Border Environment Cooperation Commission
Roadway System and Air Quality Improvements Project in Nuevo Laredo, Tamaulipas

1. General Criteria

1.a Project Type

Project Name: Roadway System and Air Quality Improvements Project in Nuevo Laredo, Tamaulipas (*Proyecto de Mejoramiento del Sistema Vial y de la Calidad del Aire en Nuevo Laredo, Tamaulipas*)

Project Sector: Air Quality

1.b Project Category

Category: Community environmental infrastructure project – Community-wide impact

1.c Project Location and Community Profile

Communities: Nuevo Laredo

Location: Located in the northwestern part of the State of Tamaulipas, at 27º 30´ north, 99º 30´ west

Location within the border: Within the 100 km border area

Figure 1 shows the location of Nuevo Laredo, in the northeastern part of the State of Tamaulipas.

Figure 1. Location of the City of Nuevo Laredo in the State of Tamaulipas

Demographics

Current population:	379,206 estimated for 2009
Reference:	CONAPO 2006 - 2030 Population estimates *(Proyecciones Poblacionales 2006- 2030 CONAPO)*
Growth rate:	2.73 %
Reference:	National Municipal Information System 7.0 (*Sistema Nacional de Información Municipal 7.0*, SNIM)
Economically active population:	116,674 residents
Reference:	National Municipal Information System 7.0 (*Sistema Nacional de Información Municipal 7.0*, SNIM)
Median per capita income:	$ 4,706 USD/year
Reference:	BECC estimations based on statistics by INEGI and the National Commission on Minimum Wages.
Primary economic activities:	Manufacturing industry, trade, transportation, and communications
Marginalization Rate:	- 1.63312, Very Low (CONAPO)

Services

Water System

Water coverage:	98%
Water supply source:	Rio Grande
Water connections:	68,369

Wastewater Collection System

Wastewater coverage:	80 %
Domestic connections:	55,811

Wastewater Treatment

Wastewater treatment coverage:	40 %

Solid Waste

Solid waste collection coverage:	90%

Street Paving

Street paving coverage:	58%

1.d Legal Authority

Project applicant:	City of Nuevo Laredo, through the Secretariat of Public Works, Urban Development, Environment, and Municipal Services (SOPDUMASM, in Spanish)
Legal representative:	Mario Alberto Salinas-Falcón
Legal instrument to demonstrate legal authority:	Municipal Code for the State of Tamaulipas
Date of instrument:	State of Tamaulipas Official Daily No. 1, January 1st, 2008
Compliance with Agreements:	• 1983 La Paz Agreement, or Border Environment Agreement • 1990 Integrated Border Environmental Plan (IBEP) • 1994 North American Free Trade Agreement (NAFTA) • Border 2012 Program

1.e. Project Summary

Project Description and Scope:

The project consists of the construction of a road network that will streamline local and regional vehicle flow. These new roadways will help alleviate traffic congestions and reduce pollutant emissions to the atmosphere resulting from motor vehicle traffic in 8,350 vehicles per hour.

Components:

Infrastructure

The scope of the project is as follows:

- Expansion of 27 Km (17miles) of roadways in Nuevo Laredo.
- Construction of three key roads in the municipality of Nuevo Laredo.
- The project construction process will be completed in eleven months, with project tasks starting in April 2009.

The Roadway Impact and Feasibility Study identified strategic roads within the municipality. The proposed projects are part of urban planning and land use strategies focused on reducing the road construction backlog resulting from the high volume of vehicular traffic, inasmuch as Nuevo Laredo is the locality with the highest number of goods and merchandise crossings in the U.S.-Mexico border.

