

# Call for Projects Guidance for FY 2014-2015 FASTER Transit Funds

July 19, 2012

The Colorado Department of Transportation (CDOT) is calling for applications for projects to be carried out in State Fiscal Years 2014 and 2015 using FASTER Transit funds. The State fiscal year begins July 1 (i.e., State FY 2014 is July 1, 2013 through June 30, 2014.) CDOT anticipates being able to offer \$5 million for local transit projects and approximately \$9 million for statewide and interregional projects in FY 2014 and also anticipates being able to offer the same amounts in FY 2015. The Department also expects to have additional funds available from bid savings and from projects that were withdrawn in previous years. The guidance below describes CDOT's process for soliciting, evaluating, selecting and managing projects.

## **PART 1**      **Background**

The FASTER (Funding Advancement for Surface Transportation and Economic Recovery) statute (found at **C.R.S. 43-4-206**) provides funding for transportation projects through an increase in vehicle registration fees. A portion is set aside for transit purposes: a **Local** share for "local transit grants" and a **Statewide** share to be used "for the planning, designing, engineering, acquisition, installation, construction, repair, reconstruction, maintenance, operation, or administration of transit-related projects, including, but not limited to, designated bicycle or pedestrian lanes of highway and infrastructure needed to integrate different transportation modes within a multimodal transportation system, that enhance the safety of state highways for transit users."

The Division of Transit and Rail (DTR) at CDOT has implemented the following policies pertaining to the application, awarding and administration of FASTER transit grants:

- In previous rounds of FASTER funding, some applicants bundled multiple project requests into one application, resulting in evaluation and contracting challenges. Therefore, DTR requests that applicants provide one application for each project. However, if you may bundle identical vehicle requests in one application. DTR will still score each vehicle on the metrics factors (age, miles, etc.) separately. If in doubt on this issue, just call us!
- If your organization is submitting more than one application, please prioritize and rank the projects by indicating an agency priority number on the first page of the application in the space "*Application #*".
- Due to limited funding, CDOT continues to put an emphasis on a fix-it-first approach—that is, giving higher priority to the replacement and refurbishment of buses, facilities and equipment, rather than on new or expansion capital or planning projects. This does NOT mean, however, that expansion or planning projects will not be funded—only that an applicant seeking funding for expansion projects must make a very strong case, with documented justification and evidence of sustainability, in order to be considered.
- As part of this fix-it-first emphasis, CDOT is encouraging mid-life refurbishments of coaches (but not partial bus rehabilitations) that extend bus life. Body-on-chassis

vehicles refurbishments are discouraged because they are normally less economical, but will be considered if sufficiently justified.

- CDOT will not accept general letters of support, largely because previous applications included “cookie-cutter” letters from parties that had little or nothing “at stake” in the project. However, CDOT is requiring formal letters of support and commitment from partners in a project that are making a commitment to the project (e.g., organizations providing some or all of the local match, providing land or right-of-way for a project, or agreeing to share a multimodal facility).

Of paramount importance is project readiness. The following definitions of readiness will assist you in assessing your project’s development. These dates indicated are for FASTER 2014 awards. FASTER 2015 awards will have similar deadlines. If either of these project deadlines is not met, CDOT could transfer the funds to another project(s) so that funds are used expeditiously.

Construction-related projects: these must be designed at the 30% (or FIR—Field Inspection Review) level. Projects would be expected to begin final design or go to bid for construction no later than November of 2013.

Projects that require federal funds: if FASTER funds are to be used to match an as-yet-unawarded Federal grant, the Federal funds would have to be awarded to the applicant no later than November 2013.

- CDOT will accept applications to fund design costs of facility projects. However, it will not fund the conceptual design phase. Furthermore, projects for which design funds are requested must demonstrate they have been “vetted” locally, with an adopted plan, feasibility study, or conceptual design of the project, prior to application.
- Applicants requesting a construction project are required to confer with their CDOT Region staff within thirty days of the issuance of this Notice of Funding Availability, prior to submitting their application. Either a meeting or conference call should be arranged. This new requirement is meant to benefit both the applicant and CDOT in identifying significant issues that may need to be addressed for successful and timely project implementation, such as NEPA and utility clearances and land acquisition. This meeting will not be for the purpose of evaluating the project, but the Region may provide to the applicant and DTR its assessment of the readiness of the project.

