

Doing Business with JMAA

"Elevating Small Businesses Through Connections"



Jackson Municipal Airport Authority

Jackson-Medgar Wiley Evers International Airport

April 14, 2026, | 2:00 PM

Presented by **Veronica Christmas**, Office of Community Business Engagement

Agenda

Today's session is designed to keep you informed, prepared, and connected to business opportunities at JMAA. Here is what we will cover:

01

Introduction

Welcome and overview of the Office of Community Business Engagement

02

DBE/ACDBE Reevaluation

Updates on the U.S. Department of Transportation Interim Final Rule and what it means for certified firms

03

Capital Improvement Program

Overview of current and upcoming infrastructure projects at JMAA

04

JMAA Projects

Spotlight on active contracts and upcoming bid opportunities

05

Closing Remarks

Next steps, resources, and how to stay engaged with JMAA

DBE/ACDBE Re-Evaluation Overview

On **October 3, 2025**, the U.S. Department of Transportation issued an **Interim Final Rule (IFR)** to modify the Disadvantaged Business Enterprise (DBE) and Airport Concessions DBE (ACDBE) Program.

Reevaluation Required

All DBEs and ACDBEs must be reevaluated by their Original Jurisdiction of Certification (OJC).

Required Submissions

Firms must submit a **Personal Narrative** and **Personal Net Worth (PNW)** form to be re-evaluated and approved.

Goals Suspended

DBE/ACDBE goals on existing projects are **not counted** as of October 3, 2025, until the UCP completes the reevaluation process under §26.111.



The Certification Process Has Changed

The Interim Final Rule introduces fundamental changes to how DBE and ACDBE certification is evaluated. All applicants – new and previously certified – must understand the new standards.

Re-Evaluation for Existing Applicants

Applicants who previously met the 51% ownership requirement must now be re-evaluated under the updated modification.

Personal Narrative & PNW Required

Owners who met the 51% ownership requirement must submit a Personal Narrative and an updated Personal Net Worth form as part of re-evaluation.

No More Presumption of Disadvantage

The IFR eliminates the automatic presumption of social and economic disadvantage based on race and gender. Every applicant must now demonstrate disadvantage individually.

Mississippi-Based Firms: OJC Applies

Previously certified firms must complete their re-evaluation through their Original Jurisdiction of Certification – for Mississippi-based firms, this is MDOT.

