

# Border Environment Cooperation Commission

## Metropolitan Road System for Playas de Rosarito, Baja California

### 1. General Criteria

#### 1.a Project Type

The Municipality of Playas de Rosarito proposes certification of the construction of a roadway network that will improve local and regional traffic flow. This roadway system will yield a reduction of emissions released into the atmosphere caused by the inefficient traffic flow of vehicles and will lessen the congestion of existing city roadways.

This project belongs to the new sectors area, particularly, Air Quality, included in the priorities of the Border Environment Cooperation Commission (BECC).

#### 1.b Project Category

The project belongs to the category of *Community Environmental Infrastructure Projects – Community –wide Impact* and will improve the quality of life in Rosarito and Tijuana.

#### 1.c Project Location and Community Profile

The city of Playas de Rosarito is located in the northeast of the State of Baja California, border to the north and east by the City of Tijuana, and is considered part of the metropolitan area. The project will be implemented in the city of Playas de Rosarito, which is located approximately 12.4 miles south of Tijuana. The project will benefit the eastern area of Playas de Rosarito including the City of Tijuana.



Location of Playas de Rosarito and Boulevard Siglo XXI

#### Demographics

The Tijuana Metropolitan area comprises the Tijuana-Tecate-Rosarito border region<sup>1</sup>. Tijuana's urban growth and its increasing land demand has positioned Playas de Rosarito as the most viable option for future urban growth.

<sup>1</sup> National Plan for Urban Development and Zoning 2001-20016 and State Development Plan 2002-2007

Playas de Rosarito has experienced increasing population growth. According to the information provided in the Urban Development Program for the Rosarito Siglo XXI Corridor, Playas de Rosarito's population by 2005 was estimated to be 63,420, and the population for Playas de Rosarito Municipality for the same year, is estimated to be 73,305 people. However, it is important to consider the migratory population and its impact on the population growth behavior, therefore the following population projections for Playas de Rosarito has been considered:

Year	Population	Floating Population	Total Population
2006	77,832	26,704	104,536
2020	166,420	46,870	213,290

The 2005 Census performed by the National Institute of Statistics, Geography and Data Processing (INEGI, for its initials in Spanish) registered a municipal population of 73,305, with a growth rate of 2.9%; that is 9,985 more people than in the period 2000-2005. The Playas de Rosarito Municipality has 2.57% of the State population.

### **Environmental Services**

The city's drinking water system reaches 99% of the population and the wastewater collection system and treatment service reaches 57% of the city's population.

### **1.d Legal Authority**

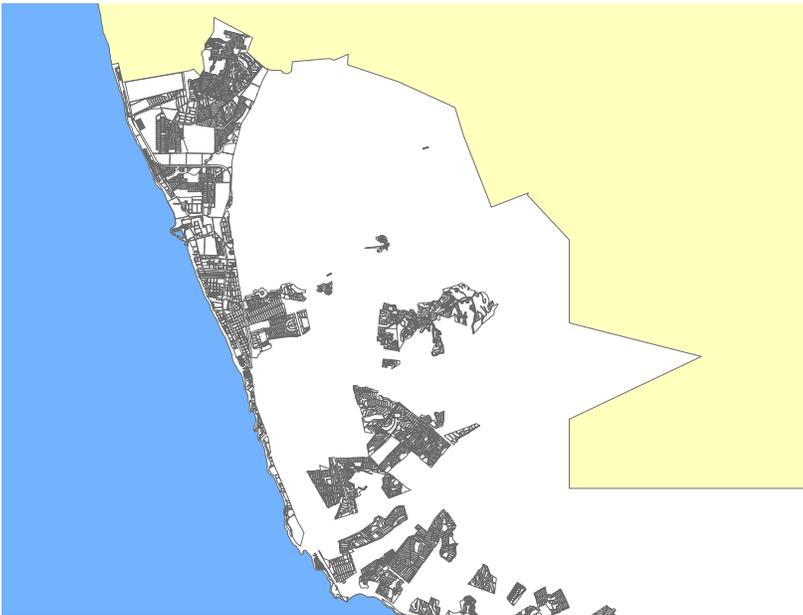
The Municipality of Playas de Rosarito created a decentralized government agency called *Promotora de Desarrollo Urbano* (PRODEUR, for its initials in Spanish) on November 16, 1999 that has its own assets and legal personality. Among other activities, this agency is also empowered to promote urbanization within the project's area. The official document regarding this agreement was issued on February 4, 2000.