Here is a list of the Planners in each of the Regions to contact. They will arrange for your project to be reviewed by an engineer or other appropriate person:

Region 1: Darin Stavish, (303) 365-7047, [Darin.Stavish@dot.state.co.us](mailto:Darin.Stavish@dot.state.co.us)

Region 2: Wendy Pettit, (303) 546-5748, [Wendy.Pettit@dot.state.co.us](mailto:Wendy.Pettit@dot.state.co.us)

Region 3: Mark Rogers, (970) 683-6252, [Mark.Rogers@dot.state.co.us](mailto:Mark.Rogers@dot.state.co.us)

Region 4: Karen Schneiders, (970) 350-2172, [Karen.Schneiders@dot.state.co.us](mailto:Karen.Schneiders@dot.state.co.us)

Region 5: Matt Muraro, (907) 385-1433, [Matt.Muraro@dot.state.co.us](mailto:Matt.Muraro@dot.state.co.us)

Region 6: Danny Herrmann, (970) 757-9946, [Danny.Herrmann@dot.state.co.us](mailto:Danny.Herrmann@dot.state.co.us)

- If you already submitted an application for the FTA Section 5309 State of Good Repair or Livability consolidated statewide grants in 2012, you will not be required to resubmit an

entirely new application for FASTER funds. Instead, if you indicate to DTR’s David Averill that you want that project to be considered for FASTER funding, David will cut and paste your materials into the FASTER application for you; he will then ask you to review it, enhance the application as you see fit in response to the evaluation criteria, and submit any new information needed specifically for the FASTER application. We expect to know which Section 5309 projects have been selected by FTA within the next day or two at most. Then you’ll know whether to apply for FASTER or not!

- If you applied for FASTER funding in FY 2013 and were not awarded funding, you will **not** automatically be considered for FY 2014 or FY 2015 funding because we don’t know if you’re still in need of the funds and because the application has been revised slightly. Again, please contact David if you’d like your previous project resubmitted.
- We have broken the single application used for FY 2013 into three separate applications, for (a) vehicle replacement/rehab/refurbishment or expansion requests, (b) facility, design and equipment requests, and (c) planning projects.
- If you wish to request funding for design of a facility as well as funding for the construction of that facility, be sure to separate out the costs of the two, as well as the justifications, since the two may be considered separately if there are uncertainties about the readiness of the construction.

**PART 2 Available Funding**

- All \$5 million of the FASTER funds set aside in the Local share will be awarded for projects. These funds are allocated to the Regions based on a formula adopted in 2010. The allocation is as follows:

CDOT Region	Formula %	Funding based on formula
1	11.09%	\$554,350
2	15.31%	\$765,500
3	12.17%	\$608,250
4	16.60%	\$830,050
5	5.21%	\$260,450
6	39.63%	\$1,981,400
Total	100%	\$5,000,000

- While FASTER provides \$10 million for the Statewide share, approximately \$1 million will be set aside by CDOT and used for grant administration, administration of the Division of Transit and Rail, and match for Federal grants. The remaining \$9 million is used for grants.

### **PART 3 Applicant Eligibility**

- Eligible applicants for the Local share are limited to public and private nonprofit entities that offer either public transportation or “open door” specialized transportation (service for the elderly and disabled). “Open door” specialized service is service available to any elderly and disabled person in need and is not limited to a particular clientele or facility. Organizations that limit service to a particular clientele or facility, as well as commercial intercity operators, are **not** eligible applicants but may apply **through** an eligible applicant; the eligible applicant would be the party contracting with CDOT if funds were awarded, would be expected to describe how the service fits into a public or specialized transportation system, and would be responsible for the grant.
- Eligible applicants for the Statewide share are the same as those listed above, except that the State and CDOT, including CDOT’s Region offices, are also eligible applicants. When CDOT or the State sponsor a project a 20% local match is not required, since it would be the State and not a local entity carrying out the project. CDOT projects will not be given any special consideration in the evaluation and selection process.
- A 20% local match must be provided. Since local governments and sponsoring organizations have likely not yet adopted 2014 or 2015 budgets, CDOT recognizes that applicants will probably not be able to provide a 2014 or 2015 budget showing the match for particular projects. Indeed, the match may not be needed in hand for two years given the 18-month timeline of some bus orders. In lieu of budget documentation, applicants should describe how their organization intends to provide the match, its reliability in providing match, any written commitments to the project, any capital replacement funds that exist, or any other evidence of its reliability in providing match.
- Failure to secure the committed local match or to otherwise fail to implement the project as proposed (e.g., timeliness, scope, etc.) will be considered as a factor in future funding requests.
- The applicant organization should be prepared to carry out the project. Under Senate Bill 1 and FASTER there have been a few instances in which one organization has been granted funds but then requested that the funds be transferred to another organization they considered to be more appropriate. CDOT encourages parties to fully consider the most appropriate sponsoring organization for the project up front and not to assume that CDOT will later agree to a change in sponsorship.

