

CONSOLIDATED RESPONDENT FAQ

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

RFP No. CL-EVSE-DB-2026-01 | Issued September 14, 2026

IMPORTANT NOTICE

This FAQ consolidates recurring clarification questions received from prospective respondents. It supplements the RFP and issued addenda. It does not replace the RFP, grant requirements, or any formally issued addendum. If a conflict exists, the most recently issued formal addendum controls. Respondents remain responsible for stating assumptions, exceptions, dependencies, and proposed alternatives in their submissions.

A. Procurement, Schedule, and Submission Requirements

1. What is the current procurement schedule?

Per Addendum No. 1, the revised schedule is: questions due October 5, 2026; addendum/clarification close October 12, 2026; proposals due October 19, 2026 at 2:00 PM ET; and anticipated award November 13, 2026. Respondents should rely on the latest issued addendum for controlling dates.

2. Will the proposal deadline be extended if material information is issued late?

Capital Logistics will evaluate the need for any additional extension if material information is issued after the established question period. Any change to the proposal deadline will be made only by formal written addendum.

3. Are there additional proposal page limits, file-size limits, naming conventions, or appendix restrictions?

Unless expressly stated in the RFP or an issued addendum, no additional limitations are imposed. Respondents should keep submissions organized, clearly labeled, searchable, and reasonably sized, and should identify supplemental appendices in the proposal table of contents.

4. Will missing or supplemental RFP attachments be issued?

Capital Logistics will issue, through the RFP package and/or addendum process, those referenced attachments and supplemental materials that are approved for release and necessary for proposal development. Respondents should rely only on materials formally issued by Capital Logistics.

5. Will the proposed contract and commercial terms be provided before award?

Contract terms and applicable federal/grant flow-down requirements will be addressed through the procurement and contracting process. Respondents should identify material commercial assumptions or exceptions in their proposals. Final terms will be subject to negotiation with the selected respondent, provided that no negotiated term may conflict with controlling grant or public-funding requirements.

6. Is Capital Logistics seeking one design-build partner for both design and construction?

The RFP is structured to select a design-build partner for the Design Package and, subject to Owner authorization, funding, approvals, and satisfactory completion of design, a conditional Construction Package. Construction authorization is not guaranteed solely by selection for the Design Package.

B. Project Phasing, Fleet, and Charging Basis

7. What is the base fleet deployment respondents should use for planning?

The overall program anticipates up to 25 Class 8 electric trucks. The initial deployment is expected to be approximately 11 trucks, which respondents should use as the Phase I planning and design basis. The remaining fleet deployment is anticipated to be associated with Phase II at a separate site. The specific scope, infrastructure requirements, deployment quantities, and timing for Phase II will be further defined with the selected respondent as the project progresses.

8. What vehicle information should respondents assume?

The Owner is planning a Class 8 electric truck deployment. Final vehicle configuration, battery capacity, charge acceptance rate, connector requirements, and delivery sequencing must be validated during design and procurement. Respondents should clearly state the vehicle assumptions used in sizing and should preserve flexibility for compatible heavy-duty charging standards and future fleet changes.

9. How many chargers and charging positions are required?

The Owner is intentionally allowing the design-build team to optimize charger quantity, power level, dispenser arrangement, redundancy, and managed-charging strategy for Phase I. Proposals should support the initial deployment of approximately 11 Class 8 electric trucks and demonstrate how simultaneous charging, overnight charging, and shorter opportunity-charging requirements will be accommodated. The additional truck deployment is anticipated to be associated with Phase II at a separate site and should not be included in the Phase I charging-equipment sizing unless otherwise directed by the Owner. The specific charger quantities and infrastructure requirements for Phase II will be further defined with the selected respondent. Respondents should clearly identify all assumptions used in determining the proposed Phase I charger quantity, configuration, and power levels.

10. How many trucks will require charging, and what are their typical and maximum dwell times?

The overall program anticipates up to 25 Class 8 electric trucks, with an initial deployment of approximately 11 trucks. The charging facility may also support approved third-party or commercial fleet charging. Typical truck dwell time is expected to be approximately 8-12 hours. Shorter opportunity-charging periods may range from approximately 1-3 hours. Respondents should demonstrate how their proposed system will accommodate overnight charging, shorter opportunity-charging windows, simultaneous charging demand, managed charging, route variability, and future fleet expansion.

