

CAPITAL LOGISTICS, LLC

RFP No. CL-EVSE-DB-2026-01

Design-Build Services for Integrated Heavy-Duty EV Charging and Energy Infrastructure

ADDENDUM NO. 3

Issue Date	September 16, 2026
Proposal Due Date	October 19, 2026 at 2:00 PM ET
Issued By	Capital Logistics, LLC
Procurement Contact	procurement@capitallogisticsmd.com

Purpose of Addendum

This Addendum No. 3 supplements and clarifies RFP CL-EVSE-DB-2026-01, prior addenda, and the Consolidated Respondent FAQ issued September 14, 2026. It addresses follow-up respondent questions that require new or modified information and formally issues a conceptual site plan as a supplemental technical exhibit.

Order of Precedence

To the extent this Addendum modifies or clarifies the RFP, a prior addendum, or the Consolidated Respondent FAQ, this Addendum controls. Except as expressly modified herein, all other terms, conditions, requirements, responses, and deadlines remain unchanged.

1. Previously Addressed Respondent Questions

Certain follow-up questions received by Capital Logistics concern matters already addressed in the Consolidated Respondent FAQ dated September 14, 2026. Those prior responses remain in effect except as expressly modified by this Addendum No. 3. Respondents should review the Consolidated Respondent FAQ in its entirety, including the existing responses concerning Phase I charger sizing, BESS/microgrid objectives, site visits, equipment and interoperability, commissioning/O&M, BGE coordination, grant eligibility, and Phase II.

2. Attachment I - Conceptual BGE Site Plan / Preliminary Planning Exhibit

The document titled "Capital Logistics North Point Blvd. EV Charging Site - Conceptual BGE Site Plan," dated May 27, 2026, is hereby issued as Attachment I - Conceptual BGE Site Plan / Preliminary Planning Exhibit.

Attachment I is provided for Phase I proposal planning and BGE/utility coordination purposes only. It reflects an earlier conceptual site and electrical configuration and does not constitute final engineering, an issued-for-construction design, final utility approval, or a mandatory equipment configuration.

For purposes of this procurement, the current Phase I planning basis is approximately 11 Class 8 electric trucks and up to 4.5 MW of electrical capacity for project planning, subject to continued BGE coordination and final engineering. Accordingly, the earlier 2,500 kVA planning basis, 10-truck-stall configuration, charger quantities, equipment selections, equipment locations, conduit routing, and other preliminary information shown on Attachment I shall not be interpreted as mandatory design requirements or current project limitations.

The remaining trucks needed to reach the overall 25-truck program are anticipated to be procured and deployed separately for Phase II at Site 2 and shall not be included in the Phase I site-sizing basis.

3. Attachment H - BABA Product Compliance Matrix

The prior reference to "Attachment H - BABA Product Compliance Matrix" is hereby clarified and superseded. A separate Attachment H form is not required for proposal submission. BABA and domestic-content requirements applicable to this procurement are addressed in Addendum No. 2 - Federal Grant Compliance and Clean Ports Programmatic Requirements, including its BABA/domestic-content and documentation requirements. Respondents shall identify known or potential BABA compliance concerns for proposed major equipment and materials and provide available supporting manufacturer, country-of-origin, or domestic-content information. Additional documentation may be

required from the selected Design-Build Contractor during design, procurement, construction, reimbursement, and grant-compliance review.

4. Supplemental Respondent Clarifications

4.1 What are the make/models of the heavy-duty vehicles, and what battery/charge-acceptance assumptions should be used?

Phase I at the current project site shall use approximately 11 Class 8 electric trucks as the planning basis. Final vehicle OEM/model configuration, battery capacity, maximum charge-acceptance rate, connector configuration, and delivery sequencing remain subject to Owner procurement, grant requirements, OEM availability, and implementation. No separate battery "inrush capacity" shall be assumed for proposal purposes. Respondents shall clearly state the vehicle charging-demand and charge-acceptance assumptions used for preliminary Phase I sizing. The remaining trucks needed to reach the overall 25-truck program are anticipated to be procured and deployed separately for Phase II at Site 2.

4.2 Is there an approved project budget or independent cost estimate?

Capital Logistics maintains project budget and cost-planning information for Owner, grant-administration, and cost/price-reasonableness purposes. Respondents shall develop independent pricing based on the formally issued RFP, addenda, Q&A, technical exhibits, and their professional assessment of the work. Any Owner budget or independent cost-estimate information approved for public release will be issued uniformly to all respondents.

4.3 What portion of the EPA award is allocated to design versus construction?

Respondents shall not assume a predetermined percentage allocation of the EPA award between design and construction unless formally issued by Capital Logistics. Proposers shall price the Design Package and preliminary/conditional Construction Package in accordance with the RFP and Cost Proposal requirements and clearly identify assumptions. Final cost allocation and reimbursement eligibility remain subject to applicable Clean Ports requirements and Owner/MPA/EPA review, as applicable.