### **PART 4 Project Eligibility**

Funding may be used for any items defined as **capital expenses** by the Federal Transit Administration (e.g., buses, facilities, equipment). However, CDOT will **not** entertain requests for funding for land purchases or office-related equipment, nor for operating or administrative expenses. The types of projects that are eligible include, but are not limited to, the following:

- a) Rolling stock (buses, vans, train cars, gondola cabins)
- b) Transit stations, transfer facilities, bus storage and/or maintenance facilities, and other transit facilities.
- c) Multimodal facilities, such as facilities that accommodate some combination of services of multi-regional or statewide significance, such as regional bus service, Amtrak, park-and-ride lot, and Greyhound/intercity bus service.
- d) Park and ride facility construction or improvements.
- e) Technology improvements that enable enhanced transit services in high priority corridors, including signal prioritization and ITS.
- f) Technology improvements that significantly improve the coordination of human services transportation by means of mobility management tools such as call centers.
- g) Wayfinding signage between modes (e.g., signage for intermodal facilities, intercity bus stations, Amtrak, park-and-rides, etc.)
- h) HOV, HOT, queue jump, and bus pull-out lanes, Bus Rapid Transit projects, and bus lanes
- i) Bike racks, lockers and bike parking at multimodal stations.
- j) Enhanced modal connections, such as trails, sidewalks and bike lanes leading to major transit stations, provided they have a transit connection and enhance transit ridership.
- k) Planning projects and studies, except that no more than 10% of the total available FASTER funding may be spent for such purposes. Please be aware that there has been some concern in the past about planning projects being funded through FASTER at the expense of vehicle and facility projects. While planning projects are an eligible project, you will need to make a strong case as to why your planning study should be funded with FASTER funds and why they can't be funded through Section 5303 or 5307 (in urbanized areas) or Section 5304 (in rural areas).

**PART 5 Project Categories**

- All project requests will generally be categorized as being either statewide, interregional, regional or local in nature. This will impact whether and the extent to which they will be considered for the Statewide or Local share.
  - Statewide projects are those that provide services or benefits to a substantial portion of the state.
  - Interregional projects are those that provide services or benefits in more than one CDOT Region or more than one Transportation Planning Region (TPR), or that operate over a long distance. This would generally

include, but not be limited to, intercity bus services, commuter routes between significantly separated urbanized and/or rural areas, mobility management projects associated with the coordination of human services transportation, and services that connect multiple regional services.

- Regional projects are those that provide services or benefits within one TPR but which serve more than two municipalities and traverse more than about 25 miles, or that serve a significant portion of a region by connecting multiple communities.
- Local projects are those that provide services or benefits primarily within a local area.
- FASTER Statewide share funding will be awarded primarily to statewide, interregional and regional projects, in that priority order, but would only be awarded to local projects if there are insufficient high-scoring projects in that category and/or there are problems reaching geographic equity. Multimodal facilities and technology improvements that significantly improve the coordination of human services transportation by means of mobility management tools (items 3c and 3f above) will generally be given priority and consideration for the Statewide share.
- FASTER Local share funding may be awarded to regional and local projects, and may also be awarded to interregional and statewide projects, in that priority order, but may not be awarded to CDOT or another State agency.

## **PART 6 Threshold (minimum) Criteria**

- The applicant must have the financial and managerial capability and capacity to manage any funds awarded, as well as demonstrate that it has the resources necessary to operate the project on an ongoing basis. FASTER funds will be awarded on a reimbursement basis; that is, the award recipient must first incur costs before being reimbursed by CDOT, after submitting sufficient documentation of such costs. Therefore, the recipient must have the financial ability to incur and pay such costs initially.

