

Alternate



Concepts, Inc.

TREN URBANO

TITLE VI REQUIREMENTS SURVEY

MARCH 2015

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FOR:

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1. INTRODUCTION

This report summarizes the most important findings of the Tren Urbano Title VI Requirement Survey for compliance of Federal Requirements. The main objectives of the survey were:

1. Evaluate if Tren Urbano service is given to everyone without limitations
2. Identify the main characteristics of the Tren Urbano user population
3. Establish Tren Urbano trips patterns and the radius of action of each station

In order to accomplish the proposed objectives, the questionnaire used in the 2012 Title VI Requirements survey was revised and was used to interview the TU users. Addendum I presents a copy of the questionnaire used for this survey. A total of 1080 surveys were completed from March 10 to March 12, 2015 between 6:00 AM and 11:00 PM.

The first part of the study evaluates the main socio-demographic characteristics of the Tren Urbano users. The questions in this section were focused on: age group, gender, declared disability, ethnic origins, race, language, annual household income, civil status, highest educational level attained and occupation.

The second part of the study evaluates trips patterns of Tren Urbano users. This section of the report was focused on:

- type of fare used
- municipality of residence
- how the user arrived to the origin station
- destination station
- final destination
- trip purpose
- travel frequency and
- typical period when they use the TU service

The last section of the report presents a comparison of the parameters in common with the 2012 survey.

2. METODOLOGY

The process to perform this study was subdivided into the following stages:



2.1 Stage I: Planning Design and Training

This phase consisted of the design of the questionnaire that was used for the survey, the sample size design, personnel recruiting and training.

2.1.1 Questionnaire Design

The first stage of the project consisted of the revision of the questionnaire previously used in the 2012 Title VI Requirements Survey. An example of the revised questionnaire is presented in the Addendum I.

The 2012 Survey questionnaire was modified to include four (4) new questions that provide more insight of the user profile. Also, the order of the questionnaire was changed, so the last questions relate to more personal information such as household income; this change helped improve the flow of the interview.

Of the four new questions, the first two questions consider if the user owns a car and how many cars are in the same household. These questions are intended to determine if the user depends on the system or has other options to reach his/her final destination. The third question is intended to establish the typical time of day the user rides the train. This information is useful to determine a typical user profile by time of the day. The fourth question provides information about how many persons live in the household. Other changes included to the 2012 Survey questions are related to annual income and ethnicity. These questions were tempered to 2010 Census Questionnaire.

The Tren Urbano Title VI Requirement Survey questionnaire has two parts and 21 questions. The first part of the questionnaire evaluates the main socio-demographic characteristics of the Tren Urbano users. This section has 10 questions to evaluate the Tren Urbano Users: age group, gender, declared disability, ethnic origins, race, language, annual household income, civil status, highest educational level attained and occupation.

The second part of the questionnaire was developed to evaluate the Tren Urbano user trips patterns and the radius of activity of each station. This section has 11 questions to designed to evaluate the:

- type of fares used
- residence municipality
- how the user arrives to the origin station

- Station were they trip end (destination station)
- final destination
- trip purpose
- travel frequency and
- the typical period when they use the TU service

2.1.2 Sample Size Design

The survey sample size was designed based on Tren Urbano weekday average ridership for September 2014, which is a regular month when the universities, schools and colleges are in session. Table 2.1 presents the estimation of the Tren Urbano average ridership used to determine the sample size for a 95% confidence level and a 3% margin of error. After completing the appropriate calculations, the required sample size was 1,041 surveys. Figure 2.1 shows the sample size estimation based on Tren Urbano weekday average ridership for September 2014 (month with highest recorded usage without special events).

Table 2.1 Tren Urbano Average Weekday Ridership

Date	Ridership	Employee	SOC	Total Entries
Tuesday, September 02, 2014	42,360	473	187	43,020
Wednesday, September 03, 2014	43,800	397	155	44,352
Thursday, September 04, 2014	42,112	417	169	42,698
Tuesday, September 09, 2014	42,213	360	179	42,752
Wednesday, September 10, 2014	42,211	398	175	42,784
Thursday, September 11, 2014	42,358	469	200	43,027
Tuesday, September 16, 2014	42,461	413	175	43,049
Wednesday, September 17, 2014	42,566	494	161	43,221
Thursday, September 18, 2014	41,499	496	662	42,657
Wednesday, September 24, 2014	40,994	540	195	41,729
Thursday, September 25, 2014	40,065	462	148	40,675
Tuesday, September 30, 2014	42,295	466	231	42,992
Average	42,078	449	220	42,746

Figure 2.1 Sample Size¹



¹ <http://www.raosoft.com/samplesize.html>

After the sample size was determined, it was distributed throughout the stations, based on the daily hourly average passenger entries registered per TU station during the study time period. This information was used to determine the proper AM and PM proportions per station. The result of this step of the analysis is presented in Table 2.2.

Table 2.2 AM, PM and Night Users Surveys per Tren Urbano Station

Station	Programed				Completed			
	AM	PM	Night	Total	AM	PM	Night	Total
	6:00-11:59	12:00-6:59	7:00-11:00		6:00-11:59	12:00-6:59	7:00-11:00	
01 Bayamón	81.00	34.00	7.00	122	54	63	19	136
02 Deportivo	81.00	26.00	6.00	113	44	84	10	138
03 Jardines	10.00	6.00	1.00	17	10	7	3	20
04 Torrimar	10.00	9.00	2.00	21	16	6	1	23
05 Martínez Nadal	43.00	23.00	6.00	72	37	34	13	84
06 Las Lomas	17.00	7.00	3.00	27	17	4	8	29
07 San Francisco	24.00	22.00	5.00	51	13	31	17	61
08 Centro Médico	26.00	40.00	5.00	71	35	31	4	70
09 Cupey	24.00	43.00	7.00	74	27	31	8	66
10 Río Piedras	43.00	38.00	6.00	87	30	47	7	84
11 Universidad	21.00	59.00	17.00	97	21	30	20	71
12 Piñero	17.00	23.00	4.00	44	14	14	14	42
13 Domenech	11.00	22.00	4.00	37	3	25	10	38
14 Roosevelt	10.00	34.00	8.00	52	16	27	2	45
15 Hato Rey	10.00	16.00	5.00	31	5	27	3	35
16 Sagrado Corazón	56.00	56.00	13.00	125	47	62	17	126
Total	484	458	99	1,041	389	523	156	1,068

2.1.3 Recruitment and Training

The last part of this stage consisted in the recruitment of 10 surveyors to perform the field work and the data entry process. The selected team was a multidisciplinary group that included students and professionals in the disciplines of marketing, management, human relations, engineering and education.

The Survey Team was trained on March 9, 2015. The training topics included Project Scope and Methodology, ACI policies regarding Safety and Security, Human Resources and Right of Way protocols and an overall Tren Urbano familiarization briefing.

2.2 Data Collection and Management

The main portion of this phase was accomplished on the field. The data was collected using a hard copy of the questionnaire. The data was collected between the March 10, 2015 and March

12, 2015, between 6:00 AM and 11:00 PM. The table 2.3 presents details of the time period covered each day.

Table 2.3 Data Collection Schedule

Date	From	To	Surveyors
Tuesday, March 10, 2015	6:00 AM	3:00 PM	10
Wednesday, March 11, 2015	11:00 AM	8:00 PM	10
Thursday, March 12, 2015	11:00 AM	8:00 PM	5
Thursday, March 12, 2015	2:00 PM	11:00 PM	5

In order to accelerate the data entry process and reduce clerical errors, the survey questionnaire was adapted to a VBA macro interface in Microsoft Excel. During the data entry process, the questionnaires were reviewed to determine if they were complete and fulfilled the study requirements. Incomplete and inconsistent questionnaires were excluded from the analysis. Of the total of 1080 questionnaires collected in the field, 12 of them (2.2% of the total) were discarded resulting in a total of 1068 valid questionnaires.

2.3 Data Analysis

The data analysis process was initiated with the evaluation of the surveyed users' responses for each question in the survey. A graphical approach was used to establish frequency distribution, variability and central tendencies. After the tendencies were clearly stated for each question, a cross tabulation analysis was performed by using contingency tables to further evaluate the correlation of data.

The cross tab analysis in this study was focused on determining the main characteristics of the Tren Urbano user population and how it varies during the day. This study takes into consideration the user socioeconomics characteristics as well as how the user interacts with the system (type of fare, travel frequency, and destination, among others).

Correlations such as gender and age, income and household size, time of day and transportation mode to access TU, time of day and destination station, among others, were also evaluated as part of this study.

Finally, this study uses a longitudinal analysis to compare the results with the 2012 Study. This analysis is used to track user responses to specific questions over time. Once the 2012 benchmark is established, it is easy to discern how user profile and travel patterns have changed in the last years.

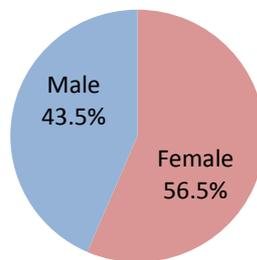
3. SURVEY RESULTS

This section summarizes the Tren Urbano user characteristics and trips patterns based on the Title VI Requirements questionnaire.

3.1 Gender and Age

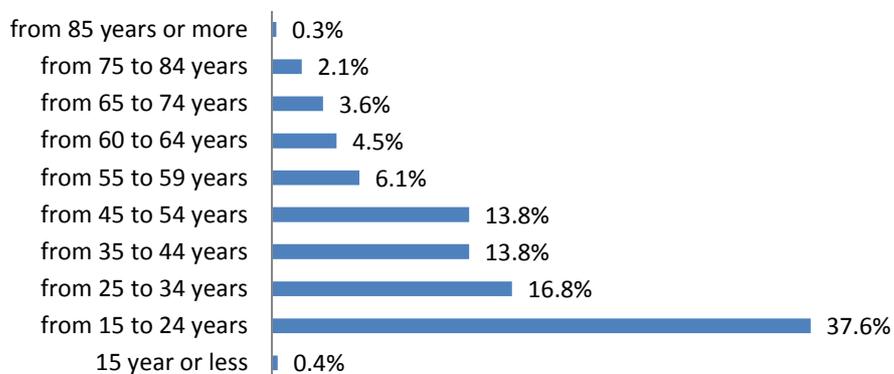
As presented in Figure 3.1, 56% of the interviewed persons are females and 44% are male. These results maintain consistency with results observed on the 2010 Census².

Figure 3.1 Users Gender



The Tren Urbano user's average age is 36 years. As presented in Figure 3.2 and Table 3.1, the most common age group for service users was between the ages of 15 to 34 years. Within that age range, users between the ages of 15 to 24 years were the largest sub-group representing 37.6% of the total. The group of 25 to 34 years represented 16.8% of users. These age groups are followed by the age groups of 45 to 54 years and 35 to 44 years with 13.8% representation of users surveyed.

Figure 3.2 Users Age



² 2010 Census Demographic Profiles; <http://2010.census.gov> Addendum VI

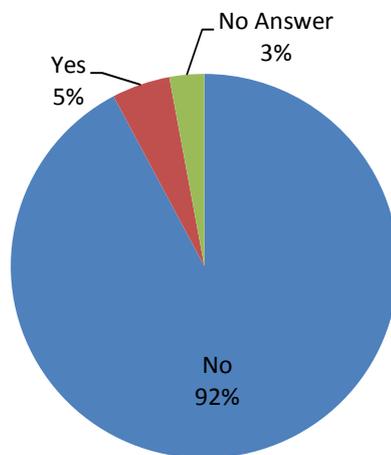
Table 3.1 Users Age and Gender

	Female	Male	Total	%
15 year or less	3	1	4	0.37%
from 15 to 24 years	217	185	402	37.64%
from 25 to 34 years	105	74	179	16.76%
from 35 to 44 years	79	68	147	13.76%
from 45 to 54 years	92	55	147	13.76%
from 55 to 59 years	41	24	65	6.09%
from 60 to 64 years	28	20	48	4.49%
from 65 to 74 years	22	16	38	3.56%
from 75 to 84 years	11	11	22	2.06%
from 85 years or more	0	3	3	0.28%
Not Answered	5	8	13	1.22%
Total	603	465	1,068	

3.2 Users with Disabilities

As presented in Figure 3.3, 92% of the interviewed persons indicated not having any disabilities, while a 5% stated having some sort of disability. Another 3% did not answer this question.

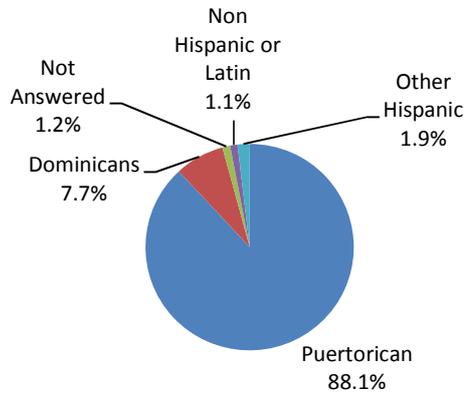
Table 3.3 Users with Disabilities



3.3 Ethnicity

With regard to ethnic origin, 97.7% of the users self-identified as Hispanic or Latin, 1.22% did not answer this question and 1.1% were non-Hispanic or Latin. This question was expanded to have a clearer picture of the user's national origin. As presented in Figure 3.4, 88.1% were Puerto Rican, 7.7% were Dominican, 1.9% were other Hispanic which included Venezuelans, Cubans, Mexicans among others.

