



CERTIFICATION AND FINANCING PROPOSAL

INFRASTRUCTURE PROGRAM FOR THE STATE OF NUEVO LEON:

AIR QUALITY IMPROVEMENTS THROUGH STREET PAVING
FOR THE MONTERREY METROPOLITAN AREA
STATE OF NUEVO LEON

Revised: October 21, 2014

CERTIFICATION AND FINANCING PROPOSAL

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EXECUTIVE SUMMARY

AIR QUALITY IMPROVEMENTS THROUGH STREET PAVING FOR THE MONTERREY METROPOLITAN AREA STATE OF NUEVO LEON

Project:	The proposed project consists of the construction of new paving in marginalized zones located in the Monterrey metropolitan area (the “Metro Area”) in Nuevo Leon (the “Project”).
Project Objective:	The purpose of the Project is to improve air quality by increasing street paving coverage in areas with existing underground infrastructure, thus reducing harmful emissions and contributing to an improvement in human health.
Expected Project Outcomes:	The Project is expected to generate environmental and human health benefits related to the paving of existing dirt roads, thereby reducing the harmful emission of PM ₁₀ by, at least, an estimated 1,700 metric tons/year.
Population Benefitted:	Approximately 112,000 residents in the Metro Area.
Sponsor:	State of Nuevo Leon.
Borrower:	State of Nuevo Leon.
Project Cost:	Up to \$813.7 million pesos (US\$62.6 million). ¹
Loan Amount:	Up to \$600.0 million pesos (US\$46.2 million) out of a total loan amount of \$1,000.0 million pesos (US\$76.9 million) for two separate projects. ²

¹ Unless otherwise noted, all U.S. dollar figures are quoted at an exchange rate of \$13.00 pesos per dollar.

² The loan amount requested by the State of Nuevo Leon from NADB will be used to finance two projects: a) Air Quality Improvements through Street Paving for the Monterrey Metropolitan Area and b) Modernization and Improvements to Don Martin Irrigation District 004 in Anahuac, Nuevo Leon.

**Uses & Sources of
 Funds:**
 (Millions of pesos)

Uses	Amount	%
Project costs*	\$ 613.7 to 813.7	100.0
TOTAL	\$ 613.7 to 813.7	100.0
Sources	Amount	%
NADB loan	\$450.0 to 600.0	73.3 - 73.7%
Federal, state and municipal funds	163.7 to 213.7	26.7 – 26.3%
TOTAL	\$ 613.7 to 813.7	100.0

*Includes design, construction, contingencies and taxes.

CERTIFICATION AND FINANCING PROPOSAL

AIR QUALITY IMPROVEMENTS THROUGH STREET PAVING FOR THE MONTERREY METROPOLITAN AREA STATE OF NUEVO LEON

1. ELIGIBILITY

Project Type

The Project falls within the eligible sector of air quality.

Project Location

The Project is located in the Monterrey metropolitan area (the “Metro Area”) in the state of Nuevo Leon, approximately 150 kilometers south of U.S.-Mexico border and within the 300-km BECC-NADB jurisdiction.

Project Sponsor and Legal Authority

The public-sector project sponsor is the State of Nuevo Leon (the “State” or the “Sponsor”), a public entity legally constituted in accordance with Articles 40 and 43 of the Constitution of the United States of Mexico, and Articles 29 and 30 of the Constitution of the Free and Sovereign State of Nuevo Leon. The Nuevo Leon State Congress, through approval of its 2014 revenue law, has authorized a debt ceiling that will partially fund the proposed Project. For 2015, the Nuevo Leon State Congress is expected to authorize additional debt that will include the remaining funding required for the Project.