OFFICIAL RESOURCE

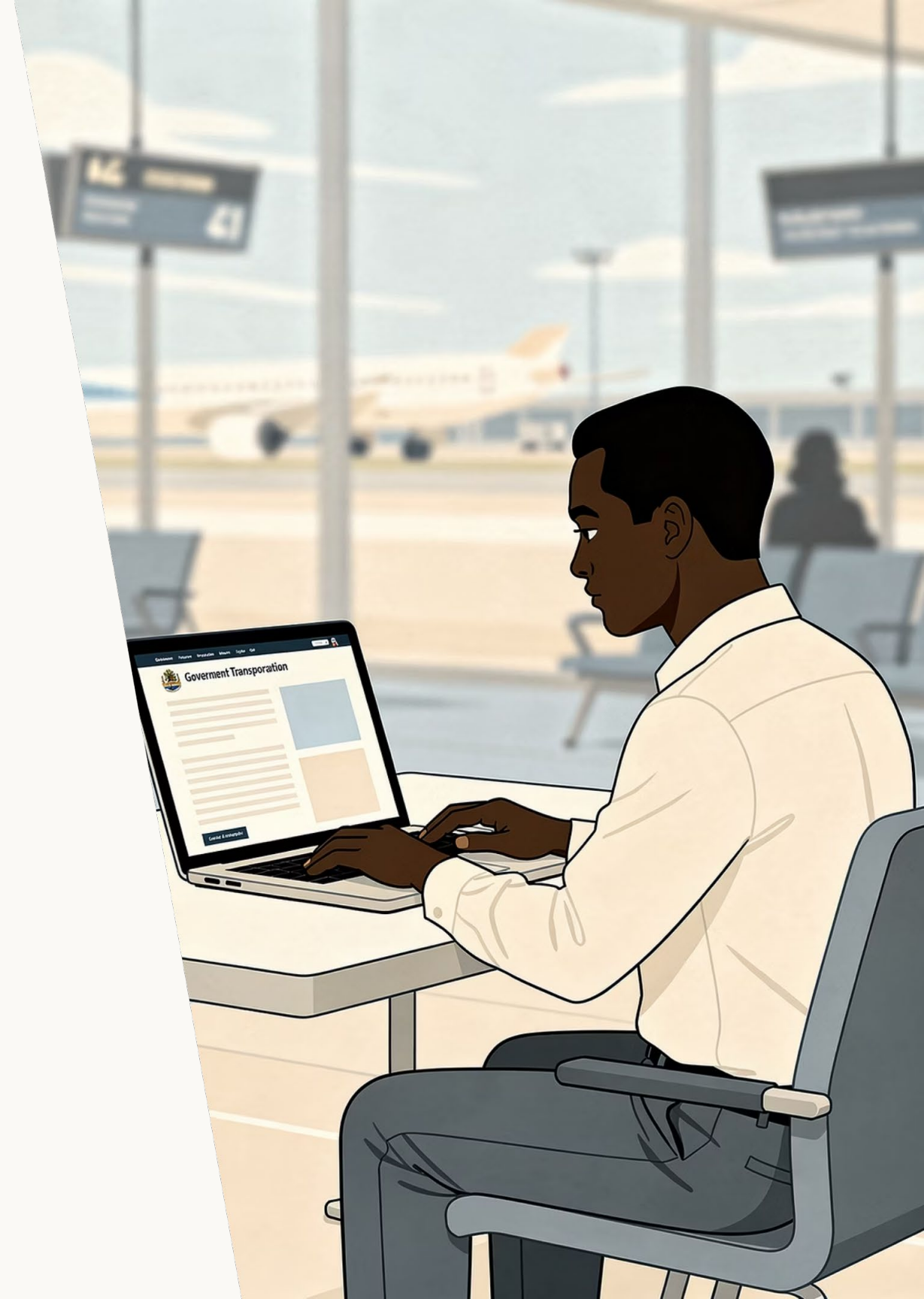
Official DOT FAQ Resource

The U.S. Department of Transportation has published an official set of **Frequently Asked Questions** regarding the DBE and ACDBE Program Implementation Modifications from the October 3, 2025, Interim Final Rule. This document, was updated on December 1, 2025,

i We encourage all DBE and ACDBE firms to review this resource. It answers the most common questions about the IFR's impact on certification, goals, and participation requirements.

Access the official FAQ document

here:https://www.transportation.gov/sites/dot.gov/files/2025-12/DBE%20IFR%20FAQ%27s%20-%20Updated%2012-1-2025_0.pdf



DBE/ACDBE Reevaluation: Outreach Efforts

JMAA and its partners are actively working to ensure that no Mississippi vendor is left behind during the reevaluation process. Multiple outreach touchpoints have been deployed to reach every eligible firm.



Vendor Notification Letters

The Mississippi UCP (MDOT) and JMAA sent formal letters to vendors who had not yet responded to re-evaluation notices, ensuring no firm was overlooked.



Collaborative Outreach Event

MSUCP, JMAA, and Systems Consultants organized an engaging outreach event that provided a comprehensive overview of the Personal Narrative – highlighting its importance and the need to submit it for review.



Vendor Invitation Flyer

A flyer was distributed to Mississippi vendors, inviting them to submit their Personal Narratives and Personal Net Worth forms and take action as soon as possible.

Important Notice: Personal Narrative Portals Now Open

IMPORTANT NOTICE

PERSONAL NARRATIVE PORTALS ARE NOW OPEN FOR SUBMISSIONS

Firms may now begin submitting their Personal Narratives for recertification. This narrative is a critical requirement and must clearly explain your experiences with social and economic disadvantages and how those barriers have impacted your business. Please include your completed Personal Net Worth (PNW) form with your submission.

Support, Inquiries, and Submissions

For assistance or questions, please contact **DBE Supportive Services**:

- **Phone:** 601-718-7344, 601-954-1826, or 601-572-1002
- **Email:** support@msdbe.com

Information can be submitted using one of the following portals:

- **MDOT:** https://mdot.ms.gov/portal/personal_narrative_form
- **JMAA:** jmaa.dbesystem.com

Alternatively, you can forward your information directly to Supportive Services at narrativesubmission@msdbe.com.