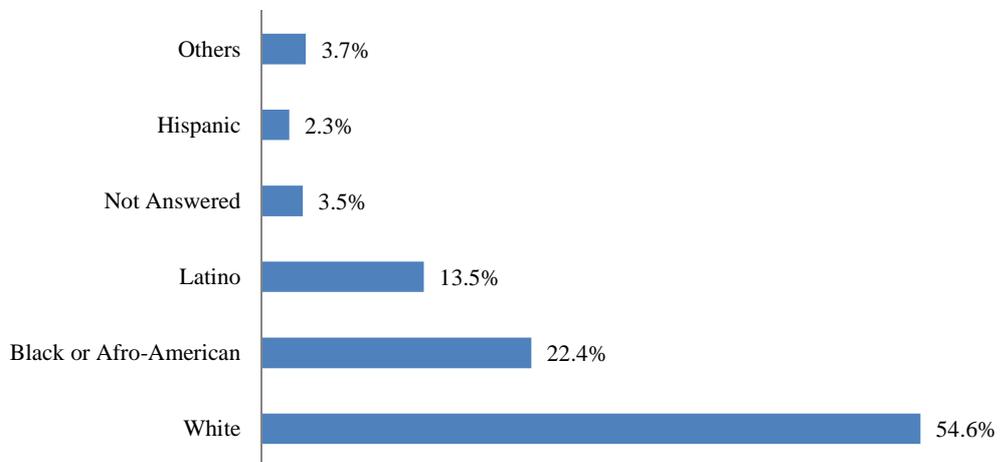
Figure 3.4 Users Ethnicity



3.4 Race

Users were also questioned about their race. This question was formulated based on the 2010 Census questionnaires (Addendum VI). As presented in Figure 3.5, 54.6% of the survey respondents were white, 22.4% Black or Afro-American, 13.5% Latino, 2.3%, 1.1% Hispanic, and 3.76% other.

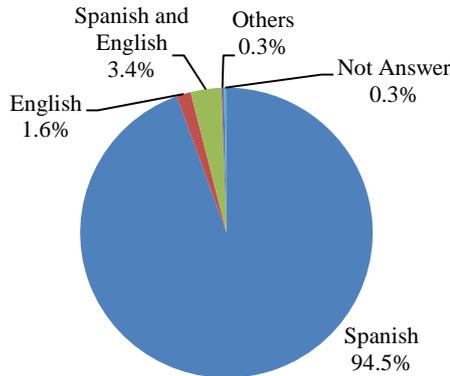
Figure 3.5 Users Race



3.5 Language

For the primary language, 94.5% of Tren Urbano users identified Spanish as their native language, 3.4% indicated Spanish and English, 1.6% English spoke English only and 0.6% indicated either other language or did not answer this question.

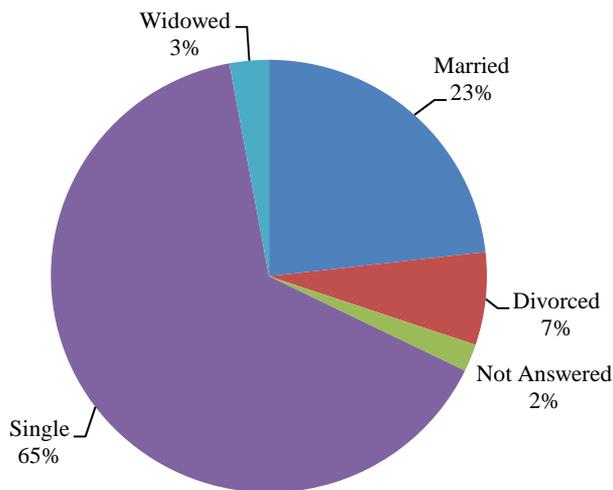
Figure 3.6 Language



3.6 Users Civil Status

Most of the users who answered this question stated they were single (65%), while 23% were married. Other civil status mentioned were: divorced 7%, and widowed 3%. Finally, 2% of those interviewed did not answer this question.

Figure 3.7 Users Civil Status



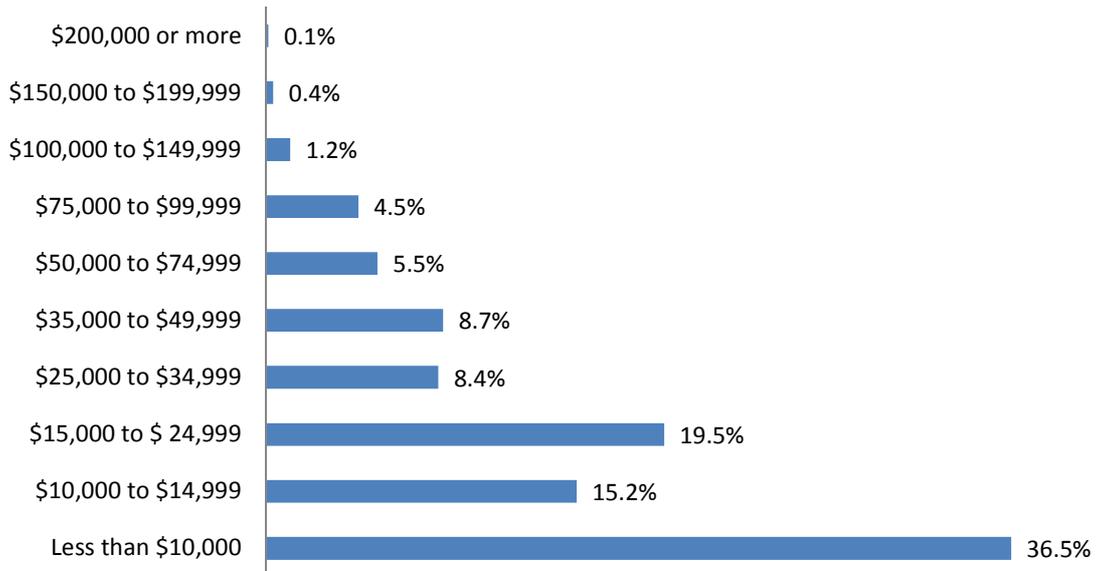
3.7 Household Income and Household Size

The household income and household size were evaluated jointly because these two parameters allow a better understanding the economic condition of the Tren Urbano users.

As presented in Figure 3.8, the annual household income of the 71.2% of the surveyed respondents is less than \$25,000. This percentage is divided as follow: 36.5% under \$10,000 15.2% between \$10,000 and \$14,999 and 19.5% between \$15,000 and \$24,999 per year. 8.4%

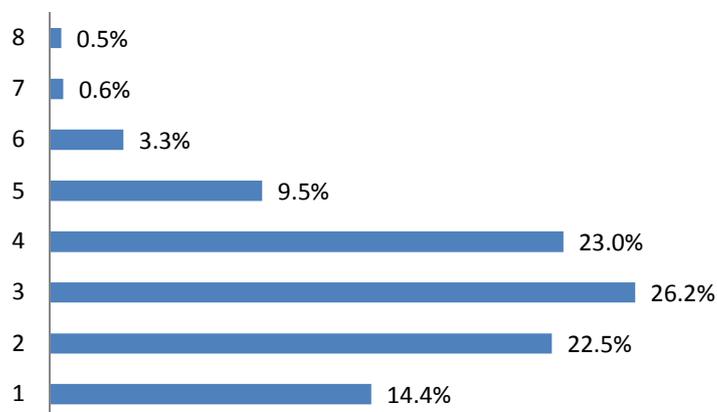
of the survey respondents indicated having annual household incomes between \$25,000 to \$34,999, while 8.7% had household incomes of \$35,000 to \$49,999, and 5.5% had a household income of \$50,000 to \$75,000. Only 6.2% indicated having an annual household income of more than \$75,000. This analysis does not take into consideration 227 users (21.3% of the study sample) who declined to answer this question.

Figure 3.8 Household Income



The average amount of persons per household is 3.05 persons. As presented in Figure 3.9, typically the household size of the survey respondent is between 1 and 4 persons per household. 26.2% of the interviewed users indicated that their household size is 3 persons, 23% indicated 4 persons, 22.5% indicated 2 persons, 14.4% indicated 1 person and 13.9% indicated a household size greater than 5 persons. This analysis does not take into consideration 38 customers (3.6% of the study sample) declined to answer this question.

Figure 3.9 Household Size



Based on the U.S. Census Bureau Poverty Thresholds for 2013, 61.8% of TU users are under poverty levels (sum of highlighted fields on Table 3.2). As presented in Table 3.2, 35.6% of the interviewed passengers have an income of less than \$10,000 and a household average of 3 persons.

Table 3.2: Household Income and Size Correlation

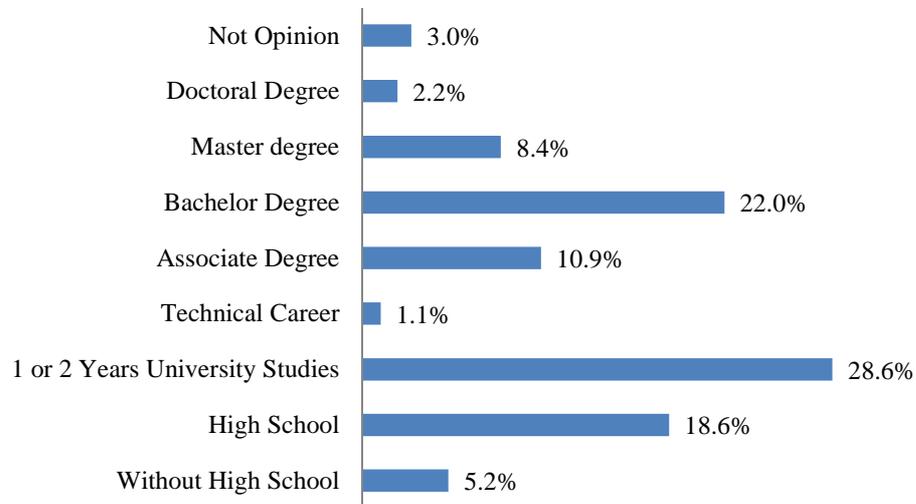
Annual Income	Household Size								Total
	1	2	3	4	5	6	7	8	
Less than \$10,000	6.6%	7.1%	9.9%	8.3%	3.8%	0.9%	0.4%	0.1%	36.9%
\$10,000 to \$14,999	2.8%	3.5%	3.7%	2.7%	1.1%	0.9%	0.2%	0.1%	15.0%
\$15,000 to \$24,999	2.4%	4.9%	5.2%	4.1%	1.7%	0.7%	0.0%	0.1%	19.2%
\$25,000 to \$34,999	1.2%	1.9%	2.7%	1.9%	0.4%	0.4%	0.0%	0.0%	8.5%
\$35,000 to \$49,999	0.4%	2.8%	2.6%	2.4%	0.6%	0.0%	0.0%	0.0%	8.8%
\$50,000 to \$74,999	0.5%	1.6%	1.1%	1.6%	0.4%	0.2%	0.0%	0.1%	5.5%
\$75,000 to \$99,999	0.5%	0.7%	1.5%	1.3%	0.2%	0.0%	0.1%	0.0%	4.4%
\$100,000 to \$149,999	0.0%	0.2%	0.2%	0.5%	0.2%	0.0%	0.0%	0.0%	1.2%
\$150,000 to \$199,999	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%
\$200,000 or more	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%
Total	14.5%	22.8%	26.9%	23.1%	8.4%	3.0%	0.7%	0.5%	

Legend:  Range under poverty level based on U.S. Census Bureau Poverty Thresholds for 2013

3.8 Users Highest Level of Education

Tren Urbano users have a high education level. 44.6% of the TU users have a university or technical degree (22% bachelor degree, 8.4% master’s degree, 2.2% doctoral degree, 10.9% an associate degree and a 1.1% a technical career). As presented in Figure 3.10, 28.6% of the interviewed users have 1 to 2 years of university studies. 18.6% of the users reported that their highest academic level received was high school. 5.2% indicated not completing high school. 3% of the interviewed users did not answer this question.