The project is included in the agreements for environmental and quality of life improvement for the border residents, signed by Mexico and the United States of America. There are six bilateral agreements between Mexico and US related to air, water, land protection and pollution control. The agreements are the following:

- 1889 International Boundary Convention
- 1944 Water Treaty
- 1983 La Paz Agreement, or Border Environment Agreement
- 1990 Integrated Border Environmental Plan (IBEP)
- 1994 North American Free Trade Agreement (NAFTA)
- Border 2012 Program

The project is compliant with the spirit of all these agreements and all of them have been taken into account since the onset of the project.

### **1.e Project Summary**



With the project implementation, the problems produced by poor air quality will be diminished substantially. Also, this roadway infrastructure would improve local and regional traffic flows, and will prevent traffic congestion and pollution. The current situation has an effect on the occurrence of respiratory infections in the population due the long periods of exposure to particulate matter produced by automotive combustion including eye and nose irritation, increase of respiratory diseases and aggravation of asthmatic conditions. Traffic congestion and related problems intensify during weekends and holidays as a result of the arrival of national and international tourists, especially from US.

Implementation of the project will allow the flow of goods and people in a safer, faster and more efficient way. It will also provide a main thoroughfare to the southeast of the town, parallel to the existing ones (Blvd. Benito Juárez, and Blvd. Guerrero), making it possible to better serve the areas with a great population growth. The health problems caused by air pollution will also decrease significantly.

The project will bring together the South and North of the city and as result facilitate the traffic of commercial transportation and goods to the industrial centers in Playas de Rosarito. Also, it will improve transportation among regional links by increasing traffic efficiency on Blvd. Guerrero and improving traffic along Benito Juárez Boulevard. Furthermore, the project will promote sustainable development of the region.

**Important Issues for Certification:**

The project falls within the BECC's priority sectors and complies with general criteria.

**Pending Issues:**

None.

## 2. Human Health and Environment

### 2.a Compliance with Applicable Environmental Laws and Regulations

The project sponsor will comply with all federal, state and municipal laws and regulations in place that are applicable to this type of projects. During the project implementation the municipality's staff will verify the project's construction according to the corresponding technical guidelines and regulations, including those related with archeological site evaluation lead by the National Institute of Anthropology and History.

### 2.b Human Health and Environmental Impacts

#### Human Health Impacts

The travel patterns of the Tijuana Metropolitan Zone (Tijuana-Tecate-Rosarito) have a significant impact on the air quality of the region. Currently, vehicle traffic is very slow within this area due to the lack of capacity of the roadway infrastructure, which causes vehicles to be idle with the engines running for considerable lengths of time. The problem worsens during vacation periods and holidays as the zone hosts a considerable inflow of visitors.

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 conditions, aggravation of asthmatic conditions, decrease of the pulmonary function, and increase of respiratory symptoms. Once the particulate matter has set in the respiratory system, its irritant action produced by its chemical composition and toxicity, and readiness to absorb and carry other substances in its surface, producing a synergic effect that increases its aggressiveness.

#### Environmental and Human Health Data

Although human health statistics from Playas de Rosarito are very limited, according to the information provided by the Health Services Jurisdiction Number 2, of the Baja California State Government, through the Coordination of Epidemiologic Services the high incidence of illness caused by acute respiratory infections is well known.

The Environmental Impact Assessment for the Playas de Rosarito Metropolitan Roadway System required the submittal of an Environmental Impact Manifest (EIM), Specific Type. The EIM was presented to the Secretariat of the Environment and Natural Resources (SEMARNAT) Federal Delegation in the State of Baja California. The document analyzed the major impacts on the environment originated by the construction of a roadway system, and proposed alternatives that could merge the project development, and the area's environmental equilibrium and its protection.

The SEMARNAT by means of its Federal Delegation in the State of Baja California, and through its Memorandum No. DFBC/SGPA/UGA/DIRA/1526/07, dated May 4, 2007, notified the City of Playas de Rosarito that for development of the "Boulevard Siglo XXI" project, no authorization was required in regards to the environmental impact. This determination is sustained by the fact that construction of the roadway will not have a significant environmental impact and will not jeopardize the environmental balance, because it does not affect any environmental component in an irreversible or relevant manner, as it does not require removal of any vegetation to carry out the roadway works, and that the proposed surface is already being impacted by current human activities.