2. CERTIFICATION CRITERIA

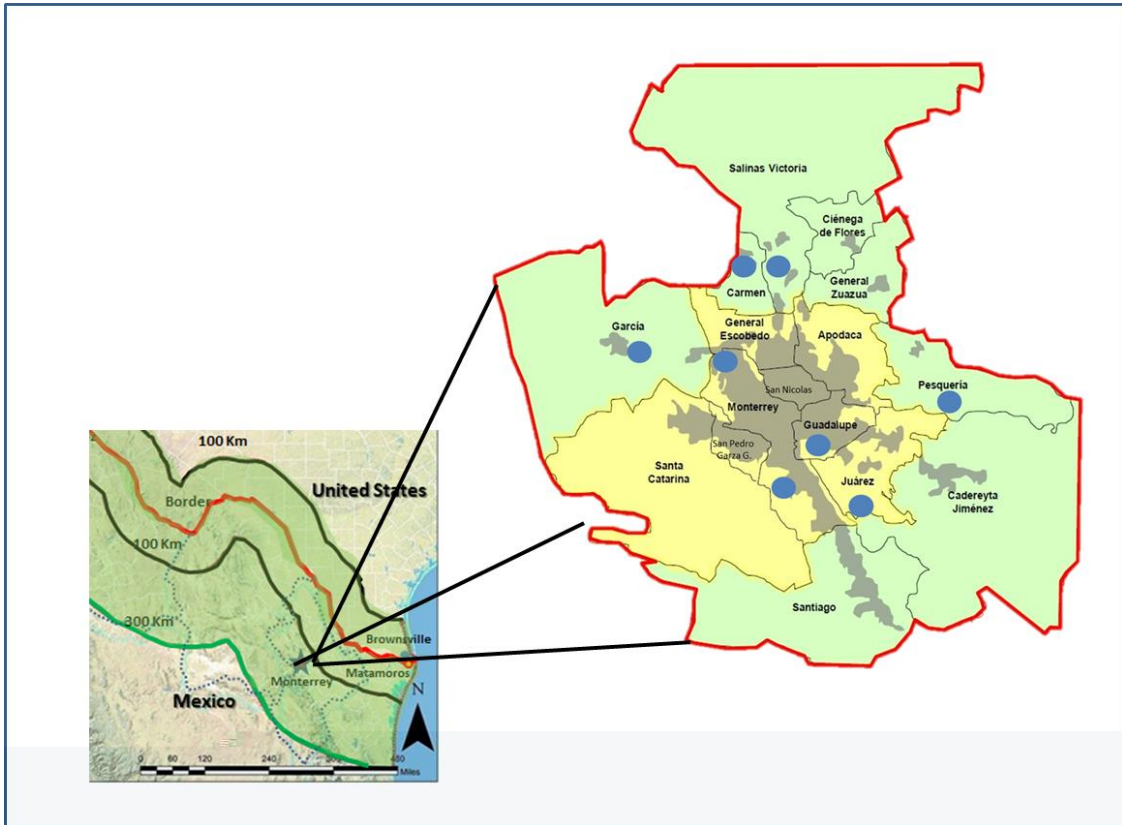
2.1 TECHNICAL CRITERIA

2.1.1. Project Description

Geographic Location

Monterrey is the capital of the state of Nuevo Leon and is located approximately 150 kilometers (94 miles) south of the U.S.-Mexico border. The Monterrey metropolitan area consists of the urban municipalities of Apodaca, General Escobedo, Guadalupe, Juarez, Monterrey, San Nicolas de los Garza, San Pedro Garza Garcia and Santa Catarina, as well as the adjacent surrounding municipalities of Cadereyta Jimenez, Cienega de Flores, Garcia, General Zuazua, Pesqueria, Salinas Victoria, Santiago and El Carmen. Figure 1 illustrates the geographical location of the area.

Figure 1
PROJECT VICINITY MAP



General Community Profile

According to the 2010 population census conducted by Mexican national institute for statistics (INEGI), the state of Nuevo Leon has a population of 4.65 million residents and approximately 85% of the state population (3.9 million) lives in the Metro Area. The Mexican national population council (CONAPO) reported that the growth rate for Nuevo Leon was 2.4% between 1990 and 2000, and 1.9% between 2000 and 2010. CONAPO also reported that the Metro Area will continue to grow between 1% and 2% annually, reaching over 5.5 million residents by the year 2030. Table 1 provides population and growth projections for the Metro Area.