It is especially important that the above capability and capacity is specifically addressed by applicants that have not normally received funds through CDOT's Division of Transit and Rail or which have had delays or other problems implementing projects awarded funding by CDOT.

- The minimum project request is \$25,000. There is no maximum request, but applicants should take into consideration the amounts available and CDOT's preference to provide some geographic equity.
- Projects must be consistent with the applicant area's most recent Regional Transportation Plan. It is recognized that in many cases consistency will be based on being within a corridor vision(s), not by specific mention of the particular project request.

- FASTER may be used to fund up to 80% of project costs. All awards require a minimum local match of 20%. The match must be in cash, except that donated land for the project can be used as match if sufficiently documented through a recent appraisal. FASTER funds can be used to match a federal grant, providing up to 80% of the required local match for the federal grant. (That is, the recipient must still provide a 20% local match for its FASTER award.)
- The recipient must demonstrate and be able to implement its project promptly. CDOT may withdraw FASTER funds from projects that fail to obligate the funds or that fail to take adequate steps to implement the project within a reasonable time.

## **PART 7 Evaluation Criteria**

All projects will be evaluated based on the criteria listed below. Projects will be evaluated based on the type of project—that is, based on whether they are rolling stock, facilities, equipment or studies, and, further, whether they are replacements or expansions. Please note that the sub-criteria will not be weighed equally and that some factors will not be pertinent. That is, if a criterion has four sub-criteria, evaluators do not assign 25% weighting to each; they are given flexibility in assigning scores. One exception is replacement rolling stock scores, where there are definitive metrics for comparing need. Also, some consideration may be given to geographical equity.

### **A. Requests for Replacement Rolling Stock**

Criteria 1: Mileage, Usage, Readiness (7 possible points)

- a) Higher mileage vehicles will be scored higher than lower mileage units, but within their appropriate bus category (heavy duty 35-40 foot coaches; <35 foot coaches; body-on-chassis/cutaways; vans/minivans);
- b) Average miles per year for all vehicles may be considered, with consideration to type of vehicle and service regime;
- c) FTA guidelines will be used to gauge minimum useful life; for example, a 35-40 ft. heavy duty coach should be approaching its minimum useful life (500,000 miles or 12 years per FTA guidelines) to be considered;
- d) Vehicle age may be considered, but miles will be given a higher priority in ranking;
- e) Applicants with a lower spare ratio will generally be scored higher than those with a higher spare ratio; spare ratio should generally not exceed 20%; smaller agencies (<25 vehicles) will be considered on a case-by-case basis, given that measuring spare ratio with demand responsive service is more difficult.

Criteria 2: Special Considerations (3 possible points)

- a) Higher scoring will be awarded to applicants that can demonstrate a good state of repair through effective, **documented, formal** preventive maintenance programs or Transit

- Asset Management programs, and to those that have and follow a capital replacement plan;
- b) Higher scoring will be awarded to requests for the replacement of vehicles that are in marginal or poor condition, provided that the required documentation is included with a completed application (see application for details).
  - c) Financial capacity--Is there an institutional commitment, funding, financial capacity, and capability to *sustain* the service and project over time, given that this program will provide capital assistance but no operating assistance?
  - d) Financial need-- Are other sources being tried for fleet replacement? Is other funding being leveraged, or is the applicant totally dependent on the FASTER funds?
  - e) Project impacts--Would the project increase ridership? Would it reduce traffic on the State system? Would it improve service delivery?

**B. Requests for Expansion Rolling Stock or Facilities**

Criteria 1: Demonstrated Need and Readiness (7 possible points)

- a) Higher scoring will be awarded to projects that clearly demonstrate the need for the expanded service or facility in terms of documented ridership studies and community support;
- b) Higher scoring will be awarded to projects that make an effective business case for the expansion that outlines anticipated costs, revenues and sustainability; a formal business plan is preferable;
- c) Higher scoring will be awarded to projects that demonstrate they are truly ready to go.