✔ Personal Narrative Portals are now open for submissions. Firms may begin submitting immediately.

Firms may now submit their Personal Narratives for reevaluation. The narrative must clearly explain your experiences with social and economic disadvantage and how those barriers have impacted your business. Include your completed Personal Net Worth (PNW) form.
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Personal Narrative Required Document

Per 49 CFR § 26.67, a DBE owner must provide the certifier a personal narrative that establishes the existence of disadvantage by a preponderance of the evidence.

The Personal Narrative is your opportunity to tell your story – in your own words – about the social and economic barriers you have faced. It is a critical component of the re-evaluation process and must be specific and well-documented. Reviewers will assess your narrative alongside your Personal Net Worth form to determine continued eligibility for DBE or ACDBE certification.

- ❏ Your narrative should be thorough and detailed. General statements may not meet the required standard of proof. Reference real experiences across education, employment, and business history.

Personal Narrative: Education

Your educational background is a key area. Describe specific instances in which you were denied equal access or faced barriers that limited your educational and professional development.

Denial of Equal Access

Document instances where you were denied equal access to higher education opportunities – including admissions, scholarships, or academic programs – due to social or economic disadvantage.

Exclusion from Professional Associations

Describe any exclusion from professional or academic associations involving students or educators that limited your networking or advancement opportunities.

Denial of Earned Honors

Include any situations where academic or professional honors that you had rightfully earned were denied or withheld.

Societal Discouragement

Address any social patterns or pressures that discouraged you from pursuing a professional or business education, including community, familial, or systemic barriers.

Personal Narrative: Employment

Employment is a key area. Describe incidents and time periods, and the impact these experiences had on your professional growth and earning potential.

Unequal Treatment in the Workplace

Describe any instances of unequal treatment in hiring, promotions, professional advancement, compensation, or fringe benefits compared to peers in similar roles.

Retaliatory Behavior

Document any retaliatory behavior experienced from an employer or labor union.

Occupational Channeling

Explain if social patterns or external pressures directed you away from professional or business fields and into lower-wage, non-professional occupations, limiting your career trajectory.



Personal Narrative: Business History

Business history is an area of the Personal Narrative. This is where you demonstrate how disadvantage has directly impacted your ability to start, grow, and sustain your business.

→ Unequal Access to Credit or Capital

Describe denial of loans, lines of credit, or investment capital – including situations where you were required to provide more collateral or received less favorable terms than similarly situated non-disadvantaged businesses.

→ Exclusion from Business Networks

Document exclusion from business or professional organizations, industry associations, or informal networks that are critical to winning contracts and growing a business.

→ Unequal Treatment in Government Contracting

Detail any experiences where you were passed over for government contracts or other business opportunities despite being qualified.

→ Unfavorable Capital Circumstances

Note instances where you were required to acquire capital under commercially unfavorable conditions.

IMPORTANT POLICY UPDATE

DBE/ACDBE Goals Update


The October 3, 2025, Interim Final Rule has paused DBE and ACDBE goal counting, which affects projects. Understanding these restrictions is essential for all.

No DBE Contract Goals Until Reevaluation Is Complete

A recipient may **not set any DBE contract goals** until the UCP in the recipient's jurisdiction has completed the reevaluation process as described in 49 CFR §26.111. Goals cannot be established or enforced until that process concludes.

No DBE Participation Counted Since October 3, 2025

Starting on **October 3, 2025**, no DBE participation may be counted toward a recipient's overall goal. This pause remains in effect until the UCP finalizes reevaluations for all applicable firms in its jurisdiction.

 Goal Setting paused applies regardless of when contracts were awarded. Please consult with JMAA's Office of Community Business Engagement if you have questions about how this affects active projects.

CHAPTER

Capital Programs

Samuel Washington

Director of Capital Programs

An overview of JMAA's current and upcoming projects at Jackson-Medgar Wiley Evers International Airport and Hawkins Field.





Capital Improvement Programs

Jackson Municipal Airport Authority is committed to the long-term modernization and safety of its airport facilities through a robust Capital Improvement Program (CIP). These investments strengthen infrastructure, improve passenger experience, and create meaningful contracting opportunities for local and small businesses.

