



## Disadvantaged Business Enterprise Fact Sheet

Updated: November 18, 2009

The Miami Intermodal Center (MIC) will provide **connectivity** where none existed, between the transportation systems in Palm Beach County, Fort Lauderdale, Miami and the Florida Keys, for residents and visitors. It is already **decongesting** the roadways in and around the busy airport. When completed, the MIC will be similar to New York's Grand Central Station and other multimodal facilities that can be found in many world-class cities, offering easy connections to several forms of transportation.

As expressed in its website, the Florida Department of Transportation (FDOT) is an Equal Opportunity Employer. Its **Disadvantaged Business Enterprise (DBE)** program was created to ensure economic prosperity for all by:

- Ensuring equal opportunity in employment, participation, benefits, services, and contracts
- Eliminating unlawful discrimination
- Encouraging diversity in all FDOT programs and activities

According to the U.S. Department of Transportation (USDOT), DBEs are for-profit small business concerns where socially and economically disadvantaged individuals own at least a 51 percent interest and also control management and daily business operations.

African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans and women are presumed to be socially and economically disadvantaged. Other individuals can also qualify as socially and economically disadvantaged on a case-by-case basis.\*

The goals of the DBE program are to remedy past and current discrimination against disadvantaged business enterprises, ensure a "level playing field" in which DBEs can compete fairly for contracts, improve the flexibility and efficiency of the DBE program and reduce burdens on small businesses. A DBE must be owned and operated by one or more socially and economically disadvantaged individuals.\*

Below is a list of MIC Program elements and the DBE participation for each:

| Project   | Targeted DBE Goal | Targeted DBE Goal Achieved | Total Funds Paid to DBEs |
|---|-------------------|----------------------------|--------------------------|
| Roadway Improvements Program  |                   |                            |                          |
| <ul style="list-style-type: none"> <li>• Internal Roadways (NW 21 Street, NW 27 Street, NW 28 Street and NW 39 Avenue)</li> </ul> | 10 percent        | 19 percent**               | \$997,111.71**           |
| <ul style="list-style-type: none"> <li>• Le Jeune Road and MIC-MIA Interchange</li> </ul>   | 8 percent         | 3 percent***               | \$2,580,616.91***        |
| Rental Car Center and MIC Terminal Access Roadways (MTAR)   | 15 percent        | 9 percent****              | \$23,054,272.11****      |
| MIA Mover MIC Station   | 15 percent        | 19.13 percent****          | \$2,595,169.37****       |

\*Information taken from USDOT

[http://www.osdbu.dot.gov/DBEProgram/Whats\\_DBE\\_program.cfm](http://www.osdbu.dot.gov/DBEProgram/Whats_DBE_program.cfm)  
<http://www.osdbu.dot.gov/DBEProgram/definitions.cfm>

\*\*Information from MCM Corporation

\*\*\*Information from Kiewit

\*\*\*\*Information from Turner Construction Company (Unofficial Data)