Table 1
METROPOLITAN AREA DEMOGRAPHICS

Municipality	Population INEGI (2000)	Population INEGI (2010)	Population CONAPO (2030)
Apodaca	283,497	523,370	760,089
General Escobedo	233,457	357,937	508,307
Guadalupe	670,162	678,006	806,207
Juárez	66,497	256,970	450,410
Monterrey	1,110,997	1,135,550	1,352,779
San Nicolás de los Garza	496,878	443,273	499,418
San Pedro Garza García	125,978	122,659	149,719
Santa Catarina	227,026	268,955	341,442
Cadereyta Jiménez	75,059	86,445	116,534
Carmen	6,644	16,092	28,581
Ciénaga de Flores	11,204	24,526	43,341
García	28,974	143,668	253,468
General Zuazua	6,033	55,213	103,878
Pesquería	11,321	20,843	36,813
Salinas Victoria	19,024	32,660	45,061
Santiago	36,812	40,469	50,171
Total Metro Area	3,409,563	4,206,636	5,546,218

According to the latest Mexican economic census, manufacturing generates 55.8% of the gross domestic product (GDP) and employs 29.1% of the working population, while commerce represents the second largest sector, generating 9.2% of the GDP and employing 23.5% of its work force, and financial services represent 6.1% of the economy and contribute with 3.2% of total employment.³ Because of its diverse economic, commercial and industrial activities, in 2009, the state of Nuevo Leon generated 8.3% of the total GDP for the country.

The status of public services in the Metro Area is described in the following table.

³Source: INEGI, 2009 economic census.

Table 2
BASIC PUBLIC SERVICES AND INFRASTRUCTURE IN THE METRO AREA

Water System	
Coverage ^A	99.66%
Supply Source	120 wells, 1 spring, 3 tunnels, 1 filtration gallery and 3 reservoirs
Residential Hookups ^B	1,095,554
Total Hookups ^B	1,161,524
Wastewater Collection System	
Coverage ^A	99.12%
Residential connections ^B	1,155,212
Wastewater Treatment ^A	
Coverage	100% of collected wastewater
Paving ^C	
Coverage	99%

^A Fuente: Local water utility, SADM, 2013 annual operation statistics for the Metro Area

^B Source: SADM, 2014 Second Quarter Report.

^C Source: Information provided by Sponsor.

In 2010, Nuevo Leon published the State Development Plan (SDP) for 2010-2015 that describes the goals and development objectives for the next five years. The Plan establishes a goal and strategies for increasing the coverage of basic services such as water, wastewater, electricity and paving. The SDP focuses on the most vulnerable and low-income segments of the population. To implement this goal, the State of Nuevo Leon, in coordination with the local governments, the local water utility (SADM) and the Federal Electricity Commission (CFE), developed a program called “Full Coverage of Basic Services” to address the lack of such services in economically disadvantaged areas within the Metro Area. This program identified 106 neighborhoods that required immediate assistance due to their deplorable conditions and lack of basic infrastructure. Most of these areas are located in newly-developed areas along the outskirts of town.

Scope and Design

The Project consists of first-time road paving for an area of between 844,000 and 928,000 square meters (just over an estimated 100 km or 62 miles) in neighborhoods or areas located within the municipalities of El Carmen, Garcia, General Escobedo, Guadalupe, Juarez, Monterrey, Pesqueria and Salinas Victoria. Most of the paving work will be done with asphalt. Concrete is expected to be used in areas with steep inclines.

The paving works proposed for certification support the State Government’s efforts to reduce the number of unpaved roads throughout the Metro Area. The State Government has made continuous investments to provide street paving and other basic services in economically disadvantaged areas, including works previously certified by BECC and financed by NADB in 2010, which have been completed. These additional paving activities will increase access to