### **Environmental Impacts**

Overall, the environmental impact resulted from the implementation of the project will be positive since it will improve the air quality in the area.

During the construction phases, minor impacts to the environment will be generated by the excavation activities tasks related to the construction of the highway. These impacts include particulate matter emissions, gases generated by the construction equipment, temporary obstruction of streets, and presence of workers in hazardous areas that could result in falls of people and/or vehicles.

To reduce the environmental impacts during the construction phase, mitigation measurements will be taken such as watering roads to reduce dust, tuning vehicles to reduce emissions, setting up prevention signs to avoid hazardous situations, installing portable restrooms, etc.

In relation to the phase of operation activities, negative impacts are not anticipated as long as the proposed activities are carried out as described in the final design.

### **Transboundary Impacts**

Negative impacts are not anticipated due to the development of this work. As a matter of fact, it is anticipated that the project will have a beneficial impact, as a result of the foreseen improvement in air quality in the Tijuana-Rosarito-San Diego air basin.

### **Formal Environmental Clearance**

The SEMARNAT by means of its Federal Delegation in the State of Baja California, and through its Memorandum No. DFBC/SGPA/UGA/DIRA/1526/07, dated May 4, 2007, notified the City of Playas de Rosarito that for the development of the "Boulevard Siglo XXI" Project, no official authorization is required in regards to environmental impact. Since the project area is already impacted by human activity.

**Important Issues for Certification:**

The project resolves a significant human health and environmental problem.  
The project complies with the environmental regulations.

**Pending Issues:**

None.

## 3. Technical Feasibility

### 3.a Technical Aspects

#### Project Development Requirements

The project final designs were based on the current guidelines established by the Public Works Department of the Municipality of Playas de Rosarito, and according to best management practices in place.

The Metropolitan Roadway System will be designed using Blvd. Siglo XXI as the main corridor and Blvd. Poliducto, Blvd. Guaguatay and Blvd. III Ayuntamiento as three converging collectors.

Boulevard Siglo XXI is foreseen as a type A4S High Specification Highway, with a design speed of 55 mph and an operation speed of 45 mph with two types of sections:

- Type 1 Section.- Has a total width of 230 ft, that includes 34 ft wide travel lanes, 25 ft wide exterior shoulder, 13 ft wide inside shoulders, 4 ft wide sidewalks both ways, and a 59 ft wide central median with 13 ft sidewalks.
- Type 2 Section.- Has a total width of 230 ft, that includes 40 ft wide travel, 25 ft wide exterior shoulders, 4 ft wide sidewalks, both ways, and a 59 ft central median with 13 ft sidewalks.

The project has a total length of 10.91 miles and will include: earthwork, drainage structures, pavements, ancillary overpasses, intersections, signage, equipment and other required works. The works are programmed to be carried out in a maximum timeframe of 605 days.

The project will cross through property belonging to the Ejidos Mazatlán, Plan Libertador and some private properties. Its starting point is at the intersection with Blvd. 2000 of Rosarito, and its final point shall be at the intersection with Blvd. Machado, in the City of Tijuana.

Boulevard Guaguatay is foreseen as a type A4S avenue with a design speed of 55 mph and an operation speed of 45 mph. The roadway includes the following cross section elements: 131 ft of total width, 25 ft wide travel lanes, 20 ft wide shoulder, both ways, a 5 ft wide central median with 6 ft sidewalks. The project has a total length of 2.4 miles, which include: earthworks, drainage structures, pavements, ancillary overpasses, intersections, signage, equipment and other required works. The construction is to be carried out in a maximum timeframe of 130 days, maximum. The project crosses through property belonging to the Ejidos Mazatlán, Plan Libertador, and some private properties. The Boulevard Guataguay will initiate at Boulevard Siglo XXI at marker 6+564 and its final point will be at the Boulevard Poliducto.