Criteria 2: Special Considerations (3 possible points)

- a) For vehicle requests--applicants with a lower spare ratio will generally be scored higher than those with a higher spare ratio;
- b) Higher scoring will be awarded based on whether an applicant has and follows a capital replacement plan; stronger plans are those that are formalized within the overall organization;
- c) Financial capacity--Is there an institutional commitment, funding, financial capacity, and capability to *sustain* the service and project over time, given that this program will provide capital assistance but no operating assistance?
- d) Financial need-- Have other sources been tried? Is other funding being leveraged, or is the project totally dependent on the FASTER funds? If the applicant has the financial and revenue capacity to pay for a larger portion of the project, is it doing so?
- e) Project impacts--Would the project increase ridership? Would it reduce traffic on the State system? Would it improve service delivery?

**C. Requests for Facilities, Design, Equipment**

Criteria 1: Readiness and Demonstrated Timetable (4 possible points)

- a) Higher priority will be given to those that are shovel ready (NEPA clearance finalized, at least 30% design completed, location sited and purchased);
- b) The completion of existing projects would be a higher priority than the first stage of a long-term project; projects that are long-term score higher if a reasonable phasing plan is identified;

Criteria 2: Project Purpose, Cost Savings, and Efficiency (4 possible points)

- a) Reasonableness of the financial request relative to the amount of funding available;
- b) Higher priority will be given to those projects that demonstrate that the project would produce real cost savings for the transit program or create service efficiencies;
- c) Higher priority will be given to those projects that can clearly demonstrate that the project could increase ridership rather than merely maintain existing ridership;

Criteria 3: Special Considerations (2 possible points)

- a) Higher priority will be given to those projects that demonstrate they were developed in partnership with the local community and have a high degree of support;
- b) Expansion of existing facilities will be considered if backed by a strong, defensible business case that demonstrates the need for the facility and for growth in the program it supports.
- c) Financial capacity--Is there an institutional commitment, funding, financial capacity, and capability to *sustain* the service and project over time, given that this program will provide capital assistance but no operating assistance?
- f) Financial need-- Have other sources been tried? Is other funding being leveraged, or is the project totally dependent on the FASTER funds? If the applicant has the financial and revenue capacity to pay for a larger portion of the project, is it doing so?

**D. Requests for Planning Studies**

Criteria 1: Project Purpose and Demonstrated Need (7 possible points)

- a) Is there a compelling need for the project? Does it plan something that has a high likelihood of being implemented?
- b) Is there a reason this study cannot be funded with FTA Section 5303 or 5307 (in urbanized areas) or 5304 funding (in rural areas)?

Criteria 2: Project Readiness and Sufficiency (3 possible points)

- a) Is the project ready to go?
- b) Does the project have a reasonable implementation schedule?

**PART 8 Selection Methodology**

- Once project requests have been received, DTR staff will review the applications to ensure that each meets the threshold (minimum) criteria, as set forth above. Any applicant not meeting the criteria will be contacted by DTR and given the opportunity to respond to the finding.

- DTR and the CDOT Region offices will confer to identify projects as either statewide, interregional, regional or local in nature; to discuss the particulars of the projects; to discuss whether other funding might be available for the project; and to determine which projects seem best suited for Statewide and Local FASTER funding.
- A team made up of DTR staff, and one representative each from CDOT’s Division of Transportation Development and Policy and Government Relations Office, and two non-applicant members of CDOT’s Transit and Rail Advisory Committee will evaluate and score applications that are deemed to be statewide, interregional or regional in nature. The team will recommend a list of projects for funding. There will not be a specific amount set aside for each CDOT Region, but the team will give consideration to geographic equity in its deliberations. The list will then be presented by the team to the DTR director and the executive director of the Colorado Association of Transportation Agencies (CASTA) along with its observations and justifications for its recommendations. The two will discuss the recommendations and the DTR director will either concur with the recommendations or make changes.
- The list of recommended projects will then be provided to the Regions. The Regions will evaluate the eligible projects from their Region that were not recommended for funding from the Statewide share and develop a recommended list of projects for the Local share, based on the amount of funding allocated to that Region—along with any unallocated or unobligated funds from past years.
- The recommended Statewide and Local lists will then be submitted to the Transportation Commission for approval.
- After Transportation Commission approval, CDOT and the Regions will take all the steps necessary to set up the projects internally and budget them. Shortly thereafter DTR and Region staff will begin scope of work and contract negotiations with the local agencies. Contracts would be offered within one month of the start of the fiscal year.
- Awards will be made to an applicant for the project described in the application, with any special conditions applied by CDOT. The funding is not made for any purpose selected by the applicant. Any change in the scope or sponsorship of the project must be approved by CDOT. Any cost overruns are the responsibility of the applicant; CDOT will not increase funding for the project. If the applicant cannot cover a cost overrun it can apply for funding in the next round but will have to compete for that funding and may have to forfeit its initial award so that the funds can be used for a project that is ready to proceed.