11. Must charging positions accommodate tractors connected to trailers?

Respondents should assume that the facility must support real-world drayage and trucking operations and should evaluate both coupled and uncoupled charging configurations where practical. The proposed site layout should preserve safe truck circulation, turning movements, emergency access, and operational flexibility. Any dimensional or operating assumptions should be clearly identified.

12. Is third-party or commercial fleet charging contemplated?

Yes. The charging facility may support third-party or commercial fleet charging in addition to Capital Logistics vehicles. Proposed monitoring and control systems should therefore be capable of supporting access authorization, usage tracking, session data, cost allocation or billing integration, and user-level reporting where appropriate.

13. What planning horizon should be used for future expansion?

Respondents should design Phase I based on the anticipated initial deployment of approximately 11 Class 8 electric trucks and the operational requirements of the Phase I site. The Phase I design should allow reasonable flexibility for future operational needs and potential commercial charging demand at that site, without assuming that the Phase I site will support the full 25-truck program.

The remaining truck deployment is anticipated to occur as part of Phase II at a separate site. The infrastructure requirements, utility capacity, charger configuration, and deployment strategy for Phase II will be further defined as that phase progresses.

C. Site, Utility, Operations, and Permitting

14. What is the status of the Phase I project site?

The Phase I project site is leased, and the lease has been fully executed. Detailed lease terms are confidential and will not be included in the public RFP Q&A. If specific lease information is reasonably required for project financing, permitting, or grant compliance, relevant documentation may be made available to the selected respondent or financing parties at the appropriate stage, subject to confidentiality requirements.

15. Will the complete lease, rental rate, or other confidential site-control terms be publicly disclosed?

No. The public procurement package will not include the rental rate or complete lease. Where necessary, evidence of site control, lease duration, renewal rights, or other relevant provisions may be provided later to the selected respondent, financing parties, or other authorized stakeholders, subject to confidentiality requirements.

16. What is the status of BGE capacity and utility coordination?

The Owner has coordinated with BGE, and BGE has approved 4.5 MW of electrical capacity for Phase I project site. Additional coordination and engineering will still be required to finalize the service design, utility infrastructure, point of interconnection, construction responsibilities, schedule, and costs. Respondents should include continued coordination with BGE within their proposed scope and schedule.

17. Should respondents treat the 4.5 MW as final detailed utility design approval?

No. The 4.5 MW represents the approved electrical capacity available for project planning; it should not be interpreted as completion of detailed utility engineering or construction authorization. Final service configuration, interconnection details, utility-owned work, equipment, schedule, and costs remain subject to BGE coordination and design.

18. How should BGE application fees, utility charges, and service-extension costs be handled in pricing?

Respondents should separately identify known utility-related costs and clearly state any allowances, exclusions, assumptions, or Owner-paid items. Where final BGE costs are not yet available, proposals may carry reasonable allowances or identify such costs as to-be-determined, subject to reconciliation during design.

19. Is the site staffed or occupied 24/7?

The facility is intended to support trucking and charging activity that may occur 24 hours per day, seven days per week. However, continuous on-site staffing should not be assumed. Respondents should include appropriate remote monitoring, access control, security, emergency shutdown, fault notification, and after-hours support capabilities.

20. What operating constraints should be maintained during design and construction?

The design and construction approach should minimize disruption to active trucking operations, maintain safe vehicle circulation and emergency access, and coordinate any required outages or restricted areas in advance. Respondents should identify anticipated construction phasing, temporary traffic controls, outage needs, and operational impacts.

21. Will a pre-proposal site visit be available?

Yes. Capital Logistics will coordinate pre-proposal site visits for interested respondents, subject to site-security, safety, and scheduling requirements. Respondents requesting a site visit should submit their preferred date(s) and time(s) to Capital Logistics for coordination and confirmation. Site visits must be scheduled in advance, and respondents should not access the project site without prior authorization. Any material project information or clarification provided during a site visit that may affect proposal preparation will be communicated to all respondents through the formal RFP clarification or addendum process, as appropriate.

22. What permitting and due-diligence information should respondents assume?

Respondents should identify the surveys, geotechnical work, environmental review, stormwater/drainage analysis, utility investigation, fire/life-safety review, and permits they believe are required for their proposed design. Available Owner information may be shared when approved for release. Gaps in available data should be addressed through clearly identified assumptions, allowances, or proposed due-diligence tasks.