What Is Capital Programming?

Definition


Capital Programming is the **identification, planning, funding, and execution** of capital projects for the airport authority. It ensures that major investments are strategically prioritized, properly funded, and delivered on schedule.

Threshold

Capital Projects include any projects related to **infrastructure, buildings, pavements, and systems** that exceed **\$50,000 in cost**.

Why It Matters to You

Capital projects represent significant contracting and subcontracting opportunities for DBE and small businesses. By understanding JMAA's project pipeline, you can better position your firm to compete for upcoming work — from design contracts to construction and specialty services.

-  Every major infrastructure investment creates additional contracting opportunities.

Capital Programming: Projects Underway

The following projects are currently active or in near-term planning stages at Jackson-Medgar Wiley Evers International Airport (JAN) and Hawkins Field (HKS). Each project represents potential business engagement opportunities.

Project	Status / Timeline
JAN TAP 2	Completion July 2025
JAN TAP 3	Underway – Expected Completion March–April 2026
JAN Taxiway Bravo	Expected Start Late Summer / Early Fall 2025
JAN RWY 16L/34R Safety Area	Expected Start Spring 2026
JAN Apron Lighting	Bids October 2025
JAN HVAC Phase 2	Spring 2026 (PFC 10)
HKS Apron Joint/Crack Seal	Expected Start Summer 2025
HKS Taxiway Charlie Design	Spring 2026

Capital Programming: Upcoming Projects – FY 2026

Looking ahead to Fiscal Year 2026, JMAA has identified the following priority projects. These efforts reflect the Authority's commitment to long-term infrastructure modernization across both airport facilities. Small and DBE/ACDBE firms are encouraged to monitor solicitations and position themselves early.

Rehabilitation of Taxiway C/D – HKS

Design-Only Focused design work for the rehabilitation of Taxiways C and D at Hawkins Field, setting the foundation for future construction phases.

Rehabilitation of Taxiway C – JAN

Design-Only Design-phase work for Taxiway C rehabilitation at Jackson-Medgar Wiley Evers International Airport, aimed at improving pavement safety and performance.

Infrastructure Modernization – JAN

A comprehensive modernization initiative at JAN targeting aging systems and infrastructure components to improve operational efficiency and passenger experience across the terminal.

FEATURED PARTNER

Projects

Garver Engineers

Presented by Blake Roberson, PE

Garver Engineers is a key engineering partner supporting JMAA's Capital Improvement Program. Blake Roberson, PE, will provide an in-depth look at current and upcoming project scopes, timelines, and opportunities for small and disadvantaged business participation in JMAA's infrastructure investments.

- ❏ Small and DBE/ACDBE firms interested in subcontracting opportunities with Garver Engineers on JMAA projects are encouraged to reach out to the Office of Community Business Engagement for introductions and next steps.



FY 2026



TSA Renovations

- Renovation of former FAA Offices.
- Approximately 9,000 sf of improvements.
- **Estimated Costs: \$1-1.5M**



FY 2026



Surface Lot Rehabilitation

- Asphalt mill and overlay of existing surface parking area.
- Pavement Marking Installation
- Estimated Costs: \$1-1.25M



Runway 16L-34R Seal Coat

- Seal Coat, Crack Seal, and Pavement Markings on Runway pavement.
- FAA Item P-608-R Rapid Cure Seal Coat
- **Estimated Cost: \$1-1.5M**





Taxiway Charlie Rehabilitation

- Multi-phase Taxiway Rehabilitation program.
- Items of work include asphalt pavement construction, asphalt mill and overlay, airfield lighting improvements, and airfield pavement markings.
- **Estimated Cost: \$60-70M**





Taxiway Charlie Rehabilitation

- Rehabilitation of the primary parallel taxiway at HKS.
- Items of work will include asphalt pavement reconstruction, asphalt pavement mill and overlay, airfield lighting improvements, and airfield pavement markings.
- **Estimated Cost: \$3-5M**





Drainage Improvements

- Replacement of undersized and failing airfield drainage infrastructure at Hawkins Field.
- Items of work will include removal and replacement of drainage culverts and structures.
- Project will be constructed in multiple phases.
- **Estimated Cost: \$3.5-4M**



Contact



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JMAA

Thank You!

Veronica Christmas

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