CAPITAL LOGISTICS, LLC

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

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

ADDENDUM NO. 4

Issue Date	October 14, 2026
Proposal Due Date	October 19, 2026 at 2:00 PM ET
Issued By	Capital Logistics, LLC
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Purpose of Addendum

This Addendum No. 4 supplements and clarifies RFP CL-EVSE-DB-2026-01, prior addenda, and the Consolidated Respondent FAQ. It responds to supplemental respondent questions that were not fully answered in the previously issued procurement documents.

Order of Precedence

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

Questions Addressed in Prior Procurement Documents

Questions 4, 5, 7, 11, 15, 16, 17, and 18 from the supplemental question set are not repeated in this Addendum because the RFP, prior addenda, or Consolidated Respondent FAQ already address those subjects. Respondents shall rely on the existing guidance for those questions together with this Addendum.

Supplemental Respondent Questions and Answers

The original question numbering is retained below for ease of reference.

1. Who owns the Phase I property, and are there any lease restrictions, easements, landlord approvals, or site-control limitations that could affect permitting, utility upgrades, BESS installation, or construction?

NPR LLC owns the Phase I premises, and Capital Logistics, LLC occupies the premises under an executed lease. Material alterations and additions require the property owner's prior written approval. Capital Logistics will coordinate and obtain required owner approvals for the selected project design, provided the Design-Build team supplies the plans, equipment information, access requirements, and other supporting documentation reasonably required for review.

No separate title report or easement schedule is being issued with this Addendum. The Design-Build team shall identify any temporary or permanent access rights, utility easements, equipment-area rights, or other site-control instruments needed for permitting, construction, operation, and maintenance. The team shall promptly disclose any site-control issue that could affect the proposed layout, schedule, or cost.

2. Is the site in a flood plain? Is any of the electrical equipment required to be elevated?

No final project-specific floodplain determination or finished-floor/equipment elevation study is being issued with this Addendum. The Design-Build team shall verify current FEMA mapping, Baltimore County requirements, existing grades, drainage conditions, and the elevations applicable to electrical equipment, charging equipment, BESS components, and emergency systems.

The Basis of Design shall identify any required elevation, floodproofing, anchoring, drainage, access, or equipment-protection measures. Respondents shall state the floodplain and elevation assumptions included in their proposal and identify any allowance or investigation needed to confirm them.

3. What owner-furnished information is available for proposal and design development, including surveys, utility records, geotechnical reports, environmental studies, prior site plans, and utility coordination documents?

The owner-furnished information currently available consists of the RFP documents, Attachment I - Conceptual Site Plan / Preliminary Electrical Planning Exhibit, and the BGE planning information reflecting approximately 4.5 MW of potential service capacity, subject to final utility engineering and approval.

A final boundary/topographic survey, subsurface utility investigation, geotechnical report, environmental site assessment, drainage study, final BGE design, and final utility interconnection documents have not been issued. Respondents shall identify the information they require, the assumptions used for proposal purposes, and the surveys, studies, investigations, allowances, or reimbursable items included or excluded from their proposed Design Package.

6. Is there any scope involving assessment or analysis of fleet vehicle routing or planning to verify design parameters?

Yes, to the extent needed to validate the charging and electrical design. The Design-Build team shall confirm representative duty cycles, daily energy demand, arrival and departure windows, dwell time, charging simultaneity, route variability, reserve-energy needs, and vehicle charge-acceptance limitations for the Phase I fleet and anticipated third-party users.

A comprehensive freight-network optimization or dispatch-routing study is not required as a separate base deliverable. A respondent may propose that service as an optional task if it believes the analysis would materially improve charger sizing, operating strategy, or utilization planning.

8. What environmental evaluations, studies, agency coordination efforts, and permitting activities have already been completed, and what remaining environmental scope is expected from the Design-Build team?

No completed project-specific environmental report is being issued with this Addendum. The Design-Build team shall identify, perform, and coordinate the environmental due diligence and permitting support required for its design and construction approach. This may include stormwater and drainage review, erosion and sediment control, floodplain review, wetlands and waterways screening, Chesapeake Bay Critical Area applicability, hazardous-materials due diligence, and other reviews required by the applicable authorities.

The proposal shall distinguish base-scope services, allowances, reimbursable expenses, and services triggered only by agency findings or site conditions.

9. Is there any known contamination on site?

Capital Logistics is not issuing an environmental site assessment or making a representation regarding the presence or absence of contamination. The Design-Build team shall include or clearly price a Phase I Environmental Site Assessment and recommend additional investigation if the Phase I findings or field conditions warrant it. Discovery and management of regulated materials shall be addressed in accordance with applicable law and the contract change-management provisions.

10. What permits and agency approvals have been identified to date, and what level of permit support and review-cycle response should be assumed in the Design Package scope?