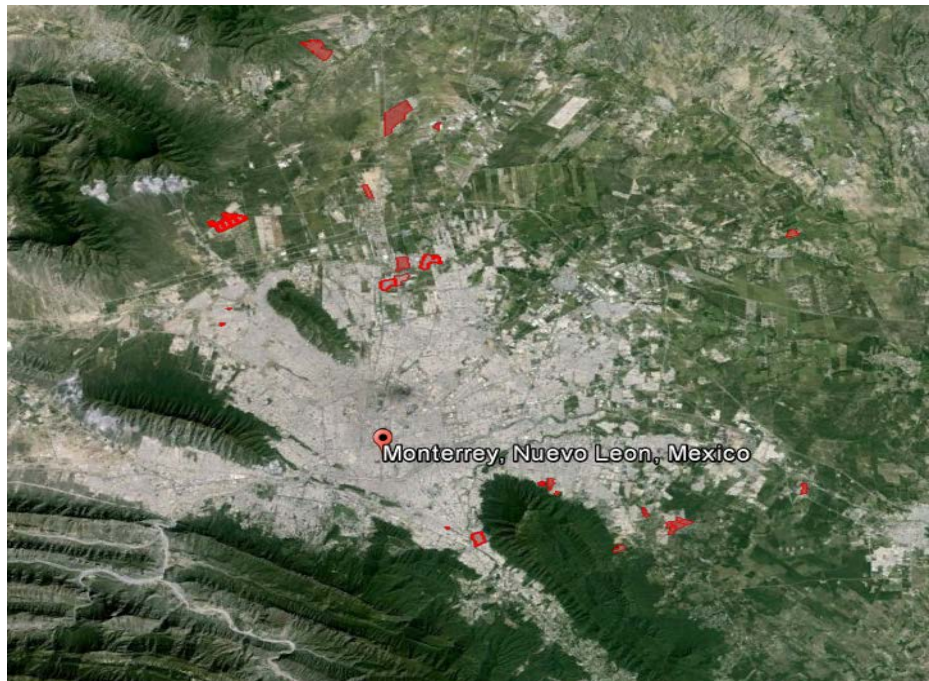
basic road infrastructure and reduce exposure to harmful PM₁₀ emissions in the Metro Area. Table 3 provides the areas for new paving that are expected to be addressed by the Project.

Table 3
AREAS INCLUDED FOR NEW PAVING

Municipality	Neighborhood	Type of Paving
Garcia	San Juan Bautista	Asphalt
Gral. Escobedo	Emiliano Zapata	Asphalt
	Los Altos	Asphalt
	Ampl. Lazaro Cardenas	Asphalt
	Alianza Real 1er Sector	Asphalt
	Alianza Real 2do Sector	Asphalt
	Alianza Real 3er Sector	Asphalt
	Alianza Real 4to Sector	Asphalt
	Alianza Real 5to Sector	Asphalt
	Alianza Real 6to Sector	Asphalt
	Monclovita y Monclova	Asphalt
	Fernando Amilpa	Asphalt
	Ampliación Monclova	Asphalt
Guadalupe	Nuevo Almaguer	Concrete
	Vicente Ferrer	Concrete
	Encinos de la Silla	Asphalt
	Lomas de Aztlan	Concrete
	Bugambilia de la Sierra	Asphalt
	3ª Etapa S.C.O.P.	Asphalt
Juárez	Los Valles 2do. Sector	Asphalt
	Bosques de San Pedro	Concrete
	Monte Kristal 2do. Sector	Asphalt
	Monte Kristal 3er. Sector	Asphalt
	Ampl. Monte Kristal	Asphalt
	San Antonio	Asphalt
Monterrey	Parcela 17 (Hacienda San Bernabé)	Asphalt
	San Angel Sur (Los Remates)	Asphalt
	La Alianza	Asphalt
	Los Naranjos Parcela 41	Asphalt
Pesquería	Desarrollo Solidaridad (CROC)	Asphalt
Salinas Victoria	La Zapatita	Asphalt
	Huertas de San Mario	Asphalt
	Emiliano Zapata	Asphalt
	Mission	Asphalt
El Carmen	Alianza Real	Asphalt

Figure 2 shows the general location of these areas.

Figure 2
PROJECT LOCATION



The Public Works Department of the State Government has been coordinating all paving works with SADM and the Social Development Departments of each municipality to ensure that all the areas targeted for new paving have water and wastewater infrastructure prior to initiation of paving works. Should any water-related infrastructure need to be completed to provide comprehensive basic service coverage in the marginalized areas, funds from the Project may be used to implement the necessary improvements.

Construction activities were initiated in 2013 with federal, state and municipal funds. Procurement of works is an ongoing process. All Project activities are expected to be completed by the end of 2015.