Boulevard Poliducto is foreseen as a type A4S avenue with a design speed of 55 mph and an operation speed of 45 mph, formed by a 164 ft of total width including 34 ft wide travel lanes and 20 ft shoulders, both ways, with a 26 ft wide median between the travel lanes and the

shoulder, and 5 ft central median with 13 ft sidewalks. The project has a total length of 22.5 miles, which include: earthworks, drainage structures, pavements, ancillary overpasses, intersections, signage, equipment and other required works. The construction is schedule to be carried out in a maximum timeframe of 270 days. The project will cross through property belonging to the Ejidos Mazatlán, Plan Libertador, and some private properties. Boulevard Poliducto's starting point will be at the Rosarito-Tijuana Highway and will end at the intersection with Blvd. Siglo XXI.

The project will also include, as additional facilities to the Metropolitan Roadway System, signaling, emergency and safety telephone devices at locations previously defined by the project, as well as reforestation of easement and its junctions.

#### Appropriate Technology

The project will use technology appropriate to the city's operational and maintenance capacity. It was designed to be built, operated, and maintained profitably in order to achieve its main objective of improving traffic flow and reducing incidents of respiratory infections caused by exhaust gases emitted by vehicles that circulate at low speeds due to traffic congestion.

The location alternatives for the metropolitan roadway system were analyzed to cover the shortage of primary roadways for the city, to reduce the imbalance on the location of the secondary roadways to support the roadway communication and transportation structure for the zone, to strengthen the link between industrial and tourism corridors and to offer greater safety, efficiency, and comfort. All focused on air quality improvement in the metropolitan zone.

The proposed plot for the Metropolitan Roadway System was chosen based on the need to have a main access route to Rosarito that supports roadway communication and transportation for the zone.

The Playas de Rosarito considers that the option of not carrying out the project is not feasible because of the population growth dynamics of the municipality, and the resulting demand for efficient and safe transportation of goods and services.

#### Land Acquisition and Right-of-Way Requirements

Prior to the construction, the final design will be reviewed to determine if they will require an update. Also, before initiating construction activities it will be necessary to demonstrate that right of way requirements have been fulfilled.

#### Works Tasks and Schedule

The plan is to execute the project over a period of 20 months (including the construction of Blvd. Poliducto, in nine months and Blvd. Guagatay in four and a half months). The Rosarito Municipality shall be the agency responsible for the implementation of the project, through the Department of Urban Development and Ecology. Maintenance of the project will be the responsibility of the Public Works Department through the PRODEUR.

### 3.b Management and Operation

#### Project Management

The municipal agency “*Promotora de Desarrollo Urbano*” (PRODEUR) created by the Municipality of Playas de Rosarito, will be responsible for the implementation of the Project herein.

#### Operation and Maintenance

Pursuant to the Internal Regulation of the Municipal Public Administration, and other relative agreements and provisions the City Hall is empowered to act in the cleaning of medians, sidewalks, guards, and in the maintenance of roadways by repairing potholes and other engineering works required for the adequate operations of the roadway infrastructure. The Public Works Department for the municipality of the Playas de Rosarito will be the agency in charge of preventive and corrective maintenances of the works, and the cost of operation and maintenances activities will be considered within the operating budget of City Hall.

The project sponsor will develop a preventive maintenance plan, which must be finished before start the construction.

#### **Permits, Licensees, and other Regulatory Licenses**

The project was designed pursuant to the requirements established by the Direction of Municipal Services and Public Works of Playas de Rosarito B.C. and according to best engineering practices.

Pavement projects will be carried out pursuant to the guidelines defined in the construction regulations for Playas de Rosarito, B.C. and the urban development and roadway recommendations specified by the Municipality.

Before starting construction of Metropolitan Road System it is necessary to have the following documents:

- Conservation and Archeological Site Evaluation from the National Institute of anthropology and History (INAH, for its initials in Spanish).
- Land ownership for right of ways and Project construction sites.

Furthermore, it will be evaluated if it is necessary to update technical information or final designs and execute a risk assessment study.

#### **Important Issues for Certification:**

Information provided by the project sponsor has been reviewed (Drawings, catalogs and construction specifications).

#### **Pending Issues:**

None

## 4. Financial Feasibility and Project Management

### 4.a Financial Feasibility

The North American Development Bank (NADB), after reviewing the financial information submitted by the project sponsor, determined that the financial capacity and structure are adequate. The information submitted and the financial analysis includes but it is not limited to:

- Historic and pro-forma financial statements
- Project financial structure
- Improvement plan / budget
- Historic and pro-forma operation and maintenance budget
- Sensitivity and break-even analysis, and
- Economic and demographic information on the project area

A detailed analysis of the project's financial information is contained in the loan proposal that will be submitted to the NADB Financial Committee for authorization. Following is a summary of the financial analysis.