D. BESS, Microgrid, EMS, VPP, Data, and Interoperability

23. What are the principal objectives for the BESS and microgrid?

The BESS/microgrid concept should support heavy-duty EV charging reliability and operational flexibility and should evaluate use cases such as peak-demand management, charging support, resilience, utility-capacity optimization, energy-cost management, demand response, and future market participation. Respondents should recommend appropriate sizing and clearly explain the technical and economic basis for their recommendation.

24. Are solar, generators, fuel cells, or other distributed energy resources required?

No specific additional distributed energy resource is required unless identified in the RFP or formally issued project information. Consistent with the objectives and applicable requirements of the EPA Clean Ports award, zero-emission energy resources and technologies are preferred where feasible and appropriate. The Owner recognizes that respondents may identify supplemental or alternative energy resources as necessary to support system reliability, resilience, emergency operations, or other technical requirements. Any proposed resource that is not zero-emission, or whose eligibility under the Clean Ports award is uncertain, must be clearly identified and technically justified by the respondent and will be subject to review for compliance with applicable EPA, MPA, grant, permitting, and funding requirements before acceptance. Respondents should clearly distinguish between grant-funded components, non-grant-funded components, and optional or future resources, where applicable. The proposed architecture should also be sufficiently modular and interoperable to accommodate future distributed energy resources where technically and economically appropriate.

25. Are specific charger, BESS, EMS, switchgear, or controls manufacturers mandated?

Unless expressly identified in the RFP or an addendum, respondents may propose technically compliant equipment and manufacturers. Proposed equipment should be suitable for heavy-duty fleet operations, scalable, serviceable, interoperable, and compliant with applicable grant, BABA, safety, utility, and cybersecurity requirements.

26. What EMS and charge-management capabilities are expected?

At minimum, the solution should support managed charging, charging prioritization, remote monitoring and diagnostics, alarms/fault notification, user and asset management, energy and session reporting, data export, and scalable integration with fleet scheduling or telematics where available. For third-party charging, the system should be capable of access control, usage attribution, and cost-allocation or billing integration.

27. Will vehicle telematics or fleet operational data be available to the EMS?

Integration with vehicle telematics and fleet operational data is a desired capability, but respondents should not assume a specific telematics platform or complete data set at proposal stage unless formally provided. Proposals should describe supported integration methods, APIs/protocols, data requirements, and fallback operating logic when vehicle data is unavailable.

28. What are the expectations for data ownership and cybersecurity?

The Owner expects operational data generated by the project to remain accessible and portable for Capital Logistics and authorized project stakeholders. Respondents should describe data ownership, hosting, retention, export, API access, user roles, remote-access controls, cybersecurity practices, incident response, and any recurring fees or licensing limitations.

29. What does 'VPP-ready' mean for this procurement?

The design should preserve the technical ability to participate in future utility, demand-response, distributed-energy, or wholesale-market programs where feasible. Respondents should identify required metering, controls, communications, telemetry, and software architecture and may propose optional screening for BGE/PJM programs, aggregator integration, and potential revenue opportunities. Actual market enrollment may occur later and is not guaranteed by this procurement.

30. What commissioning, training, warranty, and O&M information should be included?

Respondents should propose an integrated commissioning and acceptance plan covering EVSE, electrical distribution, BESS/microgrid components, EMS/controls, communications, safety systems, and remote monitoring. Proposals should identify performance testing, operator training, warranty terms, recommended preventive maintenance, spare-parts strategy, response times, and optional post-commissioning O&M/service-level support.

E. Pricing, Grant Compliance, and Commercial Assumptions**31. May the preliminary Construction GMP be assumption-driven and refined after design?**

Yes. Where quantities, utility requirements, BESS sizing, final equipment selections, or other design inputs are not yet fully defined, the preliminary Construction GMP may be based on clearly stated assumptions and conceptual quantities. The selected respondent will be expected to validate and refine pricing as design progresses and before any final Construction Package authorization.

32. May proposals include allowances, contingencies, alternates, exclusions, escalation assumptions, and unit prices?

Yes, provided they are clearly identified and presented transparently. Respondents should distinguish base scope from alternates and should identify assumptions, dependencies, exclusions, contingencies, escalation, pricing-validity periods, and unit rates that materially affect the proposed price.