Population benefited: 120,000 residents

Project cost: $595.9 million (Mexican) pesos

The tasks proposed as part of the project include:

STRATEGIC ROAD CONSTRUCTION PROJECTS IN NUEVO LAREDO, TAMAULIPAS	
COMPONENT	***DESCRIPTION***
1.- Expansion of Luis Donaldo Colosio Boulevard	Roadway expansion by approximately 11.0 km with two 7.00 m wide lanes separated by a central 2.0 m-wide median and 2.50 m-wide shoulders at each side, for a total width of 21.0 m.
2.- Expansion of Radial III	Construction of a second 1.5 km-long lane for an existing roadway, from Aeropuerto Boulevard to Radial II, and construction of 7.5 km of an open road from Radial II to Mexico II, including road interchanges.
3.- Upgrades to Aeropuerto Boulevard	Roadway expansion with 5.5 km from Carretera National to Radial III, with two 10.5 m-wide lanes separated by a central 2.0 m-wide median and 2.50 m-wide pedestrian shoulders at each side.

Project map:

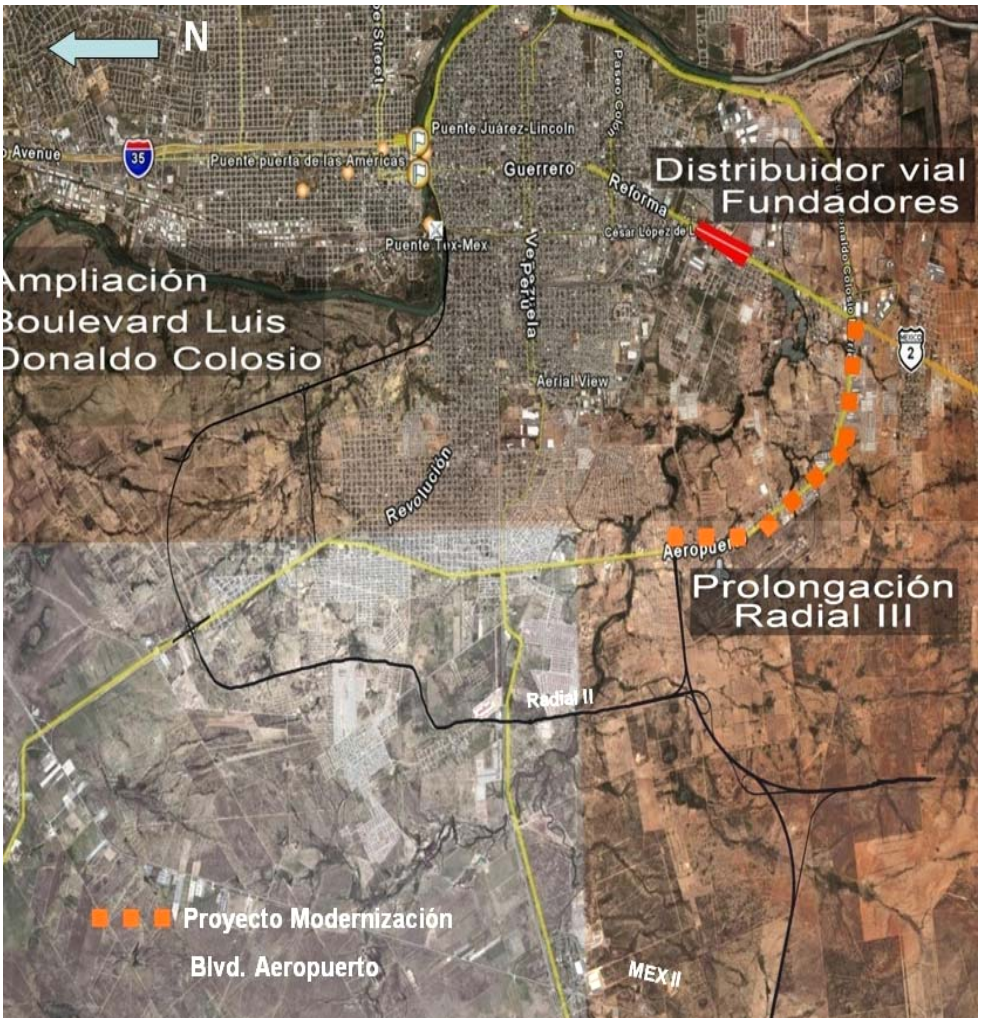

Figure 2. Location of proposed roadways in Nuevo Laredo, Tams.