Figure 3.10: User Highest Level of Education Attained



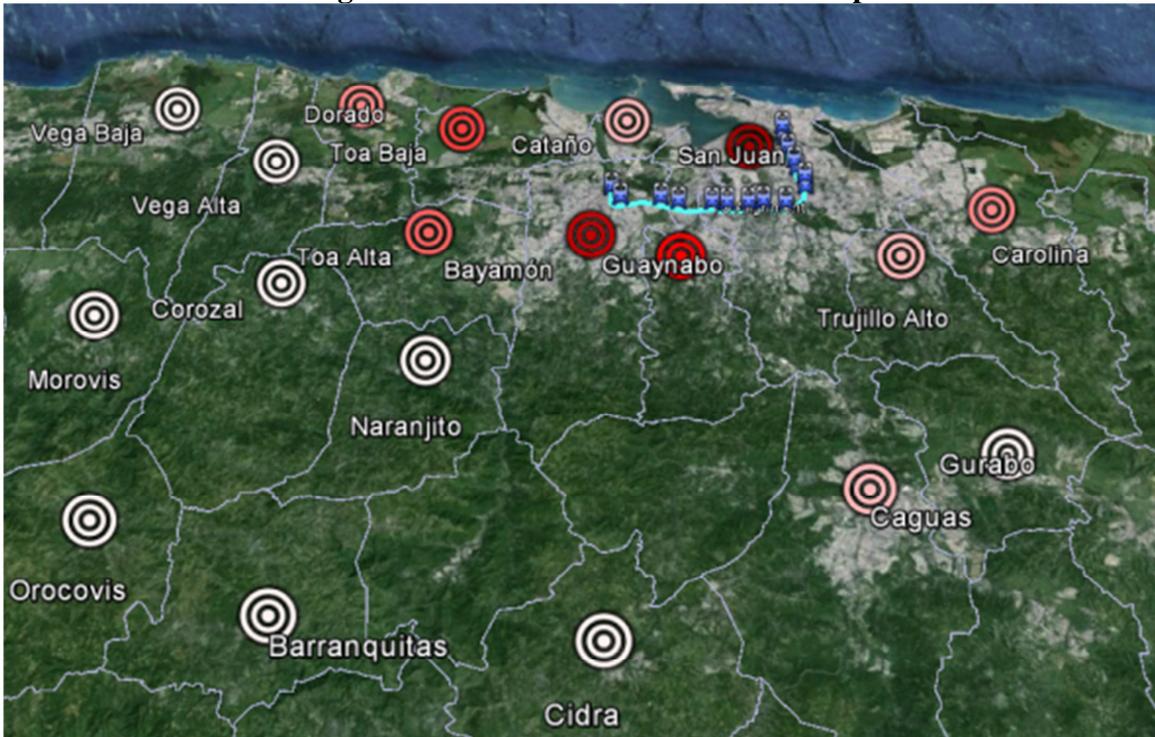
3.9 Users Residence Municipality and Neighborhood

As part of the survey, the users were asked about the municipality where they live. As shown in Table 3.3 the 76.8% of the interviewed users live in the three municipalities serviced by the Tren Urbano system. The other 23.2% lives in surrounding municipalities. Figure 3.11 presents the Municipalities where the TU users live, the dots will vary from intense colors to more light colors depending on the users per municipality. Addendum II contains a complete list of TU user municipalities.

Table 3.3 Top 10 Tren Urbano Users Residence Place Municipality

Municipality	Frequency	%
San Juan	406	38.01%
Bayamón	294	27.53%
Guaynabo	120	11.24%
Toa Baja	52	4.87%
Toa Alta	41	3.84%
Carolina	27	2.53%
Dorado	23	2.15%
Trujillo Alto	19	1.78%
Cataño	15	1.40%
Caguas	11	1.03%
Others	60	5.62%
Total	1,068	

Figure 3.11: Tren Urbano Users' Municipalities



In order to have more detailed information about the users' place of residence; additional questions were asked about the neighborhood in which they live. Table 3.4 summarizes the top 25 places of residence; a complete list of TU users' places of residence is presented in Addendum III. The Figure 3.12 presents the principal TU users' neighborhoods; the circles will vary from intense colors to more light colors depending on the density of residents in each neighborhood.

Figure 3.12: Tren Urbano Users' Neighborhood of Residence

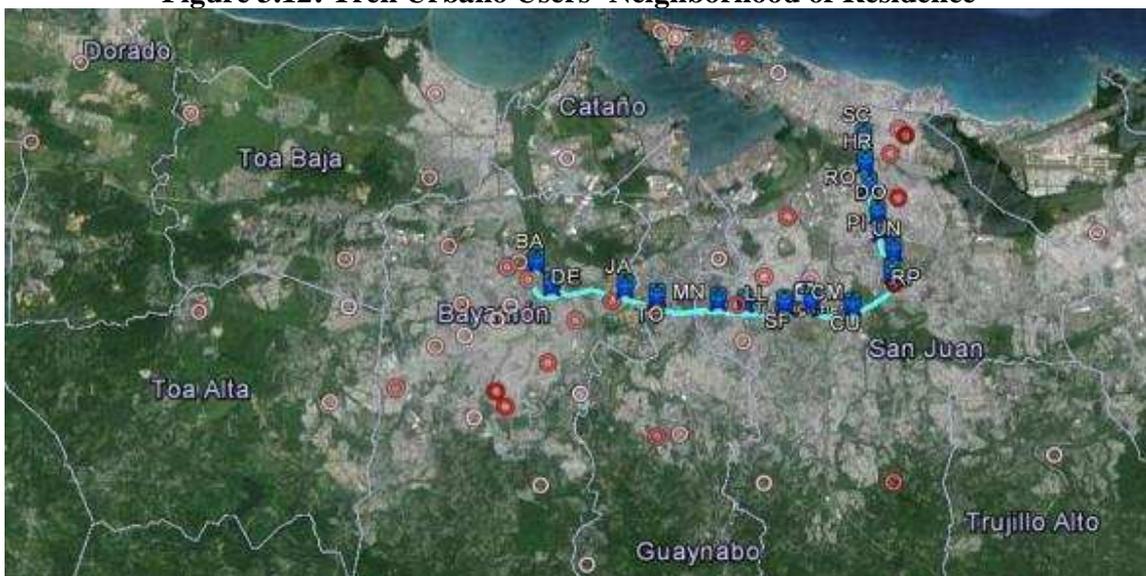


Table 3.4 Top 25 Tren Urbano Users' Neighborhood of Residence

Ranking	Municipality-Neighborhood	Total	%
1	San Juan, Río Piedras	78	7.30%
2	San Juan, Santurce	54	5.06%
3	Bayamón, Unknown	41	3.84%
4	San Juan, Hato Rey	34	3.18%
5	Bayamón, Santa Juanita	22	2.06%
6	San Juan, Las Lomas	22	2.06%
7	Bayamón, Jardines de Caparra	19	1.78%
8	San Juan, Barrio Obrero	19	1.78%
9	San Juan, Puerto Nuevo	18	1.69%
10	San Juan, Unknown	18	1.69%
11	Bayamón, Lomas Verdes	16	1.50%
12	Guaynabo, Unknown	16	1.50%
13	Bayamón, Rexville	14	1.31%
14	San Juan, Cupey	14	1.31%
15	San Juan, Villa Palmeras	12	1.12%
16	Bayamón, Pueblo (centro)	11	1.03%
17	Bayamón, Santa Rosa	11	1.03%
18	Bayamón, Sierra Bayamón	11	1.03%
19	Guaynabo, Torrimar	11	1.03%
20	San Juan, Caparra Terrace	11	1.03%
21	San Juan, Viejo San Juan	9	0.84%
22	Toa Baja, Levittown	9	0.84%
23	Unknown	9	0.84%
24	Bayamón, Hato Tejas	8	0.75%
25	Toa Baja, Sabana Seca	8	0.75%
Other		573	53.65%
Total		1,068	

3.10 Fare Plan Usage

Most of the Tren Urbano users who answered this question stated they use the regular fare. 55% use the regular fare, 34% use a reduced fare ticket and a 10% use an unlimited pass. The Table 3.5 and the Figure 3.13 show a detailed fare distribution.

Figure 3.13 Fare Plan Usage

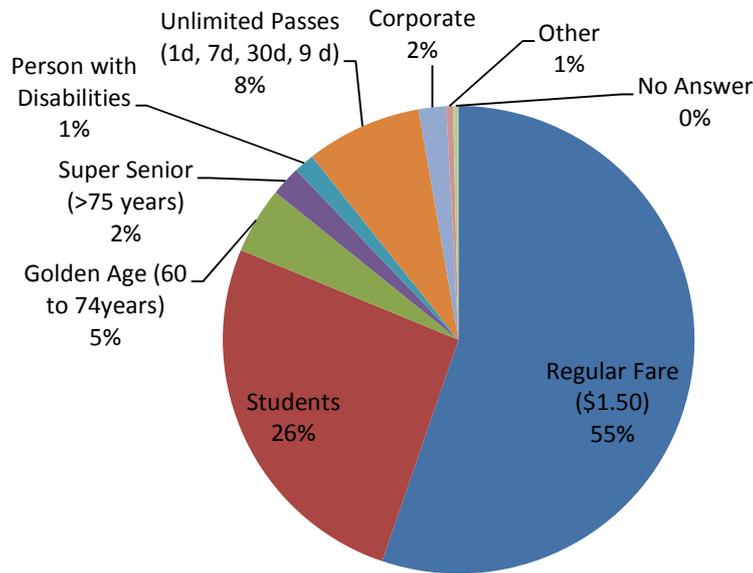


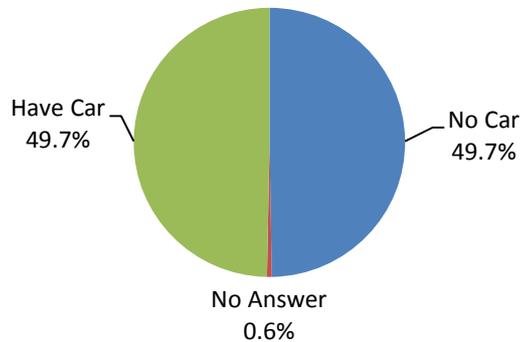
Table 3.5 Tren Urbano Fare Usages

Fare	Frequency	%
Regular Fare (\$1.50)	590	55.2%
Students	278	26.0%
Golden Age (60 to 74years)	49	4.6%
Super Senior (>75 years)	22	2.1%
Person with Disabilities	15	1.4%
90 Days Unlimited Pass (\$90.00)	40	3.7%
7 Days Unlimited Pass (\$15.00)	22	2.1%
30 Days Unlimited Pass (\$50.00)	14	1.3%
1 Day Unlimited Pass (\$5.00)	9	0.8%
Corporate	20	1.9%
Other (Medicare)	5	0.5%
No Answer	4	0.4%
Total	1,068	

3.11 Car ownership and amount of cars per household

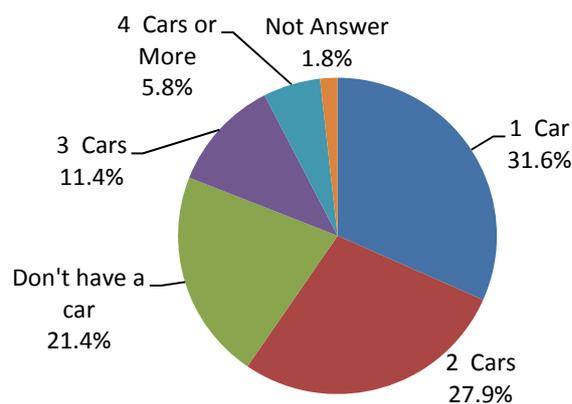
About a half of the users who answered the questionnaire stated that they have their own car. This represents a 49.7% of the interviewed users. These customers use Tren Urbano instead of their own cars to get to their final destination. Figure 3.14 shows the distribution of Tren Urbano users that have their own car and the Tren Urbano users that do not have a car.

Figure 3.14: Users with Car



The TU users were asked about the amount of cars in their households. 21.4% of the users' households do not have a car. 76.8% of the users' household has at least one car. Figure 3.15 presents in more detail the amount of cars per user household.

Figure 3.15: Cars per Household



3.12 Users Arrival Modal Distribution

As presented in Figure 3.16, most of the surveyed passengers indicated that they used an automobile as the mode of transportation to get to the TU station. 30.2% answered that they drive to the station in a personal car and another 20.4 % indicated they got a ride to the station. On the other hand, 30.8% of the persons surveyed indicated they walked to the station. The uses of other public transit options to arrive to a station is limited, a total of 14.3% of the surveyed passengers arrive to the station in bus or Públicos. AMA was the most frequently used transit service with 8.0%. 4.1% used private bus or "Públicos", 1.2% used Metro Urbano and 1% Metrobus. The use of the trolleys represented 3% of the interviewed passengers and 1.2% use other transportation methods to get to the station.

As presented in Table 3.6, the different transportation modes practically have similar pattern during the morning, afternoon and night.

