicle charging stations in the U.S. markets.