Project justification:

- The project is needed to reduce the concentration of air pollutants (CO, COV, and NOx) in the Nuevo Laredo airshed.
- Nuevo Laredo lacks sufficient road infrastructure to distribute and streamline local and regional traffic flows. The above results in traffic congestion and environmental pollution, a situation that has caused an increased rate of respiratory diseases among local residents.
- The implementation of the proposed project will facilitate a safe and efficient flow of commodities and people. Additionally, the project will help provide the city with peripheral roads to meet the requirements of the areas with increasing population growth rates.

	• The project will help connect the city's North and South ends, facilitating thus the flow of heavy traffic associated with the crossing of goods and merchandise at the three local international bridges. The above will promote sustainable development within the region.
Project need or consequences of the No Action Alternative:	• Nuevo Laredo, Tamaulipas faces a severe air pollution problem caused by suspended particles associated to motor vehicle traffic traveling on the major thoroughfares, a condition that is exacerbated by the heavy traffic in the city's downtown area. • The no-action alternative means that the problem associated with the dispersion of pollutants into the atmosphere will be aggravated, a situation that results in an increased rate of disorders among area residents due to their sustained exposure to particulate matter resulting from vehicle fuel combustion, including problems such as eye and nose irritation, and an increase in respiratory diseases.
Prioritization Process Category:	N/A

Pending Issues:

None

Criterion Summary:

The project consists of the construction of three key roadways in Nuevo Laredo, Tamaulipas using asphalt pavement. The project is defined as an air quality improvement effort. The project is located within the 100 km border area.

2. Human Health and Environment

2.a Compliance with Applicable Environmental Laws and Regulations

Environmental and Public Health needs addressed by the proposed project:

Traveling patterns in Nuevo Laredo have a significant impact on air quality levels within the region. Currently, vehicle traffic in the area is very slow due to the lack of road infrastructure capacity, which causes vehicles to remain idle during long periods of time. The problem is aggravated by the heavy volume of motor vehicle traffic that travels throughout the city en route to the international bridges.

The effects on human health associated with long periods of exposure to particulate matter produced by automotive combustion include eye and nose irritation, increase of respiratory disorders, worsening of asthmatic conditions, decrease of pulmonary function, and increase of respiratory symptoms. Once particulate matter sets in the respiratory system, its irritant action is partly a result of its chemical composition and toxicity, in addition to its readiness to absorb and carry other substances on its surface, thus producing a synergic effect that increases its aggressiveness.

The project meets the following applicable environmental laws and regulations:

The applicant has consulted the corresponding authorities regarding the type of environmental impact statement required for the Strategic Road Infrastructure Projects in Nuevo Laredo. This consultation was addressed to the federal government by way of Official Communication No. SOPDUMASP-MA/583/09 of March 31, 2009 submitted to the Secretariat of the Environmental and Natural Resources (SEMARNAT), Tamaulipas Delegation.

Additionally, by way of Official Communication No. SOPDUMASP-MA/586/09 of March 31, 2009, the applicant requested a finding from the government of the State of Tamaulipas regarding the type of environmental report required for the project. On April 8, 2009 the Environmental Agency for Sustainable Development of Tamaulipas issued Official Communication No. AADSDGGPADGA/169/2009 to notify the City of Nuevo Laredo that the development of the *Strategic Road Infrastructure Projects in Nuevo Laredo* requires an environmental impact clearance for each of the projects. This finding is based on Article 57 of the Sustainable Development code for the State of Tamaulipas.