The total cost of the project, is estimated at \$40.91 million dollars, including design, supervision, constructions, commissions, contingencies and value-added- tax. Direct pavement costs are estimated at \$33.75 million dollars and indirect costs, at \$ 7.17 million dollar.

TOTAL COST  
(US Million)

CONCEPT	US\$ Million	%
Direct Cost	33.75	82.50%
Indirect Cost	7.16	17.50%
<b>TOTAL</b>	<b>40.91</b>	<b>100.00%</b>

Fuente: Playas de Rosarito 2006

The City has applied for a NADB's loan to complement the \$11.82 million dollar in non-reimbursable resources that will be allocated by the City, the State, and the Federation.

The following Table presents the disbursement for the project.

**CREDIT DISBURSEMENTS**

(Million Dollar)

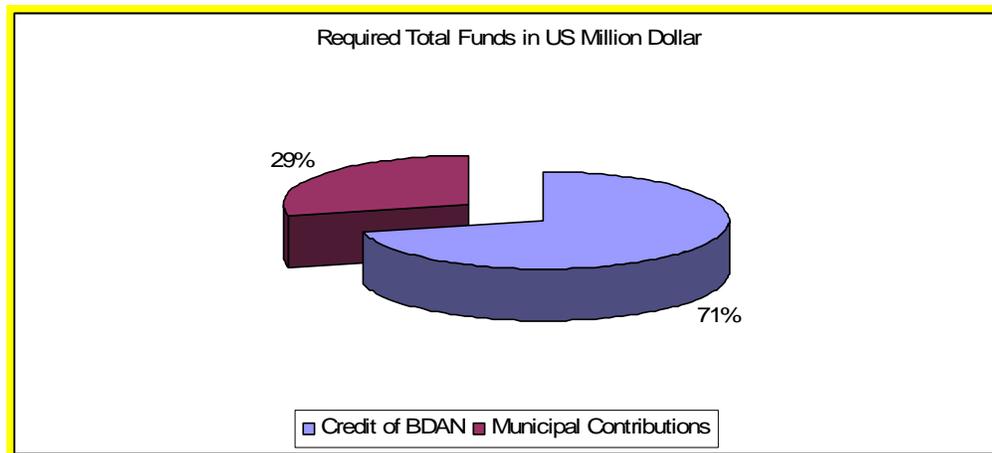
	<b>TERM (2008 – 2009)</b>	
<b>DISBURSEMENTS</b>		
Paving Direct Cost	33.75	82.5%
Project Development and Supervision Cost	7.11	17.4%
Financial Cost and Commissions	<u>0.05</u>	<u>0.1%</u>
<b>TOTAL</b>	<b>40.91</b>	<b>100.0%</b>
<b>SOURCE</b>		
Federal, State and Municipal Contributions	11.82	28.9%
NADB Credit <sup>1</sup>	<u>29.09</u>	<u>71.1%</u>
<b>TOTAL</b>	<b>40.91</b>	<b>100.0%</b>

Source: Playas de Rosarito 2006

1- The maximum credit amount will be defined upon the financial analysis performed by the NADB and will be subjected to approval.

The following chart shows the various sources of funding for the project.

**SOURCE OF FUNDING**



It can be concluded that Rosarito's financial situation has been stable and consistent with a conservative budgetary policy. Playas de Rosarito demonstrated good financial administration, with solid indicators within the National average. The correct application of the resources has resulted in a positive operating balance, and the projected revenue estimated for the duration of the project will suffice to cope with the obligations deriving from servicing the debt and to continue the activities of the Municipality.

4.b Rate/Fee Model

Playas de Rosarito City Hall will not require the implementation of a rate scheme to cover the cost of the project.

#### 4.c Project Management

The project will be managed by the decentralized government agency (PRODEUR, for its initials in Spanish). Maintenance of the roadway infrastructure will be carried out by the Municipal Services and Public Works Department, pointing out that within the objectives of the Department is to provide good maintenance for the City with works and services, safe roadways, signage and to assist with machinery to prevent and remedy contingencies.

