

As part of our Capital Development Program, the below chart outlines specific preclusions for prime contractors to prevent conflicts of interest across multiple solicitations. These preclusions apply only to prime contractors and are designed to ensure fairness, transparency, and the integrity of our procurement process. Industry best practices confirm that limiting preclusions to prime contractors is consistent with how many airports and public agencies manage overlapping roles in complex capital programs.

Subcontractors, subconsultants, and other team members are not automatically precluded by this chart. Instead, each team's full composition will be evaluated during submission. This evaluation will consider whether the inclusion of any subcontractors presents a real or perceived conflict of interest based on their prior work with the Airport. By following this case-by-case approach, we preserve flexibility in team formation while maintaining safeguards against conflicts.

In summary, while prime contractors are bound by the outlined preclusions, subcontractors remain eligible unless a conflict is identified during proposal evaluation. This balanced policy provides clarity to proposers while aligning our process with best practices across peer airports, ensuring both fairness and the highest quality of services for our Capital Development Program.

	Program Manager	RPR Services	A/E Design	Rental Car Garage	Terminal Architectural	Terminal CMAR
Program Manager		Not Precluded	Precluded	Not Precluded	Precluded	Precluded
RPR Services	Not Precluded		Precluded	Precluded	Precluded	Precluded
A/E Design	Precluded	Precluded		Not Precluded	Not Precluded	Not Precluded
Rental Car Garage	Not Precluded	Precluded	Not Precluded		Not Precluded	Not Precluded
Terminal Architectural	Precluded	Precluded	Not Precluded	Not Precluded		Precluded
Terminal CMAR	Precluded	Precluded	Not Precluded	Not Precluded	Precluded	