In view of the above and in order to comply with the requirements of the Tamaulipas environmental agency, the City of Nuevo Laredo performed an environmental impact assessment for each of the following projects:

- Official Communication DDUMA-SMA/709/09 of April 24, 2009, was issued to submit an environmental impact study for the *Expansion of the Luis Donaldo Colosio Boulevard.*
- Official Communication DDUMA-SMA/711/09 of April 24, 2009, was issued to submit an environmental impact study for the *Upgrades to the Aeropuerto Boulevard.*
- Official Communication DDUMA-SMA/712/09 or April 24, 2009, was issued to submit an environmental impact study for the *Expansion of Radial III*.

In addition, the City of Nuevo Laredo submitted Official Communication SOPDUMASP-MA/585/09 of March 31, 2009, to consult the National Institute of Anthropology and History (*Instituto Nacional de Antropología e Historia*, INAH), Tamaulipas Delegation, as to whether the aforesaid projects would have a negative impact on historic or cultural remains.

2.b Human Health and Environmental Impacts

Human Health Impacts

Direct and indirect benefits to human health:

- The project will reduce air pollution.
- The project will help reduce respiratory illnesses.

Health statistics:

Although human health statistics for Nuevo Laredo are limited, pursuant to information provided by Health Jurisdiction No. 5 of the State of Tamaulipas through the Epidemiological Services Coordinating Office, the agency is aware of a high incidence of diseases caused by acute respiratory infections.

Through Official Communication No. 6018-0790 of April 23, 2009, Health Jurisdiction No. 5 of Tamaulipas has reported the most frequent diseases identified in Nuevo Laredo. Yearly incidence rates for respiratory diseases and intestinal infections have been prepared, based on a total of 363,252 residents in Nuevo Laredo (CONAPO 2006 estimate) and information generated by the epidemiological surveillance system during a three-year period (see table below). Said disorders are among the ten main causes of disease in the municipality.

Rate	2006	2007	2008
Incidence for respiratory diseases	162 x 1,000 residents	210 x 1,000 residents	185 x 1,000 residents
Incidence for intestinal diseases	39 x 1,000 residents	41 x 1,000 residents	38 x 1,000 residents

Source: Health Jurisdiction No. 5 of the State of Tamaulipas, Secretariat of Health

Mexican Standard NOM-020-SSA1-1993 establishes that health risks associated to air pollutants are correlated to the time elapsed between the exposure and the onset of adverse effects in exposed individuals, and cause changes in pulmonary function that render affected individuals more susceptible to respiratory diseases and infections. Furthermore, Mexican Standard NOM-017-SSA2-1994 pursuant to epidemiological surveillance also cites as potential health impacts from environmental pollution, poisoning and disorders resulting from the contact with or handling of toxic substances and environmental factors.

Additionally, the City of Nuevo Laredo submitted Official Communication SOPDUMASP-MA/2070/09 of April 17, 2009, to the Environmental Agency for Sustainable Development of Tamaulipas to request portable air monitoring equipment to determine air quality levels in areas where the construction of future projects is to take place.

Environmental Impacts

Direct and Indirect Benefits:

Environmental Impacts: The potential benefits expected from the implementation of the proposed project include the following:

- ***Reduction*** in fuel consumption and associated emissions due to shorter travel distances and reduced idling time for vehicles utilizing the new roads. In turn, reduced emissions will result in improved air quality for the region.
- ***Reduction*** of traffic congestion in route to the international crossing bridges, reducing gas pollutants within a concentrated geographic area caused by constant idling, accelerating, and decelerating of vehicles and resulting in air quality improvements for the region.
- ***Diversion*** of commercial traffic flow towards a new roadway leading to the international crossing, reducing driving distances, traffic concentration, and potential idling times.

- ***Reduction*** of traffic jams in the Nuevo Laredo central areas, associated with commercial vehicles interfering with passenger vehicles and local traffic, further reducing commercial vehicle idling emissions.