Figure 3.16 Modal Distributions

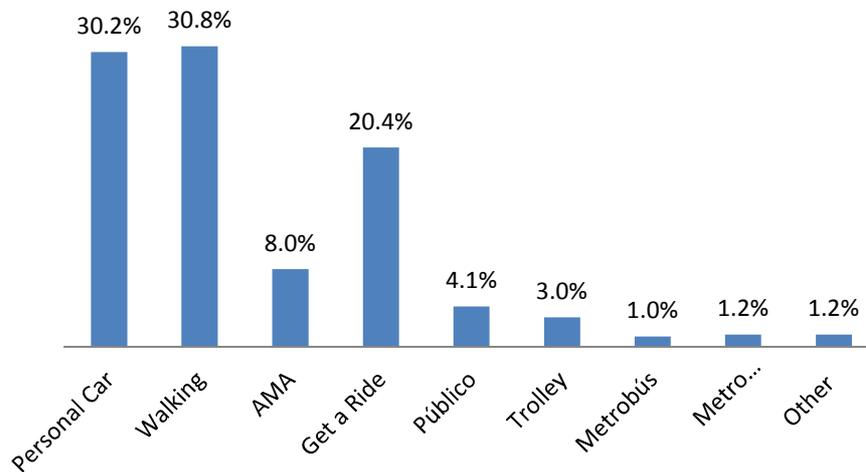


Table 3.6 Modal Distributions

Mode	Frequency				Rate			
	AM	PM	Night	Total	AM	PM	Night	Total
Personal Car	118	152	53	323	30.3%	29.1%	34.0%	30.2%
Walking	126	155	48	329	32.4%	29.6%	30.8%	30.8%
AMA	27	43	15	85	6.9%	8.2%	9.6%	8.0%
Get a Ride	76	112	30	218	19.5%	21.4%	19.2%	20.4%
Público	21	20	3	44	5.4%	3.8%	1.9%	4.1%
Trolley	8	20	4	32	2.1%	3.8%	2.6%	3.0%
Metrobús	4	7	0	11	1.0%	1.3%	0.0%	1.0%
Metro Urbano	8	4	1	13	2.1%	0.8%	0.6%	1.2%
Other	1	10	2	13	0.3%	1.9%	1.3%	1.2%
Total	389	523	156	1,068				

3.13 Users Destination Stations

The surveyed users were asked to indicate the destination station for their current trip. This information allows us to understand how the passengers flow around the system. The most frequent destination stations were: Bayamón (16.2%) and Sagrado Corazon (14%) which are terminus stations.

The trip pattern in Tren Urbano is similar to the typical travel patterns of the San Juan Metropolitan Area. During the morning the greatest concentration of passenger flow is coming into the Metropolitan Area where the main workplace destinations as well as major hospitals and universities are located. During the afternoon and evening most of the flow is coming out of the San Juan Metropolitan Area to the suburbs of the city where the largest residential concentrations are located.

As presented in table 3.7, in addition to the terminus stations, during the morning the most frequent destinations were located east of San Francisco Station. The most frequent station destinations during the morning where: Universidad (11.1%), Río Piedras (9.8%), Centro Médico (8%), Hato Rey (6.4%) and Roosevelt (5.9%). These stations are located near to important trips generators such as Metropolitan Area Medical Center, University of Puerto Rico, and the banking area known as “La Milla de Oro” or The Golden Mile.

Table 3.7 Destination Stations

Station	Frequency				%			
	AM	PM	Night	Total	AM	PM	Night	Total
Bayamón	54	90	29	173	13.9%	17.2%	18.6%	16.2%
Deportivo	18	53	18	89	4.6%	10.1%	11.5%	8.3%
Jardines	4	10	3	17	1.0%	1.9%	1.9%	1.6%
Torrimar	8	10	1	19	2.1%	1.9%	0.6%	1.8%
Martínez Nadal	17	40	13	70	4.4%	7.6%	8.3%	6.6%
Las Lomas	4	18	7	29	1.0%	3.4%	4.5%	2.7%
San Francisco	13	22	4	39	3.3%	4.2%	2.6%	3.7%
Centro Médico	31	23	8	62	8.0%	4.4%	5.1%	5.8%
Cupey	23	28	11	62	5.9%	5.4%	7.1%	5.8%
Río Piedras	38	56	12	106	9.8%	10.7%	7.7%	9.9%
Universidad	43	35	10	88	11.1%	6.7%	6.4%	8.2%
Piñero	19	16	4	39	4.9%	3.1%	2.6%	3.7%
Domenech	12	14	4	30	3.1%	2.7%	2.6%	2.8%
Roosevelt	23	24	2	49	5.9%	4.6%	1.3%	4.6%
Hato Rey	25	18	4	47	6.4%	3.4%	2.6%	4.4%
Sagrado Corazón	57	66	26	149	14.7%	12.6%	16.7%	14.0%
Total	389	523	156	1,068				

During the afternoon between 12:00 PM and 7:00 PM, the most frequent destinations were located to the west of Universidad Station with the exception of Sagrado Corazon which is a terminus station. The most frequent station destinations during the afternoon were: Bayamon (17.2%), Sagrado Corazon 12.6%, Río Piedras (10.7%), Deportivo (10.1%), and Martínez Nadal (7.6%). These stations have parking or are located near a bus terminal.

After 7:00 PM and until closing at 11:30 PM (“night”), the most frequent destinations were similar to the afternoon destinations. The most frequent destinations were: Bayamon (18.6%), Sagrado Corazon (16.7%), Deportivo (11.5%), Río Piedras (8.3%), and Martínez Nadal (7.7%). In addition, there is a considerable amount of passengers in stations located near universities such as Cupey Station (7.1%) located near the Universidad Metropolitana and Universidad Station (6.4%) located near the Universidad de Puerto Rico, Recinto de Río Piedras.

3.14 Final Destination and Radius of Action

The surveyed patrons were asked to indicate their final destinations. This information was used to estimate how far the Tren Urbano users move around the Station. This question was answered by 83.8% of the surveyed users. 16.2% of the users did not answer the question or their destinations could not be determined in a map.

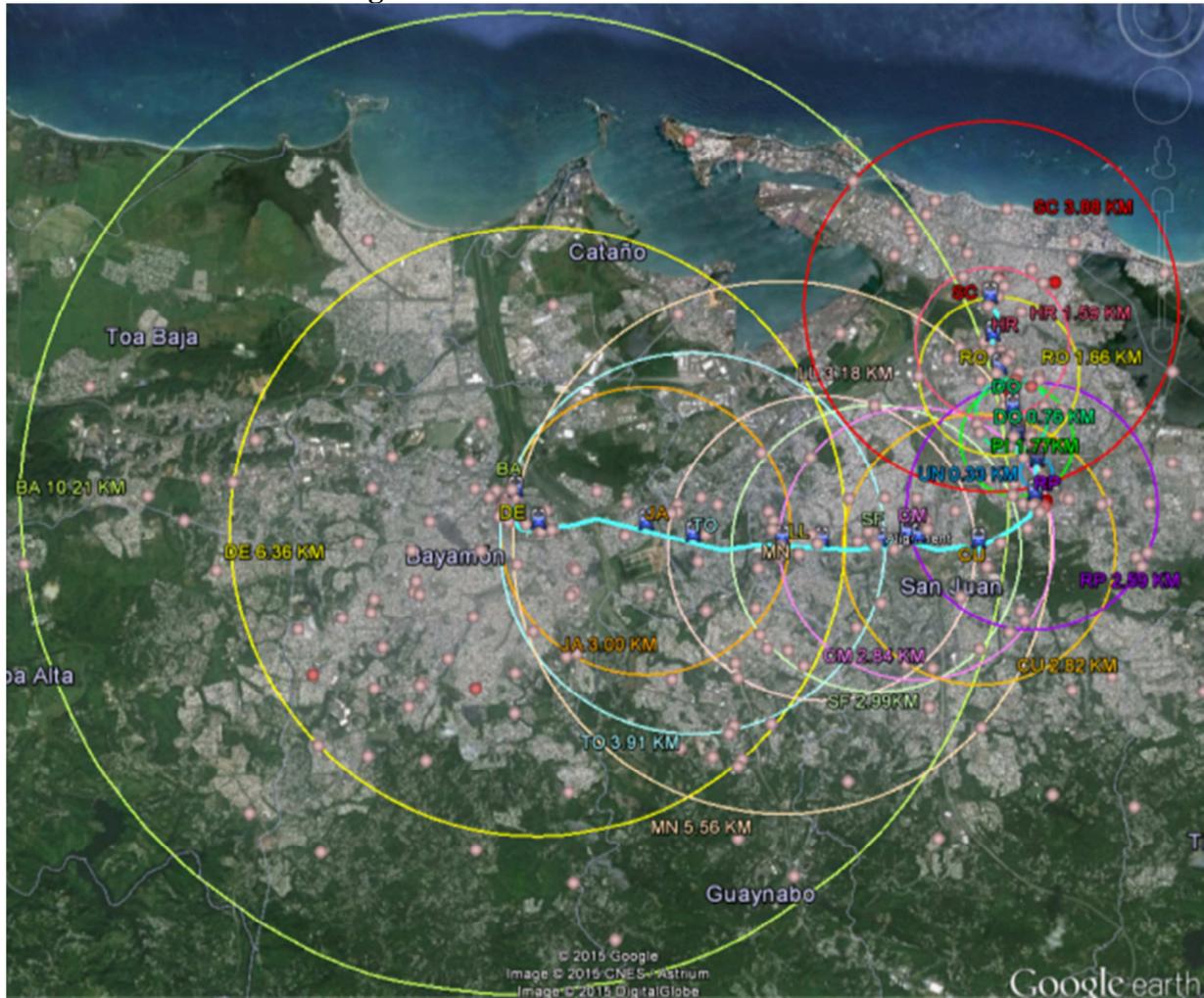
The top final destinations include several universities, medical centers, business centers and residential areas. Table 3.8 summarizes the most typical final destination observed during the study. Addendum IV contains a complete list of TU users' final destination by station.

Table 3.8 Top 25 Final Destinations

Ranking	Final Destination	Frequency	%
1	UPR Rio Piedras	83	9.3%
2	Río Piedras	42	4.7%
3	Centro Médico	35	3.9%
4	Santurce	32	3.6%
5	Bayamón, Pueblo	28	3.1%
6	UMET Cupey	26	2.9%
7	Milla de Oro	21	2.3%
8	Universidad Sagrado Corazón	21	2.3%
9	Hato Rey	18	2.0%
10	Santa Juanita	15	1.7%
11	Hosp. Auxilio Mutuo	13	1.5%
12	Guaynabo pueblo	11	1.2%
13	Rexville	11	1.2%
14	Paseo de Diego	10	1.1%
15	Universidad Politécnica	10	1.1%
16	Viejo San Juan	10	1.1%
17	Barrio Obrero	9	1.0%
18	Jardines de Caparra	9	1.0%
19	Las Lomas	9	1.0%
20	San Juan	9	1.0%
21	UPR Bayamón	9	1.0%
22	Centro Judicial	8	0.9%
23	Cupey	8	0.9%
24	Puerto Nuevo	8	0.9%
25	Lomas Verdes	7	0.8%
	Others	433	48.4%
	Total	895	

Final destination information was used to determine the radius of activities relative to each station. Figure 3.17 presents an aerial view with the area of influence of each station and the Table 3.9 presents more detailed information for each station. Addendum V presents an aerial view of each station with their respective destinations.

Figure 3.17 Tren Urbano Area of Action



Stations with larger radius of action are also those stations with parking lots. These stations are also considered trip origin stations. Bayamon and Deportivo stand out as stations with larger radius of action. These stations are located to the west side of the alignment and collect users from Bayamon, Cataño, Toa Baja, Toa Alta, and Dorado among others. 85% of the users on these stations travel a distance of at least 10 KM.

Stations with small radius of action are typically urban center. These stations are also considered trip destination stations. Universidad and Domenech stations have the smaller radius of influence, where 85% of the users are moving a distance of at least 0.76 KM from the station.

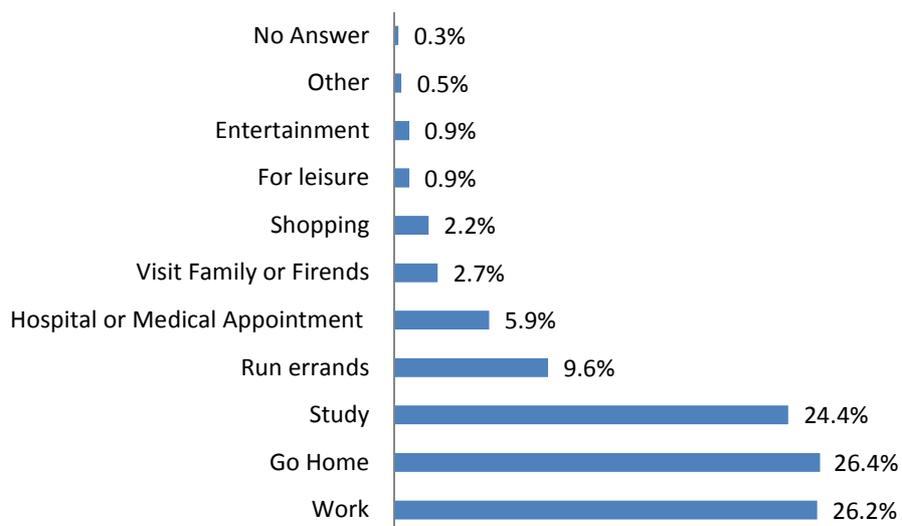
Table 3.9: Tren Urbano Stations Radius of Action

Station	85 Percentile	Average
	Radius of Influence (KM)	Radius of Influence (KM)
01 Bayamón	10.21	4.76
02 Deportivo	6.36	3.24
03 Jardines	3.00	1.35
04 Torrimar	3.91	2.22
05 Martínez Nadal	5.56	4.04
06 Las Lomas	3.18	1.36
07 San Francisco	2.99	1.43
08 Centro Médico	2.84	1.25
09 Cupey	2.82	2.47
10 Río Piedras	2.59	3.21
11 Universidad	0.33	0.34
12 Piñero	1.17	1.88
13 Domenech	0.76	0.66
14 Roosevelt	1.66	1.32
15 Hato Rey	1.59	1.00
16 Sagrado Corazón	3.88	2.29

3.15 Trip Purpose

As presented in Figure 3.18, 26.4% of the interviewed passengers used Tren Urbano to return to their residence, 26.2% used the Tren Urbano to travel to work and 24.4% used the system with educational centers as their primary destination. Other trip purposes were: 9.6% run errands and 6% to visit doctors and hospitals.