Maintenance of the roadway infrastructure is related to the following programs:

- Humanist Town (Municipio Humanista)
- Town in Order (Municipio ordenado)
- Municipal Development Plan (Plan Municipal de Desarrollo 2004-2007)

**Important Issues for Certification:**

The Project was analyzed and determined to be financial viable.

**Pending Issues:**

None.

## 5. Public Participation

### Comprehensive Public Participation Plan

The Comprehensive Community Participation Plan developed by the Steering Committee was approved by the BECC on March 26, 2007. The Steering Committee was responsible for preparing an outreach program including the benefits resulting from the project, as well as the associated costs and economic impacts for the community. This program included information by means of various communication channels, mainly through radio broadcasts, and an important number of direct meetings with various sectors of the population, such as professional associations, the academic sector, and popular associations, to ultimately inform the vast majority of the population about the project, the benefit it pursues, and the possible repercussions for the people as a whole.

### Local Steering Committee

In order to draw from the accumulated experience, the project sponsor and the Playas de Rosarito Municipal Administration, agreed to re-install the steering committee that had been in practice previously when a project was certified by the BECC in October, 2006. On March 23, 2007, the Steering Committee was reinstated at the City Hall facilities. In that event, Antonio Macías, Mayor of Playas de Rosarito B.C. was present, as well as the organized groups representing the community. A committee board consisting of the following individuals was elected:

- Ing. Carlos Contreras, President,
- Lic. Conrado Acevedo Cárdenas, Vice-President
- Sra. Marisela González Núñez, Member
- Arq. Raúl Islas Espinoza, Member
- Sr. Bernardino Montes Chávez, Member
- R. Silviano Contreras, Member

In addition, during the same session, the committee was informed of the project, which pursues future certification from the BECC.



### Public Access to Project Information

The Steering Committee, with the support of the Municipal Direction of Urban Development and Ecology prepared written information about the project to disseminate extensively during

the meetings and also reported that complete information of the project was available at the office of this Agency, for any person or institution interested in referring to it. The sponsor has used all possible means to distribute the project proposal, including delivery of the copies to the Steering Committee, and its distribution during the meetings with local organizations, as well as forwarding them to said organizations.

## **Public Meetings**

### **First Public Meeting**

This meeting took place on Friday, April 13, 2007, at 5:00 PM, at the Playas de Rosarito Municipal Center for Art and Culture (CEMAC, for its initials in Spanish). The meeting was attended by the Steering Committee and Municipal Authorities where the characteristics and overall cost of the project were presented. Approximately 75 people attended the event who expressed their support for this project. There were 9 public interventions supporting the project. All questions were answered to the participants and it was observed that the community supported the project unanimously.



### **Meetings with Local Organizations**

In regards to this issue, there have been over 22 meetings with various professional organizations, low-income communities and non-government organizations having local representation since March 2006. The project sponsor's per BECC's petition demonstrated with sufficient photography and documentation the quality and quantity of these meetings which demonstrates the support to the project in those local meetings.

### **Public Support**

The project sponsor demonstrated the quality and quantity of the public meetings with documents and graphics, therefore BECC considered the efforts to inform the community and have an open public participation process were achieved. The following table presents the meeting held with different organizations in the community.

<b>Meeting No.</b>	<b>Date</b>	<b>Organization</b>
<b>1</b>	17 March 2006	Public Meeting with business people, social associations, Political Parties, etc.
<b>2</b>	4 April 2006	Tourist Developers Association in B.C
<b>3</b>	6 April 2006	Management Coordination Council
<b>4</b>	6 April 2006	Hotels and Motels Association in Rosarito, BC.
<b>5</b>	7 April 2006	EJIDO's Commissioner and members of Mazatlán,BC.
<b>6</b>	10 April 2006	CANACO Rosarito, BC.
<b>7</b>	12 April 2006	Asoc. AMPI /APIR
<b>8</b>	17 April 2006	Political Party (PRD)
<b>9</b>	19 April 2006	Lawyers College
<b>10</b>	20 April 2006	CANIRAC Rosarito
<b>11</b>	20 April 2006	Rural Owners and Cattle Association
<b>12</b>	21 April 2006	Health College de Rosarito, BC.
<b>13</b>	13 April 2006	EJIDO's Commissioner and members of Lázaro Cárdenas.
<b>14</b>	24 April 2006	Press Club of Rosarito
<b>15</b>	25 April 2006	Economic Development and Consultant Council
<b>16</b>	28 April 2006	Rotary Club
<b>17</b>	3 May 2006	XVII Congress Legislature of BC.
<b>18</b>	4 May 2006	Lawyers College
<b>19</b>	6 May 2006	Arquitects and Civil Engineers College
<b>20</b>	9 May 2006	Club "Soroptimista"
<b>21</b>	9 May 2006	SHARP Electronic Management
<b>22</b>	9 December 2006	2nd. Presentation to EJIDO's Commissioner and members of Mazatlán,BC.