The project's most significant negative impacts will occur during the construction of the proposed roadways, due to the use of heavy machinery, which may cause considerable dispersion of PM_{10} particles in the atmosphere. This impact will be temporary, as once the streets are paved a reduction of airborne PM_{10} particles will be achieved.

Mitigation Measures:

Potential environmental impacts are typical of new construction projects and are considered to be not significant. Where avoidance and minimization of impacts are not possible, mitigation measures have been proposed.

The Environmental Impact Statement provides a mitigation plan for all environmental impacts in physiography and topography, hydrology and water quality, traffic and circulation, air quality, noise, biological resources, land use, environmental justice and socioeconomics, public safety, cultural and historic resources, visual and aesthetic resources. The planned mitigation measures include, but are not limited to, the following:

Air Quality. Air emissions levels must be minimized in order to offset adverse ambient air impacts during the construction phase. The above may be achieved by implementing the usual operational and emission control measures, such as following equipment manufacturers' emission control suggestions or requirements. Fugitive dust will be kept to a minimum by damping exposed areas with water at least twice a day, and this will be increased as the wind speed increases. Stockpiles will be covered, watered at least twice daily, and/or treated with non-toxic binders. During the construction phases, traffic speeds will be restricted on all unpaved surfaces to a maximum of 18 km/hr. Temporary affected areas will be re-vegetated, paved or landscaped. The equipment will be kept appropriately maintained, and idling will be kept to a minimum while equipment is not in use.

Noise. Noise from the construction site will be intermittent and its intensity will vary. Contractors will be required to comply with any County or City noise ordinances. The contractor will be required to use appropriately maintained equipment and ensure that all equipment utilizes the manufacturers'

recommended noise abatement measures.

Traffic. Traffic control plans will be developed, such that temporary signage will be placed around the construction site, trenches will be covered when construction is not active. The new road interchange site will be fenced during construction; additionally, perimeter lighting will be placed to illuminate the equipment and supplies. One road lane will remain open at all times, which will establish safe passage through the construction zone and facilitate access to any existing residential, commercial, agricultural and public facilities within and adjacent to project vicinity.

Energy Use. Construction equipment will be inspected regularly to ensure efficiency in order to conserve energy.

Other Green Building Efforts. Native vegetation will be used for landscaping, site paving will be maintained to the minimum necessary in order to minimize runoff and encourage percolation. Additionally, in accordance with green building practices, recycled water will be used for dust control. No metal pipes will be used in construction, and metal used in the reinforcement of structures will have anti-erosion material in order to extend its life and minimize replacement requirements.

Impacts:

The environmental impact resulting from the project will be positive overall, inasmuch as:
Nuevo Laredo will enhance its urban mobility, reducing also environmental pollution and improving the quality of life of local residents by reducing the emission of air pollutants.

Transboundary Impacts:

Negative transboundary impacts are not anticipated by the implementation this project. In fact, it is anticipated that the project will have a beneficial impact, as a result of the foreseen improvement in air quality in the Nuevo Laredo, Tamaulipas – Laredo, Texas airshed.

Formal Environmental Authorization

Environmental Authorization:

Pursuant to the provisions of the General Law on Ecological Equilibrium and Environmental Protection regarding Environmental Impact Assessments, which is generally observed throughout the national territory and is regulated by the Executive Power through the Secretariat of the Environment and Natural Resources (SEMARNAT), the agency has determined that the project is not required submit an environmental impact statement, as per Official Communication No. SGPA103-897/09 of April 15, 2009..

The Environmental Agency for Sustainable Development of Tamaulipas issued a positive resolution regarding Environmental Impact Statements, regarding the proposed roadways:

- Official Communication AADS./D.G.G.P.A./D.G.A./MIA-103/2009 of May 28, 2009, issued an environmental impact statement for the Expansion of the Luis Donaldo Colosio Boulevard.
- Official Communication AADS/D.G.G.P.A./D.G.A./MIA-102/2009 of May 28, 2009, issued an environmental impact statement for the Upgrades to the Aeropuerto Boulevard.
- Official Communication AADS/D.G.G.P.A./D.G.A./MIA-100/2009 of May 28, 2009, issued an environmental impact statement for the Expansion of Radial III.