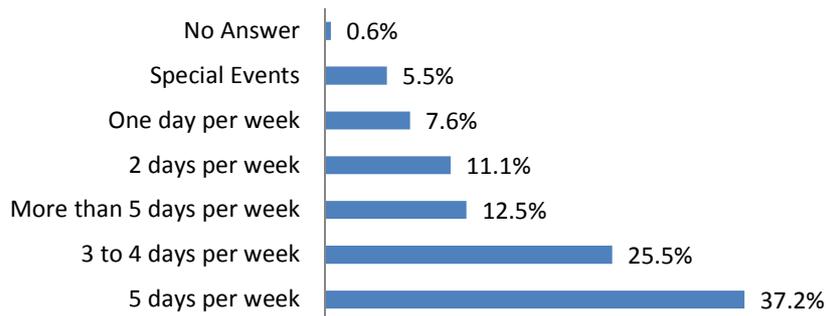
Figure 3.18: Trip Purpose



3.16 Users Travel Frequencies

As presented in Figure 3.19, 75.2% of the surveyed customers use Tren Urbano 3 days per week or more. This percentage is distributed as follows: 37.2% use the Tren Urbano 5 days per week, 12.5% travel on Tren Urbano more than 5 days per week and 25.5% ride 3 to 4 days per week. Another 11.1% use the Tren Urbano 2 days per week, 7.6% use the Tren Urbano 1 day per week and only 5.5% use the Tren Urbano only for special events.

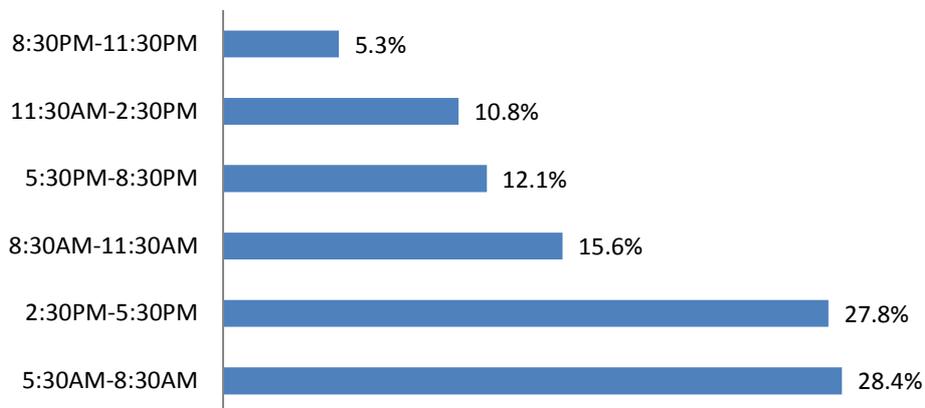
Figure 3.19 Tren Urbano User Travel Frequencies



3.17 Users Typical Boarding Time Urbano

The users were asked about the time that they typically use Tren Urbano. As presented in Figure 3.20 the 28.2% indicate that they use Tren Urbano during the morning rush period from 5:30AM to 8:30 AM. 27.8% use Tren Urbano during the afternoon rush period from 2:30 PM to 5:30 PM which is similar to the morning hour. The time period from 8:30 PM to 11:30PM was when the least number of persons indicated that they use Tren Urbano. A total of 5.3% of persons indicated that they use Tren Urbano during this period. Figure 3.20 presents the distribution of the time in which the customers typically use Tren Urbano.

Figure 3.20 Users' Typical Boarding Time



4. TREN URBANO USER PROFILE BY PERIOD

This section presents data regarding usage by time of day based on the answer of the question 11 of the Title VI Survey Questionnaire. This information is useful to understand the composition of system users and their needs during the day. Based on the obtained results, the profile of the Tren Urbano user is consistent throughout the day. Most noticeable changes were observed after 5:30 PM.

4.1 Gender, Age and Users with Disabilities

There are stark differentiations in user profile by time of day along gender and age classifications. As presented in Table 4.1, between 5:30 AM to 5:30 PM more than 55% of users are females while in the period from 5:30 PM to 11:30 PM most users are males.

The user age ranges maintain a similar behavior throughout the day until 5:30 PM. After this time the proportion of people over 65 decreased from a ratio of more than 5% before 5:30 PM to less than 3% after 5:30 PM. The proportion of age ranges from 15 to 24 years and 25 to 34 years increased from 29% before 5:30 PM to 40% after 5:30 PM.

The proportion of people with disabilities remained constant throughout the day, although after 5:30 PM the number drops slightly.

Table 4.1 Gender, Age and Users with Disabilities

		5:30 AM to 8:30 AM	8:30AM to 11:30 AM	11:30 AM to 2:30 PM	2:30 PM to 5:30 PM	5:30 PM to 8:30 PM	8:30 PM to 11:30 PM
Gender	Female	55.4%	61.8%	59.0%	56.1%	49.2%	44.6%
	Male	44.6%	38.2%	41.0%	43.9%	50.8%	55.4%
Age	Less than 15 years	0.3%	0.3%	0.4%	0.5%	0.0%	0.0%
	15 to 24 years	36.2%	39.4%	41.4%	39.5%	33.1%	37.5%
	25 to 34 years	15.6%	18.0%	18.5%	15.8%	21.3%	25.0%
	35 to 44 years	15.8%	11.0%	10.6%	12.7%	20.5%	14.3%
	45 to 54 years	14.6%	11.3%	12.8%	13.6%	13.8%	7.1%
	55 to 59 years	7.6%	5.8%	3.5%	6.3%	4.3%	8.0%
	60 to 64 years	3.9%	5.8%	4.8%	5.3%	3.9%	7.1%
	65 to 74 years	2.9%	3.4%	4.4%	3.3%	2.0%	0.9%
	75 to 84 years	2.0%	2.4%	2.2%	1.9%	0.8%	0.0%
85 years or more	0.3%	0.3%	0.4%	0.3%	0.0%	0.0%	
Not Answered	0.8%	2.1%	0.9%	0.9%	0.4%	0.0%	
Users with Disabilities	Yes	5.7%	5.5%	6.6%	5.3%	3.5%	3.6%
	No	91.9%	89.9%	91.2%	92.5%	94.9%	94.6%
	Not Answer	2.3%	4.6%	2.2%	2.2%	1.6%	1.8%

4.2 Ethnicity and Race

The ethnicity of Tren Urbano users remains constant throughout the day. Overall more than 86% of users during the day are Puerto Ricans, after 5:30 PM this proportion increases to more than 92%. As shown in Table 4.2, the proportion of Dominican users peak during two distinct periods of the day. The first peak is from 5:30 AM to 8:30 AM with a 9.2% Dominican users with a second peak of 8.9% between 2:30 PM and 5:30 PM. Outside these hours this group maintains an average profile of close to 6%.

The race distribution of the users practically does not vary throughout the day. Most users (55%) self-identify as white. 25% of the users who typically use the system during the day are Black or Afro-Americans, but during the period from 8:30 a.m. to 11:30 a.m. and the period of 8:30 PM to 11:30 PM this proportion was close 15% of users.

Table 4.2 Users Ethnicity and Race

		5:30 AM to 8:30 AM	8:30AM to 11:30 AM	11:30 AM to 2:30 PM	2:30 PM to 5:30 PM	5:30 PM to 8:30 PM	8:30 PM to 11:30 PM
Ethnic Origin	Puerto Rican	86.9%	88.7%	87.7%	87.8%	92.1%	93.8%
	Dominican	9.2%	5.8%	6.6%	8.9%	4.3%	1.8%
	Other Hispanic	1.8%	2.4%	2.2%	1.9%	2.4%	3.6%
	Non Hispanic	1.5%	1.2%	1.8%	0.9%	0.8%	0.9%
	Not Answered	0.5%	1.8%	1.8%	0.5%	0.4%	0.0%
Race	White	55.5%	54.7%	53.3%	56.8%	57.9%	58.0%
	Black or Afroamerican	27.2%	15.3%	23.3%	26.2%	20.1%	14.3%
	Latino	10.6%	19.3%	10.1%	10.1%	13.4%	16.1%
	Other	4.0%	7.0%	10.6%	4.3%	5.9%	8.0%
	Not Answered	2.7%	3.7%	2.6%	2.6%	2.8%	3.6%

4.3 Household Income, Car Ownership and Educational Level

Users' household income varies little throughout the day. The largest concentration of persons using the train by time of day correlated by income occurs between 11:30 AM and 2:30 PM when 35% of riders earn less than \$10,000/year. During the remainder of operating hours, this income group approximately represents the 27% of the users. As shown in Table 4.3, during periods of 8:30 a.m. to 11:30 a.m. and 11:30 a.m. to 2:30 PM less than 0.5% of users have income greater than \$ 100,000, while during other periods of the day this group increases to nearly 2%.

As previously mentioned, users who own a car are an indicator of the number of customers by conviction. As shown in Table 4.3, more than a 51% of the costumers that use the Tren Urbano from 8:30 AM to 11:30 PM and from 5:30 PM until-11:30 PM have their own car. This statistic indicates that these customers are using the Tren Urbano by conviction, because they prefer to use the system to reach to their destinations, despite having a car to perform their trips.

The educational level of the Tren Urbano users has a quite similar behavior throughout the day.

Table 4.3 Household Income, Car Ownership and Educational Level

		5:30 AM to 8:30 AM	8:30AM to 11:30 AM	11:30 AM to 2:30 PM	2:30 PM to 5:30 PM	5:30 PM to 8:30 PM	8:30 PM to 11:30 PM
Household Income	Less than \$10,000	27.7%	28.4%	34.8%	28.1%	20.9%	29.5%
	\$10,000 to \$14,999	12.4%	12.2%	12.3%	13.2%	9.4%	8.0%
	\$15,000 to \$ 24,999	16.4%	13.1%	11.5%	15.6%	15.0%	16.1%
	\$25,000 to \$34,999	7.6%	6.4%	5.7%	7.2%	9.1%	9.8%
	\$35,000 to \$49,999	5.9%	8.3%	6.6%	5.5%	8.3%	5.4%
	\$50,000 to \$74,999	4.2%	5.2%	3.1%	3.6%	7.1%	4.5%
	\$75,000 to \$99,999	4.0%	3.1%	2.6%	2.9%	4.3%	4.5%
	More than \$100,000	1.2%	0.6%	0.0%	2.1%	1.2%	1.8%
Not Answer	20.6%	22.6%	23.3%	21.8%	24.8%	20.5%	
Users own a car	Yes	48.2%	51.7%	46.3%	43.9%	57.9%	55.4%
	No	51.5%	48.0%	52.9%	55.9%	41.7%	44.6%
	Not Answer	0.3%	0.3%	0.9%	0.2%	0.4%	0.0%
Educational Level	Without High	5.4%	4.6%	3.5%	6.3%	3.5%	5.4%
	High School	18.0%	17.7%	23.8%	19.2%	8.7%	16.1%
	1 to 2 Years University Studies	27.2%	30.3%	30.0%	30.2%	29.5%	25.9%
	Professional Career	1.0%	1.2%	2.6%	1.2%	1.2%	2.7%
	Associate Degree	12.8%	9.5%	10.6%	10.1%	10.2%	9.8%
	Bachelor Degree	23.3%	22.6%	16.7%	21.3%	28.7%	22.3%
	Master Degree	7.9%	7.6%	8.8%	6.9%	13.0%	12.5%
	Doctoral Degree	1.7%	3.1%	2.2%	2.4%	2.4%	4.5%
	Not Answer	2.9%	3.4%	1.8%	2.4%	2.8%	0.9%

4.4 Users Travel Frequency and Used Fares

Most of the persons that use Tren Urbano five days per week do so during peak hours. As presented in Table 4.4, 46.8% of the morning customers (5:30 AM to 8:30 AM) and 41.9% of afternoon customers (2:30 PM to 5:30 PM) use the system 5 days per week. Persons that used Tren Urbano occasionally or during special events are typically observed between 8:30 AM and 2:30 PM representing 7% of the users.

Tren Urbano customers fare preference maintains a fairly constant pattern throughout the day. Overall more than 50% of users opt for regular fare. Unlimited passes represent 11% of the passengers who typically use Tren Urbano during different periods of the day, except for the period from 8:30 AM to 2:30 PM, with less than 6.7% of the costumers using unlimited passes to pay their trips. The reduced fare tickets plans maintain a fairly constant behavior throughout the day.

