



TEN's Missouri Model: Expanding Opportunity and Building Careers

Tens of billions of federal dollars are spent each year on the transportation construction industry. Low-income people – especially women and people of color – are often locked out of construction projects in their own communities, robbing them of massive opportunities for job access, training, and building their lives, careers, and families.

The solution is TEN's Missouri Model.

In a two-year campaign, the Transportation Equity Network (TEN) and member organization Metropolitan Congregations United (MCU) won an agreement from the Missouri Department of Transportation (MoDOT) to devote **30% of the workforce hours** on a \$550 million highway project to low-income apprentices. MoDOT also agreed to devote **0.5% of the total project budget** (\$2.5 million) to job training.

It was the largest community benefits agreement in American history. The result: the project was finished 24 days **ahead of schedule** and \$11 million **under budget**. It also allowed [NUMBER] of low-income people access to good jobs and job training to build their careers and communities.

The Missouri Model is growing.

The enormous success of the project has made it a national model. Versions of the Missouri Model have been adopted in Kansas City, MO, Wisconsin, Michigan, and Minnesota. MoDOT officials are in demand around the country by DOTs that want to duplicate their success.

The USDOT is now funding a pilot project to implement the Missouri Model on six major transportation projects (over \$500 million) in five U.S. cities:

- **Denver, CO** - light rail commuter line (two projects - \$2.42 billion total budget)
- **Louisville, KY** - Ohio River bridges (\$4.1 billion budget)
- **Hartford, CT** - Connecticut Busway (\$573 million budget)
- **Phoenix, AZ** - new freeway construction (\$3.1 billion budget)
- **Brooklyn/Queens, NY** - Kosciuszko Bridge replacement (\$670 million budget)

In each of these cities, TEN and Conference of Minority Transportation Officials (COMTO) President Julie Cunningham will hold two-day workshops on the Missouri Model with a diverse group of transportation officials, faith-based organizations, prime and subcontractors, and small businesses.

The workshops will provide a blueprint for how to devote **30 percent of workforce hours** on these projects to low-income people, women, and minorities, and invest **0.5-1% of total project budgets** in job training.

The national adoption of Missouri Model will increase the voice of low-income people in the projects that affect their communities, while expanding opportunity, training, and job access to build lives, careers, and families – something that’s good for all of America.