Pending Issues:

Opinion from INAH regarding possible impacts to historic or cultural remains.

Criterion Summary:

The project addresses a major human health and regional environmental issue by reducing the emission of pollutants into the atmosphere.

3. Technical Feasibility

3.a Technical Aspects

Project Development Criteria

Design criteria:

The project will use appropriate technology, consistent with the city's operational and maintenance capacity. The project was designed to be built, operated, and maintained in a cost-effective manner to achieve the primary goal of improving urban mobility, as established in the 2020 Urban Development Master Plan, by reducing the incidence of respiratory diseases caused by air emissions resulting from motor vehicles traveling at very low speeds due to traffic congestions prevalent in the current roadway system.

Project components:

Strategic roadway improvement projects for the City of Nuevo Laredo will consist of the expansion of the Luis Donaldo Colosio Boulevard, the expansion of Radial III, and upgrades to the Aeropuerto Boulevard.

- Luis Donaldo Colosio Boulevard will be expanded to approximately 11.0 km in length, and will run from 15 de Junio Avenue to the junction with the Highway to Piedras Negras, with two 7.00 m wide lanes separated by a central 2.0 m-wide median and 2.50 m-wide shoulders at each side, for a total width of 21.0 m.

- The expansion of Radial III consists of widening the existing road by building an additional lane of 1.5 km-long lane for an existing roadway from Aeropuerto Boulevard to Radial II, and the construction of 7.5 km of open road from Radial II to Mex II, with the corresponding road interchanges.

- Upgrades to Aeropuerto Boulevard along approximately 5.5 km, from Carretera Nacional to Radial III, with two10.5 m-wide lanes separated by a central 2.0 m-wide median and 2.50 m-wide pedestrian shoulders at each side.

Supplementary tasks include signage, safety and emergency telephone devices at designated locations, and reforestation of the right-of-way and junctions.

Other Design Criteria:

The project will include terrain plotting and leveling, excavation or cutting, hauling of material, formation and compaction of earth-fills, treatment of the subgrade layer, and development of the hydraulic base layer. As for the pavement, the project includes the hydraulic base prime coating, and the tack coating

for the asphalt layer, followed by the installation of the asphalt concrete layer. The project also includes curb plotting and leveling, and the construction of hydraulic concrete curbs.

The geometric design of roadways will incorporate the installation of a minimum 2% transverse slope (crown) towards the center of the street that will convey runoffs to the shoulders, Manholes will be built above the runoff level to prevent water from infiltrating the sewage system. Manholes that are not located at the pavement crown will need to be elevated at the runoff level and sealed to prevent infiltration of rainwater. The design will incorporate slope and surface runoff control measures.

Appropriate Technology

Assessment of Alternatives: Each project alternative was assessed to determine its cost-effectiveness and technical feasibility. At this time, expanded and improved road infrastructure is required to meet the growing demands of motor vehicle traffic in Nuevo Laredo; financial resources are limited and consequently, available funding must be channeled to projects that result in significant benefits to the community.

- A traffic impact and feasibility study was prepared for each project alternative.
- A traffic volume study was developed for the area, and a field check was conducted of each roadway. In addition, service levels for each roadway were determined.

The project applicant has established coordination with the Municipal Water and Wastewater Commission (COMAPA) to ensure that water and wastewater collection services have been introduced in the new roads. A design plan that outlines the proposed construction schedule is available.

Property and Right-of-Way Requirements

Requirements: Inasmuch as the project to upgrade the Aeropuerto Boulevard will be developed within the urban area and existing rights-of-way, no additional land or rights-of-way need to be purchased by the City, which has municipal jurisdiction over the project. The Radial III and Luis Donaldo Colosio Boulevard present minimal affectation to private properties, which have been negotiated by the city with property owners.