Table 4.4 TU Users Travel Frequency and Used Fares

		5:30 AM to 8:30 AM	8:30AM to 11:30 AM	11:30 AM to 2:30 PM	2:30 PM to 5:30 PM	5:30 PM to 8:30 PM	8:30 PM to 11:30 PM
Travel Frequency	2 days per week	7.7%	11.6%	16.7%	9.3%	9.8%	13.4%
	3 to 4 days per	22.8%	28.1%	30.4%	27.8%	26.8%	23.2%
	5 days per week	46.8%	30.6%	26.4%	41.9%	38.2%	33.9%
	More than 5 days	13.3%	16.8%	11.0%	11.5%	16.9%	25.0%
	Only on special	2.7%	7.6%	7.0%	3.1%	3.9%	1.8%
	1 day per week	6.4%	4.9%	8.4%	6.2%	3.9%	2.7%
	Not Answer	0.3%	0.3%	0.0%	0.3%	0.4%	0.0%
Used Fare	Regular Fare	52.3%	52.0%	54.2%	52.1%	58.7%	52.7%
	Unlimited Passes	10.4%	6.7%	4.0%	9.6%	11.0%	11.6%
	Corporate Passes	2.2%	1.8%	1.3%	2.1%	2.4%	0.9%
	Student	27.5%	29.1%	30.8%	27.8%	20.1%	25.0%
	Persons with	1.0%	2.1%	0.9%	1.4%	2.0%	2.7%
	Senior (60 to 74	3.2%	5.5%	6.6%	4.1%	3.9%	7.1%
	Golden Age (75 or more years)	2.3%	2.4%	1.8%	2.2%	0.8%	0.0%
	Other	1.0%	0.3%	0.4%	0.7%	1.2%	0.0%

5. COMPARISON TO 2012 SURVEY

This section of the study evaluates how the User Profile and Travel Patterns have changed during the last years. This is accomplished by comparing the responses to the questions in common between this study and the 2012 study.

The results in this section are presented in two subsections: Socio-Demographic Characteristics and User Trips Patterns. The Socio-Demographic Characteristics subsection compares the following parameters: Gender, Age, Race, Ethnicity, Household Income, Educational Level, Users with Disabilities, Civil Status and Language. The Trips Patterns subsection compares the following parameters: Transportation Method Used to get to the Stations, Trip Purpose, Travel Frequency and Discount Fare usage.

5.1 Socio-demographic characteristics of the Tren Urbano users

The results of the social-demographic characteristics of the Tren Urbano users are similar to the 2012 survey. Characteristics that observed the highest variation were user race, ethnicity origins and educational level.

As presented in Table 5.1, Male users increased 3% in comparison to the 2012 survey while the female user profile decreased by that same amount.

Table 5.1 Gender

Gender	2015	2012	Change
Male	44%	41%	3%
Female	56%	59%	-3%

The Tren Urbano User Age distribution practically did not change in comparison to the 2012 Survey. The range with highest variation was the 15 to 24 years, which increased 7% in comparison to the 2012. Table 5.2 presents in more detail the age range comparison against the 2012 survey.

Table 5.2 Users Age

Age Range	2015	2012	Change
15 year or less	0.4%	2.0%	-1.6 %
from 15 to 24 years	37.6%	30.6%	7.0%
from 25 to 34 years	16.8%	18.6%	-1.8%
from 35 to 44 years	13.8%	15.9%	-2.1%
from 45 to 54 years	13.8%	16.3%	-2.5%
from 55 to 59 years	6.1%	5.6%	0.5%
from 60 to 64 years	4.5%	4.2%	0.3%
from 65 to 74 years	3.6%	4.2%	-0.6%
from 75 to 84 years	2.1%	1.6%	0.5%
from 85 years or more	0.3%	0.7%	-0.4%
No Opinion	1%	0.3%	0.7%

During the 2015 survey, the question about race received the highest variation when compared to the 2012 survey. During this year's survey many users opted to use the other field, where they answered that their race was Latino (13 %) or Hispanic (2%). Even so most users (55%) say they are white for a 13% reduction compared with 2012. Users who say that they are black represent 22% of interviewed customers for an increase of 3% compared to the 2012. Table 5.3 presents in more detail the age range comparison against the 2012 survey.

Table 5.3 Users Race

Race	2015	2012	Change
White	55%	68%	-13%
Black or Afro-American	22%	19%	3%
Latino	14%	1%	13%
Hispanic	2%	0%	2%
Others	4%	7%	-3%
Not Answered	4%	5%	-2%

Within the 2015 survey most of the Tren Urbano users self-identified as Hispanic. 86% of users say that they are Hispanic for a reduction of 12% compared to 2012. During this year's survey 13% of respondents did not answer this question for an increase of 12% compared with 2012. Table 5.4 presents the comparative analysis.

Table 5.4 Ethnicity

Hispanic	2015	2012	Change
Yes	86%	98%	-12%
No	1%	1%	0%
Not Answered	13%	1%	12%

The Tren Urbano user's household Income remains similar to the 2012 survey. Users with an annual income greater than \$50,000 increased a 6% in comparison to the 2012 survey. Table 5.5 presents the comparative analysis in more detail.

Table 5.5 Tren Urbano Household Income

Income Range	2015	2012	Change
Less Than \$10,000	29%	32%	-3%
from \$10,000 to \$14,999	12%	13%	-1%
from \$15,000 to \$ 24,999	15%	14%	1%
from \$25,000 to \$ 34,999	7%	10%	-3%
from \$35,000 to \$49,999	7%	4%	3%
from \$50,000 or more	9%	3%	6%
Not Opinion	21%	24%	-3%

The Tren Urbano highest level of education parameter indicates that the majority of the users are professionals and students. As presented in Table 5.6 the user's highest level of education has a significant change in comparison to the 2012 study with respect to following groups: High School, 1 to 2 Years University Studies and Without High School. The other groups do not observe relevant changes in comparison to the 2012 survey.

Table 5.6 Tren Urbano Highest Level of Education

Group	2015	2012	Change
Without High School	5%	13%	-8%
High School	19%	26%	-7%
1 to 2 Years University Studies	29%	13%	16%
Professional Career	1%	3%	-2%
Associate Degree	11%	12%	-1%
Bachelor Degree	22%	24%	-2%
Master Degree	8%	6%	2%
Doctoral Degree	2%	2%	0%
Not Opinion	3%	1%	2%

There was no significant change in users with disabilities or within civil status or language parameters as compared to the 2012 survey. See Tables 5.7, 5.8 and 5.9.

Table 5.7 Users with Disabilities

User with Disabilities	2015	2012	Change
Yes	5%	5%	0%
No	92%	90%	2%
Not Answered	3%	5%	-2%

Table 5.8 Civil Status

Status	2015	2012	Change
Married	23%	25%	-2%
Divorced	7%	5%	2%
Single	65%	61%	4%
Widowed	3%	3%	0%
Not Opinion	6%	5%	1%

Table 5.9 Language

Language	2015	2012	Change
Spanish	95%	94%	1%
English	2%	2%	0%
Spanish and English	3%	3%	0%
Others	0%	0%	0%
Not Answered	0%	1%	-1%

5.2 Tren Urbano users Trips Patterns

The trip patterns of Tren Urbano users have minimum changes in comparison to the 2012 survey. The most relevant change was observed in the arrival modal distribution. The amount of users that get to the stations via AMA or Metrobus decreased from 17% in 2012 to 10% in 2015. Table 5.10 summarizes the modal distribution changes in comparison to the 2012 survey.

Table 5.10 Tren Urbano Arrival Modal Distribution

Mode	2015	2012	Change
Personal Car	30%	30%	0%
Walking	31%	30%	1%
AMA/Metrobus	10%	17%	-7%
Kiss & Ride	20%	13%	7%
Públicos	4%	6%	-2%
Other	4%	4%	0%

As presented in Table 5.11 the Tren Urbano users trip purpose observed a significant change in comparison to the 2012 study within the Go to Work category, decreasing 14% and within the Get Home, increasing 18%. The other groups do not present relevant changes in comparison to the 2012 study.

Table 5.11 Tren Urbano Users Trip Purpose

Purpose	2015	2012	Change
Get Home	26%	8%	18%
Go to Work	26%	40%	-14%
To Study/ Go to School	24%	27%	-3%
Run Errands	10%	12%	-2%
Visiting doctor or hospital	6%	7%	-1%
Visiting Friends or Family	3%	1%	2%
Go Shopping	2%	1%	1%
For leisure	1%	2%	-1%
Other	2%	1%	1%

As presented in table 5.12, the amounts of costumers that use the train 4 days per week increase a 7% in comparison to the 2012 study. Also it is observed a reduction in the customers who use the train more than 5 days per week (-6%) and 5 days a week (-5%).

Table 5.12 Tren Urbano Users Travel Frequency

Frequency	2015	2012	Change
5 days per week	37%	42%	-5%
3 to 4 days per week	26%	19%	7%
more than 5 days per week	13%	18%	-6%
1 day per week	11%	8%	3%
2 days per week	8%	7%	1%
Only on special events	5%	4%	1%
Not answer	1%	2%	-2%

The Discount Fare usage does not present a significant change in comparison to the 2012 survey. Table 5.13 presents the comparisons between the 2015 survey and the 2012 survey.

Table 5.13 Tren Urbano Users Discount Fare Usage

Fare	2015	2012	Change
Senior (60 a 74 years)	6%	4%	2%
Students	25%	29%	-4%
Person with a Disability	2%	1%	1%
Super Senior (75 years or More)	2%	1%	1%
Regular Fare and Unlimited Passes	63%	63%	0%
Other or not answer	3%	2%	1%

ADDENDUM I: TITLE VI REQUIREMENTS SURVEY QUESTIONNAIRE



Encuesta de Requerimiento Programa Título VI



Fecha / Marzo /2015 Hora Cuestionario# Encuestador:

Estacion: Bayamón Deportivo Jardines Torrimar Martínez Nadal Las Lomas San Francisco Centro Médico
 Cupey Río Piedras Universidad Piñero Domenech Roosevelt Hato Rey Sagrado Corazón

I. Patrones de Viaje y uso del Tren Urbano

- Tiene Auto Propio: Sí No No Contestó
- ¿Cuántos autos hay en su hogar?
- ¿Qué tipo de pase del TU utiliza?
 Tarifa Regular (\$1.50) Estudiantes
 Edad Dorada (60 a 74 años) Corporativo
 Personas mayores de 75 años Participantes de Medicare
 Personas con impedimento Pase 1 Día (\$5.00)
 Pase 7 Días (\$15) Pase 30 Días (\$50)
 Pase 90 Días (\$90) Otro:
 No Contestó
- ¿En cuál Municipio reside?:
- Indique el barrio o sector donde reside:
- ¿Qué método de transportación utilizó para llegar a esta estación?
 Caminando Pon
 Auto propio Motora
 AMA Trolley
 Metrobús Metro Urbano
 Acuaxpresos Carro Público
 Taxi Bicicleta
 No Contestó Otro
- ¿En cuál estación termina su viaje?
 Bayamón Deportivo Jardines Torrimar Martínez Nadal Las Lomas
 San Francisco Centro Médico Cupey Río Piedras Universidad
 Piñero Domenech Roosevelt Hato Rey Sagrado Corazón
- ¿Cuál es su destino final? (Edificio, barrio, sector o punto de referencia):
- Indique el propósito principal de su viaje:
 Trabajo Diligencias
 Compras Estudiar
 Cita Doctor u Hospital De paseo
 Entretenerse Ir a la casa
 Visita a familiares y amigos
 Otro
- Indique con qué frecuencia utiliza el Tren Urbano
 Un día a la semana 5 días a la semana
 2 días a la semana Más de 5 días por semana
 3 a 4 días a la semana En eventos especiales
- Indique en que horario típicamente utiliza el Tren Urbano (puede marcar más de una)
 5:30 AM a 8:30 AM 2:30 PM a 5:30 PM
 8:30 AM a 11:30 AM 5:30 PM a 8:30 PM
 11:30 AM a 2:30 PM 8:30 PM a 11:30 PM

II. Perfil Socio-Económico de los Usuarios

- Género: Femenino Masculino
 - Personas con impedimento:
 Sí No No Contestó
 - ¿Es la persona de origen hispano, latino o español?:
 Sí puertorriqueño Sí, dominicano
 Sí Cubano Sí, mexicano
 Sí, Otro: No es Hispano o Latino
 No Contestó
 - Indique su raza
 Blanco
 Negro o Afroamericano
 Indio Americano o nativo de Alaska
 Nativo Hawaiano o Isleño del Pacífico
 Asiático
 Otra Raza
 Se identifica con dos o mas
 Sin Opinión
 - Indique su idioma principal
 Español Inglés Otro
 - Indique su estado civil:
 Soltero Casado Viudo
 Divorciado No Contestó
 - Indique su edad:
 15 años o menos de 55 a 59 años
 de 15 a 24 años de 60 a 64 años
 de 25 a 34 años de 65 a 74 años
 de 35 a 44 años de 75 a 84 años
 de 45 a 54 años de 85 años o más
 No Contestó
 - ¿Cuántas personas viven en su hogar?
 - Nivel Educativo más alto alcanzado:
 Sin diploma escuela superior Grado Profesional
 Con diploma escuela superior Grado Asociado
 1 a 2 años de estudios universitarios Bachillerato
 Maestría Doctorado
 No Contestó
 - Indique el ingreso del hogar
 Menos de \$10,000 de \$25,000 a \$34,999
 de \$10,000 a \$14,999 de \$35,000 a \$49,999
 de \$15,000 a \$24,999 de \$50,000 a \$74,999
 de \$75,000 a \$99,999 de \$100,000 a \$149,999
 de \$150,000 a \$199,999 \$200,000 ó más
 No Contestó
- Comentarios:

ADDENDUM II: TREN URBANO USERS RESIDENCE MUNICIPALITY

Municipality	Frequency	%
San Juan	406	38.01%
Bayamón	294	27.53%
Guaynabo	120	11.24%
Toa Baja	52	4.87%
Toa Alta	41	3.84%
Carolina	27	2.53%
Dorado	23	2.15%
Trujillo Alto	19	1.78%
Cataño	15	1.40%
Caguas	11	1.03%
Unknow	9	0.84%
Naranjito	8	0.75%
Corozal	4	0.37%
Barranquitas	3	0.28%
Gurabo	3	0.28%
Vega Baja	3	0.28%
Cidra	2	0.19%
Luquillo	2	0.19%
Morovis	2	0.19%
Orocovis	2	0.19%

Municipality	Frequency	%
Ponce	2	0.19%
Quebradillas	2	0.19%
Vega Alta	2	0.19%
Aguada	1	0.09%
Aguadilla	1	0.09%
Aguas Buenas	1	0.09%
Canóvanas	1	0.09%
Comerio	1	0.09%
Cupey	1	0.09%
Fajardo	1	0.09%
Hato Rey	1	0.09%
Isabela	1	0.09%
Juncos	1	0.09%
Loiza	1	0.09%
Manatí	1	0.09%
Río Grande	1	0.09%
Salinas	1	0.09%
Utua	1	0.09%
Yabucoa	1	0.09%

ADDENDUM III: TREN URBANBO USERS BY NEIGHBORHOOD

Municipality-Neighborhood	Frequency	%
San Juan, Río Piedras	78	7.30%
San Juan, Santurce	54	5.06%
Bayamón, Unknown	41	3.84%
San Juan, Hato Rey	34	3.18%
Bayamón, Santa Juanita	22	2.06%
San Juan, Las Lomas	22	2.06%
Bayamón, Jardines de Caparra	19	1.78%
San Juan, Barrio Obrero	19	1.78%
San Juan, Puerto Nuevo	18	1.69%
San Juan, Unknown	18	1.69%
Bayamón, Lomas Verdes	16	1.50%
Guaynabo, Unknown	16	1.50%
Bayamón, Rexville	14	1.31%
San Juan, Cupey	14	1.31%
San Juan, Villa Palmeras	12	1.12%
Bayamón, Pueblo (centro)	11	1.03%
Bayamón, Santa Rosa	11	1.03%
Bayamón, Sierra Bayamón	11	1.03%
Guaynabo, Torrimar	11	1.03%
San Juan, Caparra Terrace	11	1.03%
San Juan, Viejo San Juan	9	0.84%
Toa Baja, Levittown	9	0.84%
Unknown	9	0.84%
Bayamón, Hato Tejas	8	0.75%
Toa Baja, Sabana Seca	8	0.75%
Bayamón, Río Hondo	7	0.66%
Dorado, Higuillar	7	0.66%
Guaynabo, Pueblo (centro)	7	0.66%
Toa Alta, Unknown	7	0.66%
Cataño, Las Vegas	6	0.56%
San Juan, Reparto Metropolitano	6	0.56%
Toa Baja, Unknown	6	0.56%
Bayamón, Bayamón Gardens	5	0.47%
Bayamón, Urbanización	5	0.47%
Carolina, Country Club	5	0.47%
Dorado, Unknown	5	0.47%
San Juan, Altamesa	5	0.47%
San Juan, San Francisco	5	0.47%
San Juan, Santa Rita	5	0.47%
Toa Alta, Toa Alta Heights	5	0.47%
Toa Baja, Candelaria	5	0.47%
Bayamón, Cerro Gordo	4	0.37%
Bayamón, Forest Hills	4	0.37%

Municipality-Neighborhood	Frequency	%
Bayamón, Guaraguao	4	0.37%
Bayamón, Hermanas Dávila	4	0.37%
Bayamón, Santa Monica	4	0.37%
Guaynabo, Guaraguao	4	0.37%
Guaynabo, Martínez Nadal	4	0.37%
Guaynabo, San Patricio	4	0.37%
Guaynabo, Santa Rosa III	4	0.37%
San Juan, Caimito	4	0.37%
San Juan, Miramar	4	0.37%
Toa Alta, Monte Casino	4	0.37%
Bayamón, Bayamón Pueblo	3	0.28%
Bayamón, Bo. Pájaros	3	0.28%
Bayamón, Flamboyán Gardens	3	0.28%
Bayamón, Juan Sánchez	3	0.28%
Bayamón, Royal Town	3	0.28%
Bayamón, Santa Olaya	3	0.28%
Bayamón, Sta. Juanita	3	0.28%
Caguas, Unknown	3	0.28%
Carolina, Los Ángeles	3	0.28%
Dorado, Pueblo (centro)	3	0.28%
Guaynabo, Amelia	3	0.28%
Guaynabo, Santa Maria	3	0.28%
San Juan, Condado	3	0.28%
Toa Baja, Covadonga	3	0.28%
Toa Baja, Pueblo (centro)	3	0.28%
Trujillo Alto, Unknown	3	0.28%
Bayamón, Alturas de Flamboyán	2	0.19%
Bayamón, Ave. Barbosa	2	0.19%
Bayamón, Bella Vista	2	0.19%
Bayamón, Bo. Juan Sánchez	2	0.19%
Bayamón, Bo. Nuevo	2	0.19%
Bayamón, Cortijo	2	0.19%
Bayamón, Flamingo Hills	2	0.19%
Bayamón, Río Bayamon	2	0.19%
Bayamón, Sierra Linda	2	0.19%
Bayamón, Versalles	2	0.19%
Bayamón, Villa Rica	2	0.19%
Carolina, Escorial	2	0.19%
Carolina, Unknown	2	0.19%
Carolina, Villa Carolina	2	0.19%
Cataño, Pueblo (centro)	2	0.19%
Cataño, Unknown	2	0.19%

Municipality-Neighborhood	Frequency	%
Guaynabo, Bo. Hato Nuevo	2	0.19%
Guaynabo, Bo. Mamey II	2	0.19%
Guaynabo, Canta Gallo	2	0.19%
Guaynabo, Caparra	2	0.19%
Guaynabo, Jardines de Caparra	2	0.19%
Guaynabo, Juan Domingo	2	0.19%
Guaynabo, Parkville	2	0.19%
Guaynabo, Piedras Blancas	2	0.19%
Guaynabo, Tortugo	2	0.19%
Naranjito, Bo. Nuevo	2	0.19%
Orocovis, Bo. Gato	2	0.19%
San Juan, Ave. Barbosa	2	0.19%
San Juan, Bo. Buen Consejo	2	0.19%
San Juan, Buena Vista	2	0.19%
San Juan, Country Club	2	0.19%
San Juan, Cupey Bajo	2	0.19%
San Juan, Dos Pinos	2	0.19%
San Juan, Las Cumbres	2	0.19%
San Juan, Paseo de Diego	2	0.19%
San Juan, Piñero	2	0.19%
San Juan, Res. Jardines del Paraíso	2	0.19%
San Juan, Sagrado Corazón	2	0.19%
San Juan, Santiago Iglesias	2	0.19%
San Juan, Urbanización	2	0.19%
San Juan, Villa Prades	2	0.19%
San Juan, Vista Hermosa	2	0.19%
Toa Alta, Bo. Piñas	2	0.19%
Toa Alta, Bucarabones	2	0.19%
Toa Alta, Quebrada Cruz	2	0.19%
Toa Alta, Rexville	2	0.19%
Toa Baja, Bo. Macon	2	0.19%
Toa Baja, Bo. Pájaros	2	0.19%
Toa Baja, Río Piedras	2	0.19%
Trujillo Alto, El Conquistador	2	0.19%
Trujillo Alto, Carraizo	2	0.19%
Trujillo Alto, Pueblo (centro)	2	0.19%
Aguada, Piedras Blancas	1	0.09%
Aguadilla, Unknown	1	0.09%
Aguas Buenas, Jagueyes	1	0.09%
Barranquitas, Las Orquideas	1	0.09%
Barranquitas, Pueblo (centro)	1	0.09%
Barranquitas, Quebrada Grande	1	0.09%
Bayamón, Bella Vista	1	0.09%
Bayamón, Country State	1	0.09%

Municipality-Neighborhood	Frequency	%
Bayamón, Flamboyán Gardens	1	0.09%
Bayamón, Forrest View	1	0.09%
Bayamón, La Milagrosa	1	0.09%
Bayamón, Lomas Verdes	1	0.09%
Bayamón, Los Almendros	1	0.09%
Bayamón, Los Faroles	1	0.09%
Bayamón, Parque San Miguel	1	0.09%
Bayamón, Royal Town	1	0.09%
Bayamón, Alturas de Bayamón	1	0.09%
Bayamón, área Rural	1	0.09%
Bayamón, Ave. Betances	1	0.09%
Bayamón, Betances	1	0.09%
Bayamón, Bo. Minillas	1	0.09%
Bayamón, Brisas	1	0.09%
Bayamón, Buena Vista	1	0.09%
Bayamón, Bulevard del Río	1	0.09%
Bayamón, Calle Santa Cruz	1	0.09%
Bayamón, Cana	1	0.09%
Bayamón, Canton Mall	1	0.09%
Bayamón, Carr. 167	1	0.09%
Bayamón, Carretera 174	1	0.09%
Bayamón, Cerro Bayamon	1	0.09%
Bayamón, Challets de Bayamon	1	0.09%
Bayamón, China	1	0.09%
Bayamón, Colinas del Sol	1	0.09%
Bayamón, Comercio	1	0.09%
Bayamón, Cond. Riverside	1	0.09%
Bayamón, Covadonga	1	0.09%
Bayamón, Dajous	1	0.09%
Bayamón, El Plantio	1	0.09%
Bayamón, Jdnes de Bayamón	1	0.09%
Bayamón, Las Lomas	1	0.09%
Bayamón, Magnolia	1	0.09%
Bayamón, Minilla	1	0.09%
Bayamón, Miraflores	1	0.09%
Bayamón, Monte Claro	1	0.09%
Bayamón, Monte Frío	1	0.09%
Bayamón, Project Town	1	0.09%
Bayamón, Quintas del Norte	1	0.09%
Bayamón, Regional	1	0.09%
Bayamón, Río Piedras	1	0.09%
Bayamón, Río Plantation	1	0.09%
Bayamón, River Park	1	0.09%
Bayamón, Riverview	1	0.09%

Municipality-Neighborhood	Frequency	%
Bayamón, San Agustín	1	0.09%
Bayamón, San Fernando	1	0.09%
Bayamón, San José	1	0.09%
Bayamón, Santa Cruz	1	0.09%
Bayamón, Sector 3 Calles	1	0.09%
Bayamón, Sector Los Gobeos	1	0.09%
Bayamón, Sector Montesino	1	0.09%
Bayamón, Sta. Mónica	1	0.09%
Bayamón, Sto. Olaya	1	0.09%
Bayamón, UPRB	1	0.09%
Bayamón, Vanscoig	1	0.09%
Bayamón, Villa Espana	1	0.09%
Bayamón, Villa Verde	1	0.09%
Bayamón, Villas de San Miguel	1	0.09%
Bayamón, Vista Alegre	1	0.09%
Caguas, Bairoa	1	0.09%
Caguas, Barriada Morales	1	0.09%
Caguas, Caguas Sur	1	0.09%
Caguas, Los Prados	1	0.09%
Caguas, Pueblo (centro)	1	0.09%
Caguas, Vía 3	1	0.09%
Caguas, Villa Blanca	1	0.09%
Caguas, Villas de Turabo	1	0.09%
Canóvanas, Bo. Lomas	1	0.09%
Carolina, 2da. sección Villa Carolina	1	0.09%
Carolina, Carolina Heights	1	0.09%
Carolina, Jardines de Country Club	1	0.09%
Carolina, Metropolis	1	0.09%
Carolina, Miramar	1	0.09%
Carolina, Parque Cuestre	1	0.09%
Carolina, Pueblo (centro)	1	0.09%
Carolina, Rolling Hills	1	0.09%
Carolina, Sabana Abajo	1	0.09%
Carolina, Urbanización	1	0.09%
Carolina, Villa Fontana	1	0.09%
Carolina, Villa Justicia	1	0.09%
Carolina, Vista Mar	1	0.09%
Cataño, Las Vegas	1	0.09%
Cataño, Amelia	1	0.09%
Cataño, Palmas Cucharitas	1	0.09%
Cataño, Res. Rosendo Matienzo	1	0.09%
Cataño, Vietnam	1	0.09%
Cidra, Bo. Sud Arriba	1	0.09%
Cidra, Sector Rabanal	1	0.09%