2.1.2. Technical Feasibility

Selected Technology

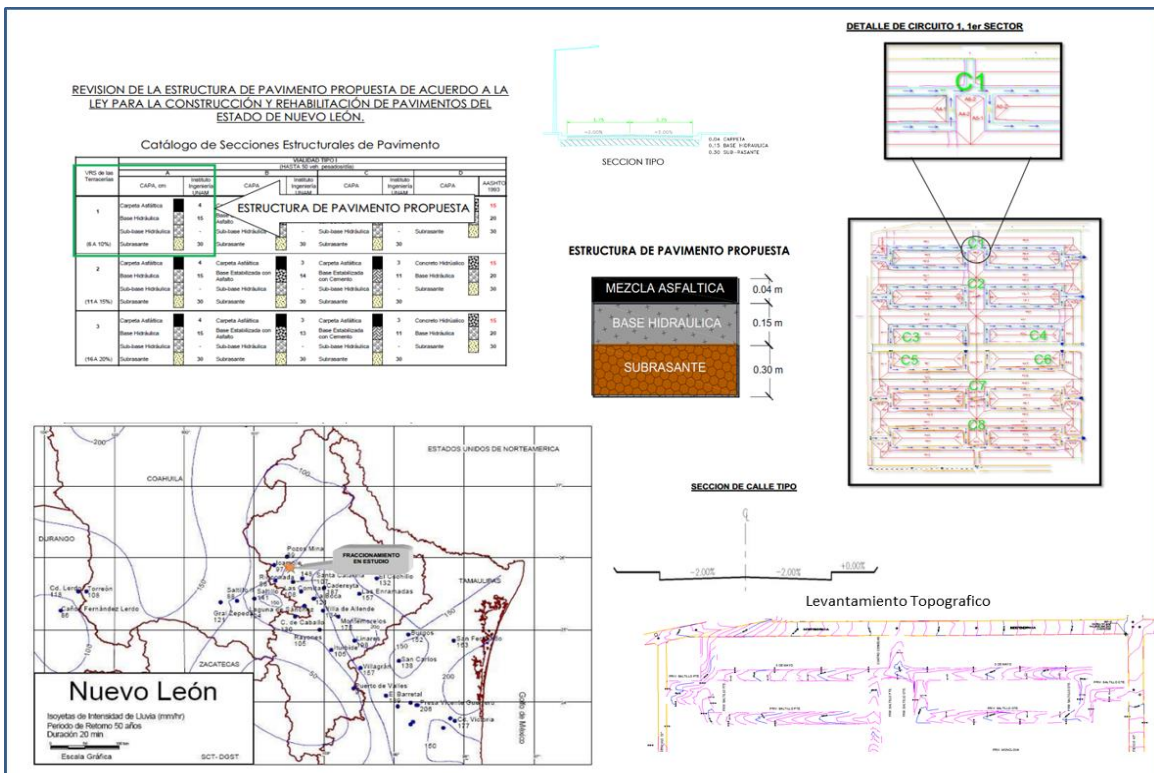
During the project development process for paving activities, various options available in the region were considered. Final selection of the paving method and material was based on cost, availability, compatibility with existing infrastructure, and ease of maintenance. Under those criteria, asphalt was determined to be the best alternative for the purposes of the Project and concrete was considered when the slope of the street or other local regulations required the use of this material.

The paving designs are consistent with standard engineering practices and comply with the design criteria of the State Law for Construction and Rehabilitation of Paving (*Ley para la Construcción y Rehabilitación de Pavimentos del Estado de Nuevo Leon*) and other local regulations. Standard street paving designs are used as the basis for developing the final designs for selected streets. The corresponding municipal Public Works Office must authorize final designs prior to construction.

The asphalt mix must meet the volumetric rate established by Mexican and state paving regulations and contain the least amount of impurities in order to satisfy spatial specifications. The geometric design of the roadways incorporates the installation of a minimum 2% transverse slope (crown) towards the center of the street that will convey runoff to the shoulders. Manholes are built or modified to prevent water from infiltrating the sewer system. The Project also includes curb plotting and leveling, and the construction of hydraulic concrete curbs. The State’s project engineers are responsible for confirming that the paving works comply with the applicable specifications.

All new road works will include terrain plotting and leveling, excavation or cutting, hauling of materials, formation and compaction of earth-fill, treatment of the subgrade layer and development of the hydraulic base layer. The pavement includes hydraulic base prime coating for the asphalt layer, followed by the installation of the asphalt concrete layer. Figure 3 illustrates design criteria and drawings used for streets within the scope of this Project.