During the project's implementation, the City of Nuevo Laredo, through its Department of Public Works, will oversee the execution of the proposed construction tasks.

Project Tasks and Timelines

Project Timeline:

	traffic infrastructure. The City of Nuevo Laredo will be the agency responsible for implementing preventive and corrective maintenance and absorbing operation and maintenance costs, which will be considered as part of its operating budget.
Permits, licenses, and other regulatory requirements:	The project was designed following standard engineering practices and complies with the applicable Municipal Code. Final Designs will be completed in accordance with the guidelines provided by the Ctiy of Laredo Construction Code, following urban development and traffic management recommendations issued by the Secretariat of Public Works, Urban Development, Environment, and Municipal Services (SOPDUMASM).
Reviewing Agencies:	• BECC • Environmental Agency for Sustainable Development of Tamaulipas • City of Nuevo Laredo, 2008-2010 Administration • NADB

Pending Issues:

Integration of the project's final design files.

Criterion Summary:

The project was designed following standard engineering practices. The project applicant has established coordination with the COMAPA to ensure that water and wastewater collection services have been introduced in the new roads.

4. Financial Feasibility

4.a Proof of Financial Feasibility

Financial Conditions

Information submitted: Municipality's Financial Statements

Financial Analysis Results: Municipality has enough revenues to service the proposed debt.

Project Costs, Financial Structure and other plans for Capital Investments

Item:

Construction Costs :

Construction management oversight, and contingency costs: $ 596.9 million pesos

Final Cost: $ 596.9 million pesos

Funding Scheme:

Source	Type	Amount	%

5. Public Participation

5.a Community Environmental Infrastructure Projects – Community-wide Impact

Steering Committee

Date of establishment:

The Steering Committee used for the PASO (Street Paving and Organized Community Program) paving Project was also used for the proposed project. The Steering Committee was formally installed on October 6, 2008 at a meeting held in the Nuevo Laredo City Hall.

Steering Committee members:

At this meeting, a Board of Directors was elected, comprised of the following individuals:

Chairman: Tomás R. Valdez- Dávila
Secretary: Jorge A. Viñals Ortiz de la Peña
Alternates:

- Arturo Sandoval Zepeda
- Sergio Liñán Montes
- Ramiro Ernesto Delgado Garza

Date of approval of Public Participation Plan :

The Comprehensive Community Participation Plan developed by the Steering Committee was approved by the BECC on April 15, 2009.

Public access to project information:

The project's technical and financial information was made available to the public for review.
Project information was available at the following locations:

Location	Phone	Department / City
Annex to the Mayor's Office	867-711-35-39	Héroe de Nacataz 3200, sector centro, C.P. 88000 Nuevo Laredo, Tams.
Directorate of Strategic Projects	867-712-30-20	Arteaga 3600 altos, sector Centro, Municipio de Nuevo Laredo, Tams.

Additionally, the project's technical and financial information was made available on: www.nuevolaredo.gob.mx

Additional outreach activities: Local organizations that represent community interests contacted to present them the project and request their support. The list of organizations contacted is as follows:

Organization
Colegio de Ingenieros Civiles de Nuevo Laredo
Colegio de Arquitectos de Nuevo Laredo
Cámara Mexicana de la Industria de la Construcción de Nuevo Laredo
Consejo Sociedad Gobierno
Asociación de Constructores de Nuevo Laredo

A project factsheet was developed and project survey was administered to document the community's concerns and/or support for the project.

First Public Meeting: Advance notice to announce the First Public Meeting was published on April 8 in *El Mañana de Nuevo Laredo* and *Diario de Nuevo Laredo*, two local newspapers. The meeting was scheduled for May 8, 2009 at 11:00 a.m. (30 calendar days prior to the meeting). The meeting will be held at the Annex to the Mayor's Office, located at Héroe de Nacataz 3200, Zona Centro.