33. May respondents submit supplemental pricing schedules in addition to the required Cost Proposal Workbook?

Yes. Supplemental schedules may be included when they improve transparency, provided the required Cost Proposal Workbook is also completed. Supplemental schedules may distinguish Phase I/Phase II, grant-eligible/ineligible items, utility costs, recurring software/service costs, BABA status, allowances, alternates, and other relevant pricing assumptions.

34. How should recurring software, connectivity, support, and licensing costs be presented?

Respondents should separately identify one-time capital costs and recurring operating costs. Recurring software, connectivity, monitoring, support, and licensing should state the pricing basis, included term, renewal assumptions, escalation, modules/features, and any minimum commitments. Costs outside the grant period should be clearly identified.

35. How will grant-eligible and non-grant-eligible costs be determined?

Respondents should organize pricing so costs can be reconciled to the approved project budget and applicable Clean Ports funding requirements. Final eligibility is subject to the controlling grant/subrecipient agreement and applicable MPA/EPA guidance. Respondents should flag any cost whose eligibility is uncertain rather than assuming reimbursement.

36. How should survey, geotechnical, environmental, permitting, and other third-party due-diligence costs be treated?

Respondents should identify the due-diligence tasks they consider necessary and state whether each cost is included in the fixed Design Package fee, carried as an allowance/reimbursable item, or excluded. The Owner favors transparent separation of uncertain third-party costs so they can be reconciled as the design progresses.

37. What Davis-Bacon and BABA requirements apply?

Respondents should comply with Davis-Bacon and Build America, Buy America requirements where applicable to the funded scope. Proposal-stage submissions should identify known compliance assumptions and proposed manufacturers/products. Final documentation, certifications, wage determinations, and any approved waivers or product-specific guidance will be governed by the applicable federal, MPA, and project requirements.

38. Are there specific MBE/WBE/DBE/small-business participation requirements?

Respondents must comply with any participation, reporting, and good-faith-effort requirements expressly stated in the RFP, grant documents, or subsequent addenda. Respondents should identify certified small, minority-, women-, disadvantaged-, veteran-owned, HUBZone, or other qualifying firms included in their proposed team where applicable.

39. When are performance and payment bonds required?

Bonding requirements will apply in accordance with the RFP and the authorized Construction Package. Respondents should demonstrate bonding capacity as required in the solicitation and identify any assumptions regarding final bond amount, form, or timing.

40. How should prior technical discussions with Capital Logistics be treated for conflict-of-interest purposes?

Respondents should disclose any prior involvement that could reasonably be viewed as an actual, potential, or apparent organizational conflict of interest and explain proposed mitigation. Routine market outreach or preliminary discussions do not automatically disqualify a respondent; transparency is expected.

F. Project Delivery Timeline

41. What is the desired timeline for the system to be fully operational?

The Owner's preferred target is for the initial phase of the charging facility to become operational during Q1 2027. However, the Owner recognizes that the revised procurement schedule, permitting, utility coordination, equipment lead times, construction, and commissioning requirements may necessitate an extension. Respondents should provide the earliest realistic operational date and a detailed project schedule identifying all critical-path activities, dependencies, and schedule risks. Respondents are also encouraged to propose a phased implementation strategy that could allow portions of the system to become operational before final completion of the entire project.

42. What schedule information should proposals include?

Proposals should include design milestones, Owner/utility review periods, permitting activities, long-lead procurement, utility coordination, construction sequencing, commissioning, phased turnover opportunities, substantial completion, and final completion. Respondents should identify the critical path and any decisions or Owner inputs needed to preserve the proposed schedule.

G. Phase II and Future Development

43. How should Phase II be addressed in the proposal?

Phase I is the immediate implementation priority. Respondents should clearly separate any Phase II assumptions, scope, and pricing from the Phase I base proposal unless the RFP or an addendum expressly directs otherwise. The design should avoid decisions that unnecessarily constrain future expansion.

44. Will additional Phase II site information be publicly released?

Additional Phase II site information will be released only when site control, approvals, and project-development details are sufficiently established and approved for disclosure. Respondents should not rely on unissued Phase II information in developing the Phase I base proposal.

END OF CONSOLIDATED FAQ

Capital Logistics, LLC reserves the right to issue additional clarifications or addenda as necessary.