Figure 3
PAVING DETAILS



2.1.3. Land Acquisition and Right-of-way Requirements

The proposed Project will be developed completely within existing rights-of-way in the Metro Area. The Project Sponsor has indicated that property ownership and appropriate access to rights-of-way are reviewed with local, state and federal agencies as applicable, and authorization is obtained prior to construction. BECC and NADB have confirmed that the rights-of-way and land requirements have been secured by the Sponsor.

2.1.4. Management and Operations

During Project implementation, the State of Nuevo Leon will oversee the execution of the proposed construction activities through its Department of Public Works and in coordination with the State Department of Social Development, which will be responsible for preliminary designs and rights-of-way authorization. The State is also coordinating with SADM and CFE to assure that all basic water and electricity services are adequately addressed in the Project area.

According to the Nuevo Leon Urban Development Law, the municipalities, through their public service departments, are responsible for maintaining the paved streets within their jurisdiction in good condition. The municipalities have an ongoing paving maintenance schedule in place. The plan is described in the Urban Development Plan of each municipality. The municipal public services departments will be responsible for implementing preventive and corrective maintenance of the roads, including an allocation of an annual budget to comply with the required operation and maintenance activities. Any water-related works or electricity services are the responsibility of SADM or CFE, respectively.

2.2. ENVIRONMENTAL CRITERIA

2.2.1. Compliance with Applicable Environmental Laws and Regulations

Applicable Laws and Regulations

The project will be implemented in the Metro Area, in areas that have been previously impacted and are not part of protected natural areas or regions considered a priority for biodiversity. Based on past experience, the Project Sponsor typically obtains a letter from the Nuevo Leon Ministry of Sustainable Development, *Secretaría de Desarrollo Sustentable de Nuevo León* (SDSNL), in which this environmental authority indicates that paving projects do not require the development and submission of an environmental impact study. The Project Sponsor has submitted a letter dated September 9, 2014, to SDSNL to confirm that no environmental clearance is needed for this Project.

The Project will support compliance with the following environmental laws and regulations related to paving works and air quality:

- *2010-2015 State Development Plan*, which establishes the guidelines for the paving program in Nuevo Leon.

- *Nuevo Leon State Law for Construction and Rehabilitation of Paving*, which establishes the design requirements for street paving in Nuevo Leon.
- *Official Mexican Standard NOM-025-SSA1-1993*, which establishes the criteria for evaluating ambient air quality and the permissible level for concentrations of total suspended particles (TSP), including particles below 10 microns (PM₁₀), with a permissible limit of 150 µg/m³ in a 24-hour period, once a year.

Environmental Studies and Compliance Activities

The Project is located in previously disturbed urban areas, where only minimal impacts are anticipated, primarily temporary impacts associated with construction. In accordance with the practices recommended by the federal environmental authorities, mitigation measures to address the temporary environmental effects of construction will be carried out.

No environmental studies or compliance activities are required for this Project. A response from SDSNL to the Project Sponsor's letter regarding the Project is pending.

Pending Environmental Tasks and Authorizations

Based on previous experience, no pending authorization or clearances are expected. A response from the SDSNL is anticipated to confirm this conclusion.

Compliance Documentation

Not applicable.

2.2.2. Environmental Effects/Impacts

The Metro Area has experienced rapid urban growth and development. As one of the most important economic metropolitan areas in Mexico, it is critical to maintain adequate infrastructure to meet the demands of all segments of the population. The Project is intended to provide basic services, primarily focused on paving to reduce the backlog of unpaved streets in economically-disadvantaged areas. The Project's outcome is anticipated to result in a reduction of, at least, an estimated 1,700 metric tons per year of PM₁₀.⁴

Existing Conditions and Project Impact – Environment

As a result of its climate, industrial and agricultural activity and strong winds, air quality in the region is naturally affected by airborne particles and pollutants, such as PM₁₀. Additionally, air quality in the Metro Area is affected by the dust and PM₁₀ generated by several sources. Vehicle traffic on unpaved roads causes the suspension of particles that directly impact public health. First-time paving is considered a proven method to reduce the amount of fugitive dust resulting from vehicle traffic on unpaved roads.

⁴ Pursuant to the methodology recommended and approved by USEPA AP-42 for estimating PM₁₀ emissions by vehicles traveling on unpaved roads.