Potential approvals include, as applicable, Baltimore County site/development, building, electrical, fire and life-safety, stormwater, erosion and sediment control, traffic/access, floodplain, and Chesapeake Bay Critical Area reviews, together with BGE service and interconnection approvals and any other approval required by the final design.

The Design-Build team shall confirm the permit matrix; prepare permit-ready documents; attend coordination meetings; submit applications when authorized; respond to review comments; revise documents; and support approval through the Permit and IFC milestones. Capital Logistics will provide owner signatures and authorizations reasonably required for submission. Permit fees and third-party costs shall be identified in accordance with the RFP's pricing instructions.

12. What level of cost estimating, GMP development, procurement support, and contractor pricing validation is expected during the Design Package?

The Design Package shall include milestone cost estimates aligned with the 30%, 60%, 90%, Permit, and IFC submissions; design-to-budget reviews; quantity and price validation; escalation and contingency assumptions; long-lead procurement planning; and reconciliation of the respondent's estimate with major subcontractor and supplier pricing.

The final Design Package shall support a conditional construction price or GMP, as applicable to the respondent's proposed commercial structure, with clearly identified allowances, alternates, unit prices, exclusions, schedule assumptions, grant-funded and non-grant-funded cost segregation, and BABA/domestic-content assumptions. Procurement support shall include bid-package development, quote evaluation, lead-time confirmation, and recommendation of compliant equipment and subcontractors.

13. Is commissioning planning, startup support, construction support, and post-design assistance expected to be included within the Design Package fee?

The Design Package fee shall include commissioning planning, acceptance criteria, startup and testing procedures, a preliminary commissioning plan, controls and interoperability test requirements, and construction-phase support assumptions sufficient to complete the design and define the Construction Package.

Field startup, equipment energization, testing, training, final commissioning, record documentation, and closeout are Construction Package activities and shall be included in the conditional construction pricing. Any extended construction administration or post-design service not included in either fee shall be clearly identified and separately priced.

14. What grant administration, reimbursement support, audit support, reporting, and compliance documentation responsibilities are expected from the Design-Build team during the design phase?

Capital Logistics remains responsible for official grant administration and submission of owner-level reports. The Design-Build team shall provide timely, complete, and auditable supporting documentation for its scope, including procurement and pricing records, invoices, schedules of values, certified payroll and labor-compliance records when applicable, BABA/domestic-content documentation, technical submittals, change documentation, commissioning records, progress information, and materials reasonably needed for MPA or funding-agency review.

The team shall also support responses to grant, reimbursement, and audit questions concerning its work and shall maintain records for the period required by the contract and applicable grant requirements.

19. Has the local fire marshal, permitting authority, or utility identified any issues, concerns, or requirements that could materially affect project scope, schedule, or cost?

No formal project-specific directive identifying a material issue has been issued to Capital Logistics by the fire marshal, permitting authority, or BGE beyond the ongoing need for final utility engineering and coordination. This statement is not a representation that the reviewing authorities will have no comments or additional requirements.

The Design-Build team shall initiate early coordination with BGE and the applicable authorities, identify foreseeable code and access issues, and include reasonable review durations and comment-response effort in its schedule.

20. Are there any standards for security, lighting, and communications for the Basis of Design?

The Basis of Design shall provide a safe, secure, and remotely manageable commercial charging facility. At a minimum, it shall address site and task lighting, fencing and gates where appropriate, controlled access, video surveillance, emergency communications and shutdown, charger and BESS monitoring, fault notification, network connectivity, cybersecurity, payment or fleet-authentication interfaces, and after-hours operations.

No proprietary security, lighting, or communications brand is mandated. The respondent shall propose performance criteria and system architecture based on current adopted codes, BGE requirements, grant requirements, and recognized industry practice, including communications coverage, redundancy, ownership, recurring service costs, and data access.

21. What future design considerations should be included in the design phase?

The Phase I design shall preserve practical expansion pathways for additional charging capacity and future technologies without requiring Phase I to construct the full Phase II program. Future-ready provisions should include scalable electrical distribution; reserved equipment space; spare conduits, raceways, pads, and switchgear positions where cost-effective; additional pull-through or charging positions where the site permits; and modular expansion of BESS, distributed energy resources, and controls.

The design shall also consider mixed-fleet CCS and MCS interoperability, third-party access and billing, open communications protocols, energy-management and telematics integration, data portability, cybersecurity, and future VPP/PJM/BGE participation. Respondents shall identify which provisions are included in the Phase I base design and which are deferred or carried as alternates.

Proposal Deadline and Acknowledgment

The proposal due date remains October 19, 2026 at 2:00 PM ET. Respondents shall acknowledge receipt of Addendum No. 4 in their proposal. Failure to acknowledge this Addendum may be grounds for determining a proposal nonresponsive.