4.4 What charger count and power ratings should be assumed for Phase I?

The Owner is intentionally allowing the Design-Build team to optimize charger quantity, power level, dispenser arrangement, redundancy, and managed-charging strategy for the Phase I site. Proposals shall support the initial approximately 11-truck Phase I deployment at the current project site. The remaining trucks needed to reach the overall 25-truck program are anticipated to be procured and deployed separately for Phase II at Site 2; therefore, respondents shall not size the Phase I charger count, electrical infrastructure, or site layout to accommodate those additional Phase II trucks unless otherwise directed by a subsequent written addendum. Attachment I is an earlier preliminary Phase I planning configuration only and is not a mandatory final charger mix. Respondents shall state all Phase I charger-count, power-rating, simultaneous-charging, redundancy, and managed-charging assumptions.

4.5 How should the 4.5 MW BGE planning capacity be reconciled with Attachment I?

The current Phase I planning basis is up to 4.5 MW of electrical capacity, subject to continued BGE coordination and final engineering. Attachment I reflects an earlier conceptual BGE planning configuration, including an earlier 2,500 kVA planning basis, and shall not supersede the current 4.5 MW Phase I planning capacity. Final service configuration, point of interconnection, utility-owned work, transformer/service equipment, schedule, responsibilities, and costs remain subject to BGE coordination. Phase II utility requirements for Site 2 will be addressed separately.

4.6 Is Phase II included in the current Design Package price?

No. The current base proposal shall use the Phase I site and initial approximately 11-truck deployment as the Design Package pricing basis. The remaining trucks needed to reach the overall 25-truck program are anticipated to be procured and deployed separately for Phase II at Site 2. Detailed Site 2 design, Site 2 charging infrastructure, Site 2 utility planning, and Phase II construction shall not be included in the Phase I base price unless expressly requested through a subsequent written addendum. Any Phase II services will be separately authorized, subject to Site 2 readiness, funding, Owner direction, and required approvals.

4.7 What design milestones are expected?

Respondents shall propose a professional design-development schedule appropriate to the project. The Owner anticipates milestone reviews generally comparable to 30%, 60%, 90%, permit-ready, and Issued-for-Construction (IFC), or an equivalent structure recommended by the Design-Build team. Proposals shall identify major deliverables, QA/QC reviews, Owner/utility/authority review periods, decision points, dependencies, and critical-path activities. Final milestone requirements will be established with the selected Design-Build team.

4.8 What is the required Design Package completion date?

Capital Logistics' preferred objective remains to advance the initial Phase I charging facility toward operation in Q1 2027. The Owner recognizes that the revised procurement schedule, utility coordination, permitting, long-lead equipment, construction, and commissioning may require adjustment. Respondents shall provide the earliest realistic Design Package completion date and an integrated schedule identifying critical-path assumptions, risks, and recommended schedule recovery measures.

4.9 Is there a contract duration or final grant-completion deadline?

The Design-Build contract schedule shall be coordinated with the applicable Clean Ports award/subrecipient performance period, required approvals, utility schedule, permitting, equipment procurement, construction, commissioning, and closeout. Respondents shall not treat the preferred Q1 2027 operational objective as the final federal grant-completion deadline. Any controlling grant performance-period date that must be used as a contractual milestone will be confirmed through the formal contracting/compliance process. Respondents shall identify schedule assumptions and any anticipated conflicts.

4.10 How should grant-eligible versus ineligible costs be treated?

Respondents shall follow the RFP and Addendum No. 2 regarding grant eligibility and cost segregation. Respondents shall separately identify front-of-meter versus behind-the-meter scope and clearly segregate known or potentially ineligible costs, Owner-funded costs, utility-funded costs, allowances, and items requiring further MPA/EPA eligibility review. No proposed component shall be assumed grant-eligible solely because it is technically integrated into the charging facility.

5. Attachment Register Update

Attachment	Title	Status
H	BABA Product Compliance Matrix	Prior reference superseded - no separate Attachment H form required for proposal submission; see Addendum No. 2 and this Addendum No. 3.
I	Conceptual BGE Site Plan / Preliminary Planning Exhibit	Issued with Addendum No. 3 for Phase I planning; earlier conceptual assumptions are superseded as stated herein.

6. Proposal Responsibility

Respondents remain responsible for reviewing the RFP, all issued addenda, the Consolidated Respondent FAQ, Attachment I, and all other formally issued procurement materials. Respondents shall acknowledge receipt of Addendum No. 3 in their proposal submission.

END OF ADDENDUM NO. 3