Mitigation of Risks

During Project implementation, measures are being taken to mitigate the temporary effects of construction by following these best management practices:

- Noise
 - All operating vehicles must close their exhaust and operate at low speed around the work areas.
 - All vehicles must comply with Mexican Standard NOM-080-ECOL-1994, which establishes the maximum permissible levels of noise from motor vehicles, motorcycles, and three-wheel motor vehicles, as well as noise measuring methods.
- Site preparation and construction
 - Dust emissions generated by vehicle traffic will be minimized by irrigating the areas where work will be performed.
 - With regard to air emissions caused by motor vehicles, all vehicles used in the Project must have emission control systems.
 - The use of water should be optimized during construction of the Project. The water required during the construction phase should be obtained from a water tap provided by SADM or from an alternative source.
 - Excavations will only be performed in areas previously identified by the Project.
- Waste management
 - All non-recyclable solid wastes must be disposed of in accordance with applicable procedures and in facilities designated by the authorities for this purpose.
 - Backfill and compacting materials should be free of hazardous and non-hazardous waste, ensuring that such materials are moved to authorized confinement or treatment sites.
 - In order to avoid ground contamination generated by vehicle, machinery and equipment maintenance and oil changes, these activities will be carried out in authorized service shops.

Natural Resource Conservation

The Project does not interfere in any way with the conservation of natural resources in the region. All Project works will be carried out in previously disturbed urban areas and within existing roadways.

No Action Alternative

The no action alternative was dismissed because of the ongoing need for basic services, which poses risks to local air and water resources, as well as to public health. The Project is necessary to meet the existing development needs of the Metro Area. Affordable project financing is important to support ongoing investment in adequate basic infrastructure, such as paving.

Without access to affordable financing, the needed works and future investments in the Metro Area may be delayed or postponed.

Existing Conditions and Project Impact – Health

The proposed Project will immediately reduce the volume of PM₁₀ particles released by vehicular traffic traveling on unpaved surfaces and disturbed by the gusting winds that frequently batter the city. These improvements will help reduce respiratory illnesses and allergies, which are rather common in the region. During the rainy season, the lack of pavement results in water ponding on the surface of local roadways, which also becomes a source of infection for humans.

According to the Sectorial Health Program included in the State Development Plan for 2010-2015, chronic obstructive pulmonary disease was the eighth leading cause of death in the state of Nuevo Leon in 2008. Table 4 illustrates the main causes of mortality in Nuevo Leon in the 2000-2008 period.

**Table 4
 MAIN CAUSES OF MORTALITY**

	Causes	2000 Rate		Causes	2008 Rate
1	Heart disease	84.7	1	Heart disease	96.8
2	Malignant tumor	66.2	2	Malignant tumor	67.7
3	Diabetes mellitus	41.4	3	Diabetes mellitus	64.3
4	Accidents	30.3	4	Stroke	28.1
5	Stroke	28.7	5	Accidents	25.9
6	Liver disease	19.2	6	Liver disease	20.3
7	Chronic obstructive pulmonary disease	13.2	7	Influenza and pneumonia	15.8
8	Perinatal problems	13.1	8	Chronic obstructive pulmonary disease	14.1
9	Influenza and pneumonia	11.8	9	Perinatal problems	9.7
10	Kidney failure	11.5	10	Kidney failure	7.3

Note: Rates per 100,000 inhabitants
 Source: Health Program included in the State Development Plan for 2010-2015

Mexican Standard NOM-020-SSA1-1993 establishes that health risks associated with air pollutants are correlated to the time elapsed between exposure and the onset of adverse effects in exposed individuals and causes changes in pulmonary function that render affected individuals more susceptible to respiratory diseases and infections.

Transboundary Effects

No transboundary effects are anticipated as a result of this Project.

Other Local Benefits

Additional direct benefits to the local community include facilitating access to emergency, security and other public services; reducing travel times; and fostering economic development.