At this meeting the public was informed about the technical, financial, and environmental aspects of the project. A large number of Nuevo Laredo residents attended the meeting. An exit survey was administered to determine if the community fully understands and supports the project, with more than 50 completed surveys.

Second Public Meeting: N/A

Final Public Participation Report

Final Report: The Steering Committee and the applicant will prepare the Final Public Participation Report to demonstrate that the proposed objectives were fully met to BECC's satisfaction.

Post-Certification Public Participation Activities

Post-Certification Activities: The project applicant, in coordination with the Steering Committee, will provide a general description of public participation activities that may be carried out after the project's certification to support its implementation and long-term feasibility.

Pending Issues:

Final Public Participation Report

Criterion Summary:

A large number of Nuevo Laredo residents attended the public meeting, and it was noticed the community support to the project. An exit survey was administered to determine if the community supports the project, with positive results.

6. Sustainable Development

6.a Human and Institutional Capacity Building

Project Operation and Maintenance:

The project applicant will be the agency responsible for operating and maintaining the system through the Secretariat of Public Works, Urban Development, Environment, and Municipal Services.

The applicant has the basic institutional and human capacity to operate and maintain the project through the use of, Trained personnel, training program and Operations Manual for roadway maintenance

Human and Institutional Capacity Building:

Actions considered by the project will strengthen the City of Nuevo Laredo by increasing its management capabilities and roadway systems. Additionally, the NADB loan will not have a negative impact on the city's financial situation; on the contrary, it has the potential of improving its debt capacity, a significant consideration that will help maintain the city's current credit rating to address future infrastructure needs in Nuevo Laredo.

6.b Conformance to applicable Local, State, and Regional Regulations and Conservation and Development Plans

Local and Regional Plans addressed by the project:

The proposed project conforms to applicable plans and actions described in the following documents:

- 2005- 2010 State Development Plan
- 2008- 2010 Municipal Development Plan
- The project adheres to the U.S.-Mexico Border 2012 Environmental Program by meeting Goal 1 –Reduce air emissions as much as possible, towards the attainment of each country's national ambient air quality standards, and reduces exposure to contaminants in the border region.

Laws and Regulations addressed by the project:

The project meets applicable municipal regulations pursuant to road operations within the city.

6.c Natural Resource Conservation

- The final design will include the implementation of green building practices as part of the technical construction specifications.
- The purpose of the project is to improve the quality of air in the Nuevo Laredo air basin, and benefit the health

of residents of the border region without deteriorating the environment.

- The project contributes to reduce environmental deterioration by facilitating traffic flow on the existing roadway system.

6.d Community Development

The project will promote community development by reducing the incidence of respiratory illnesses in the region. Direct benefits to the community are foreseen, and include an improved quality of life of the population by reducing pollution levels; reducing travel times; promoting quick access to emergency, security and other public services; fostering economic development, and increasing the value of properties located adjacent to the project site.

Pending Issues:

None.

Criterion Summary:

The project complies with all sustainable development principles.

Available Project Documentation:

- Preliminary Design of Roadway Construction Project, developed by the Department of Public Works, 2009.

- Environmental Impact Finding from the Secretariat of the Environment and Natural Resources, as per Official Communication No. SGPA103-897/09 of April 15, 2009.

- Official Communication AADS./D.G.G.P.A./D.G.A./M.I.A.-103/2009 of May 28, 2009, issued an environmental impact statement for the *Expansion of the Luis Donaldo Colosio Boulevard.*
- Official Communication AADS/D.G.G.P.A./D.G.A./M.I.A.-102/2009 of May 28, 2009, issued an environmental impact statement for the *Upgrades to the Aeropuerto Boulevard*.
- Official Communication AADS/D.G.G.P.A./D.G.A./M.I.A.-100/2009 of May 28, 2009, issued an environmental impact statement for the