## **PART 9    Application Submittal**

In order to field questions and concerns, CDOT will conduct a conference call for all interested parties on August 6th at 9:00 a.m. The call-in information is below. If

you inform David Averill of your interest in FASTER funding, he'll send you a reminder of the call in advance.

You are also welcome to contact David Averill with individual questions.

1. Dial the Reservationless Conferencing access number: 1 877-820-7831
2. Enter the Passcode: 321805# (Note: the pound key must be pressed after the passcode)

It's possible that CDOT will discover or be made aware of a problem with the application form, or of the need to update or clarify its guidance. If any updates or clarifications of the application are made as a result of the conference call, they'll be posted by August 12<sup>th</sup> at <http://www.coloradodot.info/programs/transitandrail>. **It is the responsibility of applicants to read this posting to ensure they are aware of all that is needed to successfully apply.**

**All applications will be due to CDOT no later than 12:00 p.m. noon on Friday, September 28, 2012.** Applications submitted after the due date cannot be accepted. Applications must be submitted in an email to [david.averill@dot.state.co.us](mailto:david.averill@dot.state.co.us). Microsoft Word is the preferred format for submission of applications, but in some cases (particularly large files) it may be necessary to submit in a .pdf format. Furthermore, very large attachments might not make it through CDOT's firewall. If your electronic application is too large for CDOT's email system and it gets "bounced" back because of file size limitations, contact David immediately and he will send you instructions on how to upload your file(s) to CDOT's ftp site. If your document is extremely large or available only in hard copy format, it may be mailed to David if postmarked no later than September 28, and should be mailed to

David Averill  
Colorado Department of Transportation  
Division of Transit and Rail  
4201 E. Arkansas Ave., Shumate Bldg.  
Denver, CO 80222

After receiving an application, David will respond to that email to confirm receipt. If you submit your application to David but you do not receive a confirmation, you must assume it has **not** been delivered to him. You should call David (303-757-9347) if you do not receive a confirmation from David within one day of submitting your application if you submit it **before** September 28. If submitting your application **on** September 28, you should contact him if you do not receive a confirmation within one hour of submittal.

## **PART 10**      **Schedule**

Below is the schedule CDOT will generally be following for the FASTER FY 14-15 project selection process.

Phase	FASTER Transit Milestones	Due Date
Notice & Application Development	Call for projects formally broadcast by DTR	7/17/2012
	DTR conducts conference call to answer applicant questions	8/6/2012
	DTR posts application questions & clarifications on Web site	8/12/2012
	Applicants requesting construction funds confer with CDOT Region staff	NLT 8/20/12
	<b>Applications Due to DTR</b>	<b>9/28/2012</b>
Review & Scoring	Initial Screening (completeness/eligibility) by DTR	10/1/2012
	Applications forwarded on to Regions and internal HQ review committee (HQ review period begins)	
	DTR conducts conference call with each Region re: projects in that Region	
	Internal HQ review committee meeting	
	DTR informs Regions of scores and projects recommended for funding from statewide pool	
	<b>Regions inform DTR of scores and projects recommended for funding from local pool</b>	<b>12/6/2012</b>
TC Approval & Programming	DTR conference call with Regions to finalize list, discuss potential conflicts	
	Draft list of recommended projects reviewed with STAC, TRAC, Transit and Intermodal Committee	1/2013
	<b>Transportation Commission approval of project lists is sought</b>	<b>2/21/2013</b>
Project set-up and scope development/negotiation	Business Offices set up the projects and project budgets	
	TIP / STIP policy amendments	
	Business Offices set up project budgets	
	Scope of work drafting, negotiations with local agencies initiated by DTR, Regions	Feb. -June, 2013
	Project & scope revisions formally submitted for approval	
	Scopes of work, contracts negotiated with local agencies	
Project Implementation	DTR and Regions offer contracts/IGAs, offer to local agencies	July-Aug 2013
	Local agencies begin final design/procurement/construction	Sept.-Nov. 2013