### Final Public Participation Report

The Steering Committee and the project sponsor submitted to the BECC the "*Reporte Final del Proceso de Participacion Publica*" (Public Participation Process Final Report). This report demonstrated that the proposed objectives were fully met to the BECC's satisfaction.

#### **Important Issues for Certification:**

The project is strongly supported by the community and supportive documentation has been provided.

#### **Pending Issues:**

None.

## 6. Sustainable Development

### 6.a Institutional and Human Capacity Building

The areas considered by the project will help the local government of Playas de Rosarito to strengthen the following items:

- They will allow the municipality to promote the development of a regional and urban agreement on the plans and programs approved to that end.
- Municipal revenue will increase as a tidy use of land is fostered and as new accounts are opened at the municipal property registrar, which will allow greater amounts to cope with the current financial commitments and future investment requirements.
- Additionally, the municipality will implement, parallel to this project, a series of programs and actions that allow a better ordered social development.
- Capacity and efficiency in providing transportation of goods and services will be increased.

### 6.b Conformance with Applicable Local, State, and Regional Laws and Regulations and Conservation and Development Plans

The metropolitan road system project development took into account the current urban planning and development rules required by the municipality to regulate growth and land use; furthermore these regulations are a fundamental element, within their assigned jurisdiction, of the urban development planning at the regional and municipal levels.

The project brings together the policies and guidelines of the plans and programs for regional and urban development, in compliance with:

- The Urban Development municipal plan for Playas de Rosarito, published on September 9, 2005, on the States Official News-paper No. 40 Volume CXII.
- The urban development program for the population center of Playas de Rosarito, published on June 29, 2001 registered on August 17, 2001, under Item 6004204 in the Public Registrar of Property and Commerce, considers primary roadway Blvd. Siglo XXI as a strategic project.

The project adheres to the U.S.-Mexico Border 2012 Environmental Program by meeting Goal 2 (Reducing air pollution) and the Objective (Reduce air emissions). One of the program's guiding principles is reducing major risks to public health.

### 6.c Natural Resource Conservation

The project objective is to improve air quality of the Tijuana-Rosarito metropolitan air shed, and to benefit the health of the inhabitants of this border region, without compromising the environment. The project itself does not interfere with the local conservation of natural resources. In addition, as it improves the patterns of vehicular traffic, the project will allow for a more efficient use of energy, by reducing consumption of hydrocarbons.

### 6.d Community Development

The project will promote community development as it reduces the incidence of respiratory illness at the region. Within this environment, a direct benefit can be foreseen for the community as it enhances the quality of life of the inhabitants, owing to the reduction in the levels of pollutants and commuting times, providing quick access to emergency and public safety, promoting economic development and increasing the value of property surrounding the works of the project.

The impact of the project over community development will be immediate and for the long term. Immediate effects on the community will translate into health benefits for the inhabitants, chiefly children and elderly adults, who maintain a direct contact with the surrounding environment. It will also promote community development as it reduces the incidence of respiratory conditions in the area.

Long term effects for community development will be reflected in the territorial sustainable order, which will foster a city in good order, humanist, safe, productive and efficient. This will be achieved by promoting organization of the urban functions that are compatible, by consolidating the roadway communication and public transportation network to allow communication between the population and the urban services, thus, creating the main avenues in the metropolitan roadway system. Also, the project will allow to reduce the social-economic contrasts of the ghettos, originated by separating the city into sectors and facilitating the harmonized distribution of urban spaces.

**Important issues for Certification:**

The project complies with all sustainable development principles

**Pendent issues:**

None.

**Available Project Documentation**

- Final Design of the Rosarito Roadway Siglo XXI. Prepared by the III Playas de Rosarito City Hall.
- Environmental Assessment
- Public Participation Program
- Diagnosis on the Issue of Roadway Capabilities and Service Levels at Playas de Rosarito, B.C.