2.3. FINANCIAL CRITERIA

The State of Nuevo Leon has requested a loan for up to \$1,000.0 million pesos from NADB to complete the financing of two separate projects: Basic Urban Infrastructure for the Monterrey Metropolitan Area; and Modernization and Improvements to the Don Martin Irrigation District 004 in Anahuac, Nuevo Leon, together the “Projects”. The Nuevo Leon State Congress through the authorization of its 2014 revenue law has authorized a debt ceiling which will partially fund the proposed Projects. For 2015, the Nuevo Leon State Congress is expected to authorize additional debt levels that will include the remaining funding requirements for the Projects. This Project is estimated to cost between \$613.7 and \$813.7 million pesos. Up to \$600.0 million pesos of the loan could be used to pay related costs, such as design, construction, and supervision if necessary. The NADB loan will complement other sources of funds.

The repayment source for the NADB loan will come from the State’s federal tax revenue derived from the General Fund. The State has pledged a portion of its current and future General Fund revenue into a Master Trust, which will serve as the payment mechanism. The pledge has been made in accordance with Article 9 of the Federal Fiscal Coordination Law. The pledge instruction is irrevocable, and the trust will repay the loan automatically, thus ensuring that payments are made in full and in a timely manner.

NADB performed a financial analysis of the State of Nuevo Leon. The cash flow projections indicate that the State of Nuevo Leon has the capacity to meet all its financial obligations, including those related to this loan, without adversely affecting the normal business operations. In line with these conclusions, HR Ratings, Standard & Poor’s and Fitch Ratings have rated the State of Nuevo Leon HR A-, mx A- and BBB+, on a local scale, respectively.

Considering the Projects’ characteristics and based on the foregoing financial and risk analysis, the proposed Projects are financially feasible and present an acceptable level of risk. Therefore, NADB proposes providing a market-rate loan of up to \$1,000.0 million pesos to the State of Nuevo Leon, for the construction and related costs of the Projects, of which up to \$600.0 million pesos could be used for the Project described herein.

3. PUBLIC ACCESS TO INFORMATION

3.1. PUBLIC CONSULTATION

BECC released the Draft Project Certification and Financing Proposal for a 30-day public comment period beginning September 19, 2014. The following Project documentation was made available for public access:

- 2010-2015 State Development Plan.
- State Sustainable Development Plan.
- 2010-2015 Sectorial Health Program.

The public comment period ended on October 19, 2014, with no comments received.

3.2. OUTREACH EFFORTS

As part of the original process of developing the Basic Service Coverage Program, in 2010, the Project Sponsor conducted a series of community and public meetings. Public meetings have been held in the neighborhoods to be served by the program. The kick-off ceremony for the program was held in the municipality of Escobedo, Nuevo Leon. Approximately 200 residents in the Project area and other communities attended the meeting, which was presided over by the State Governor. As noted below, the State's website and local media outlets continue to provide information related to completed and upcoming Project works.

Additionally, BECC conducted a media search to identify public opinion regarding the Project. References were found in several articles on Internet sites. No opposition to the Project was detected in the media search. Examples of these articles can be found at the following links:

- *Info 7* (December 4, 2009). "*Colonias marginadas se beneficiarán con Programa Cobertura de Servicios Básicos*" (Economically-disadvantaged areas to benefit from the Basic Services Coverage Program), <http://info7.mx/a/noticia/150079>.
- *Juarez. Nuevo Leon* (May 14, 2013), "*Benefician a habitantes de Monte Kristal con cobertura total de servicios básicos*" (Monte Kristal residents to benefit from full coverage of basic services), <http://juarez-nl.gob.mx/benefician-a-habitantes-de-monte-kristal-con-cobertura-total-de-servicios-basicos/>.
- *Noticias Nuevo Leon.com.mx* (July 7, 2014), "*Arranca César Cavazos introducción de servicios en 3 colonias*" Cesar Cavazos, mayor of the municipality of Escobedo, kicked off the installation of services in three subdivisions. <http://noticiasnuevoleon.com.mx/nota.cgi?id=473181>

- *Periódico El Nacional*. (January 10, 2012). “Llega Programa de Cobertura Total de Servicios Básicos al Municipio de García” (The Program for Full Coverage of Basic Services is now in the Municipality of Garcia).
<http://www.periodicoelnacional.mx/?author=7&paged=25>

In addition to the public comment period, Project information within the context of the general investment activities of the Metro Area is made available to community residents through postings on the State website (http://www.nl.gob.mx/?P=desocial_cobertura_total), as well as press conferences.