Municipality-Neighborhood	Frequency	%
Comerío, Sector El Verde	1	0.09%
Corozal, Bo. Cibuco	1	0.09%
Corozal, Cibuco	1	0.09%
Corozal, Sector Julio Ortega	1	0.09%
Corozal, Unknown	1	0.09%
Cupey, Cupey Alto	1	0.09%
Dorado, Ave. Front	1	0.09%
Dorado, Bo. Higuillar	1	0.09%
Dorado, Bo. Marismilla	1	0.09%
Dorado, Dorado Playa	1	0.09%
Dorado, Guarisco	1	0.09%
Dorado, Las Calandrinias	1	0.09%
Dorado, Rio Lajas	1	0.09%
Dorado, Urbanización	1	0.09%
Fajardo, Calle Desvío	1	0.09%
Guaynabo, Mansiones Reales	1	0.09%
Guaynabo, San Ramón	1	0.09%
Guaynabo, Sierra Berdecia	1	0.09%
Guaynabo, Alto del Camaron	1	0.09%
Guaynabo, Ave. Esmeralda	1	0.09%
Guaynabo, Ave. Los Filtros	1	0.09%
Guaynabo, Ave. Washington	1	0.09%
Guaynabo, Balcones de San Pedro	1	0.09%
Guaynabo, Bello Monte	1	0.09%
Guaynabo, Bo. Buen Samaritano	1	0.09%
Guaynabo, Bo. Los Catala	1	0.09%
Guaynabo, Caimito	1	0.09%
Guaynabo, Camarones	1	0.09%
Guaynabo, Carretera #1	1	0.09%
Guaynabo, Centro	1	0.09%
Guaynabo, Cerca de la Alcaldía	1	0.09%
Guaynabo, Cerca del Colegio Rosabel	1	0.09%
Guaynabo, Cines	1	0.09%
Guaynabo, Colinas Metropolitanas	1	0.09%
Guaynabo, Comunidad Río Bayamón	1	0.09%
Guaynabo, Garden Hills	1	0.09%
Guaynabo, Guaynabo Lincoln Park	1	0.09%
Guaynabo, Las Lomas	1	0.09%
Guaynabo, Lomas	1	0.09%
Guaynabo, Los Filtros	1	0.09%
Guaynabo, Los Frailes	1	0.09%

Municipality-Neighborhood	Frequency	%
Guaynabo, Monacillos	1	0.09%
Guaynabo, Muda	1	0.09%
Guaynabo, Muñoz Rivera	1	0.09%
Guaynabo, Parcela Caneja	1	0.09%
Guaynabo, Plaza Esmeralda	1	0.09%
Guaynabo, Plaza Guayanabo	1	0.09%
Guaynabo, Plaza Torrimar I	1	0.09%
Guaynabo, Ponce de León	1	0.09%
Guaynabo, Pueblo Viejo	1	0.09%
Guaynabo, Quinta Valle	1	0.09%
Guaynabo, Reparto Vista Verde	1	0.09%
Guaynabo, Río Bayamon	1	0.09%
Guaynabo, San Ignacio	1	0.09%
Guaynabo, Santa Paula	1	0.09%
Guaynabo, Santa Rosa	1	0.09%
Guaynabo, Sector Pedro Reyes, Mamey I	1	0.09%
Guaynabo, Sonadora	1	0.09%
Guaynabo, Sunny Hills	1	0.09%
Guaynabo, Valles de Torrimar	1	0.09%
Guaynabo, Wapa TV	1	0.09%
Gurabo, El Encanto, Bo. Mamey	1	0.09%
Gurabo, La Gloria	1	0.09%
Gurabo, Res. Luis del Carmen Echevarría	1	0.09%
Hato Rey, Domenech	1	0.09%
Isabela, Pueblo (centro)	1	0.09%
Juncos, Estancias Monte Verde	1	0.09%
Loiza, Jardines en Loiza	1	0.09%
Luquillo, Vistas de Luquillo	1	0.09%
Luquillo, Unknown	1	0.09%
Manatí, Tierras Nuevas	1	0.09%
Morovis, Bo. Percha	1	0.09%
Morovis, Unibón	1	0.09%
Naranjito, Anones	1	0.09%
Naranjito, Bo. Cedro Abajo	1	0.09%
Naranjito, Cedro Abajo	1	0.09%
Naranjito, Cerro Abajo	1	0.09%
Naranjito, Guadiana	1	0.09%
Naranjito, Unknown	1	0.09%
Ponce, Unknown	1	0.09%
Ponce, Valle Real	1	0.09%
Quebradillas, Bo. Cacao	1	0.09%
Quebradillas, La #2	1	0.09%
Río Grande, Bo. Palmer	1	0.09%

Municipality-Neighborhood	Frequency	%
Salinas, Pueblo (centro)	1	0.09%
San Juan, Baldrich	1	0.09%
San Juan, La Riviera	1	0.09%
San Juan, Las Delicias	1	0.09%
San Juan, Venus Gardens	1	0.09%
San Juan, Villa Prades	1	0.09%
San Juan, Alameda	1	0.09%
San Juan, Ave. Borinquen	1	0.09%
San Juan, Ave. De Diego	1	0.09%
San Juan, Ave. San Patricio	1	0.09%
San Juan, Barriada Venezuela	1	0.09%
San Juan, Bo. Figueroa	1	0.09%
San Juan, Bo. Monacillos	1	0.09%
San Juan, Bo. Tortugo	1	0.09%
San Juan, Bo. Venezuela	1	0.09%
San Juan, Calle Francia	1	0.09%
San Juan, Calle Piñero	1	0.09%
San Juan, Camino Los Pizarros	1	0.09%
San Juan, Centro Medico	1	0.09%
San Juan, Coliseo de P.R.	1	0.09%
San Juan, Cond. El Norte Monte	1	0.09%
San Juan, Cond. French Plaza	1	0.09%
San Juan, Condominio Las Lomas	1	0.09%
San Juan, Cupey Gardens	1	0.09%
San Juan, Detras de la UMET	1	0.09%
San Juan, Domenech	1	0.09%
San Juan, El Señorial	1	0.09%
San Juan, El Viejo San Juan	1	0.09%
San Juan, Highland Park	1	0.09%
San Juan, Hipodromo	1	0.09%
San Juan, Hyde Park	1	0.09%
San Juan, La Georgetti	1	0.09%
San Juan, Los Paseos	1	0.09%
San Juan, Medias Casas Sagrado	1	0.09%
San Juan, Monacillos	1	0.09%
San Juan, Monte Sur	1	0.09%
San Juan, Montehiedra	1	0.09%
San Juan, Parada 20	1	0.09%
San Juan, Parcelas Falu	1	0.09%
San Juan, Park Gardens	1	0.09%
San Juan, Parque Monacillos	1	0.09%
San Juan, Pueblo (centro)	1	0.09%
San Juan, Puerta de Tierra	1	0.09%
San Juan, Roosevelt	1	0.09%

Municipality-Neighborhood	Frequency	%
San Juan, Sabana Llana	1	0.09%
San Juan, San Fernando	1	0.09%
San Juan, San Gerardo (Cupey)	1	0.09%
San Juan, Santurce frente laguna Condado	1	0.09%
San Juan, Santurce Parada 18	1	0.09%
San Juan, Santurce, Parada 17	1	0.09%
San Juan, Santurce, Parada 25	1	0.09%
San Juan, Supermercado Unbo	1	0.09%
San Juan, University Gardens	1	0.09%
San Juan, Villa España	1	0.09%
San Juan, Villa Nevarez	1	0.09%
San Juan, Villa Olímpica	1	0.09%
Toa Alta, Toa Linda	1	0.09%
Toa Alta, Bo. Ortiz	1	0.09%
Toa Alta, Bo. Pájaros	1	0.09%
Toa Alta, Ciudad Jardín III	1	0.09%
Toa Alta, Galateo	1	0.09%
Toa Alta, Jardines Casa Blanca	1	0.09%
Toa Alta, Los Frailes	1	0.09%
Toa Alta, Monte Sol	1	0.09%
Toa Alta, Montecasino Heights	1	0.09%
Toa Alta, Ortíz	1	0.09%
Toa Alta, Pueblo (centro)	1	0.09%
Toa Alta, Rabo del Guey	1	0.09%
Toa Alta, Río Piedras	1	0.09%
Toa Alta, Sector 4	1	0.09%
Toa Alta, Terrazas del Toa	1	0.09%
Toa Alta, Urbanización	1	0.09%
Toa Alta, Walmart La Virgencita	1	0.09%

Municipality-Neighborhood	Frequency	%
Toa Baja, Altagracia	1	0.09%
Toa Baja, Covadonga	1	0.09%
Toa Baja, El Plantío	1	0.09%
Toa Baja, Altagracia	1	0.09%
Toa Baja, Area de la Virgensita	1	0.09%
Toa Baja, Bo. Candelaria	1	0.09%
Toa Baja, Campanilla	1	0.09%
Toa Baja, Estancias de la Fuente	1	0.09%
Toa Baja, Ingenio	1	0.09%
Toa Baja, Número 2	1	0.09%
Toa Baja, Sector 26	1	0.09%
Toa Baja, Villa Calma	1	0.09%
Trujillo Alto, Interamericana	1	0.09%
Trujillo Alto, Apartamentos Interamericana	1	0.09%
Trujillo Alto, Bo. Cuevas	1	0.09%
Trujillo Alto, Bo. La Gloria	1	0.09%
Trujillo Alto, Caney	1	0.09%
Trujillo Alto, Cerca de Andalucía	1	0.09%
Trujillo Alto, Cooperativa	1	0.09%
Trujillo Alto, Fairview	1	0.09%
Trujillo Alto, Saint Just	1	0.09%
Trujillo Alto, Venus Gardens	1	0.09%
Utua, Pueblo (centro)	1	0.09%
Vega Alta, Bo. Espinosa	1	0.09%
Vega Alta, Cerro Gordo	1	0.09%
Vega Baja, Las Flores	1	0.09%
Vega Baja, Almirante Sur	1	0.09%
Vega Baja, Bo. La Trocha	1	0.09%
Yabucoa, Aguacate	1	0.09%

ADDENDUM IV: USERS DESTINATIONS AND DISTANCE FROM THE STATIONS

A. Bayamon Station

Final Destination	Frequency	Distance to Final Destination (km)	Final Destination	Frequency	Distance to Final Destination (km)
Bayamon Centro	58	0.50	Bella Vista	1	6.58
Toa Baja	5	11.62	Cataño Puente Blanco	1	3.53
UPR Bayamon	4	3.45	Cataño, Bo. Las Palmas	1	3.00
Canton Mall	3	0.37	Cierra Bayamon	1	2.14
Cataño Pueblo	3	5.50	Colegio Plaza Bayamon	1	0.50
Levittown	3	5.76	Energia Electrica Bayamon	1	0.50
Rio Piedras	3	10.98	Hato Tejas	1	3.76
Toa Baja, BO Pajaros	3	4.40	Hosp. Hermanos Melendes	1	1.07
Arecibo	2	60.00	ICPR Bayamon	1	1.07
Bayamon Guaraguao	2	4.00	Lomas Verde	1	2.92
Bayamon Minillas	2	3.45	Puertos-Dorado	1	13.28
Bayamon -Sector el 8	2	2.00	Res. Virgilio Davila	1	0.30
Centro Medico Bayamon	2	3.67	Rexville	1	5.70
Santa Rosa	2	2.00	Rio Hondo	1	2.89
Vega Alta	2	23.30	Santa Olaya	1	9.37
Alturas de Bucarabones	1	6.86	Sector Tito Torres	1	4.30
Barrio la Mancion	1	6.44	Sierra Bayamon	1	2.11
Barranquitas	1	28.17	Sierra Linda	1	3.61
Bayamon Gardens	1	3.76	Santa Juanita	1	4.30
Bayamon, Secor Los Gobeos	1	4.81	Toa Alta	1	10.09
Universidad Interamericana Bayamon	1	6.23	Toa Baja, Bo. Candelaria	1	5.76
			Tribunal Bayamon	1	0.80
			Vega Baja	1	25.16
			Villa Conteza	1	2.87

B. Deportivo Station

Final Destination	Frequency	Distance to Final Destination (km)
Deportivo	5	0.25
Santa Rosa	4	1.13
Bayamon Centro	3	0.79
Bayamon Santa Juanita	3	3.73
Tribunal De Bayamon	3	0.10
Toa Baja	2	12.50
UPR Bayamon	2	2.59
Barrio Nuevo	1	13.70
Buena Vista	1	7.98
CAMA	1	0.50
Camuy	1	76.16
Canton Mall	1	1.32
Forest Hill-Bayamon	1	1.73
Rexville	1	5.45
Santa Rosa Mall	1	0.33
Santa Teresita	1	4.50
Sector "Cerca Del Amigo"	1	1.50
Sector El Riito	1	1.00
Toa Baja, Sabana Seca	1	5.20
Van Scoy	1	7.08

C. Jardines Station

Final Destination	Frequency	Distance to Final Destination (km)
Jardines De Caparra	7	0.50
Guaynabo	1	2.00
Jardines de Caparra	1	0.50
MEPSI Center	1	0.65
UPRB. Juan Sanchez	1	1.20

D. Torrimar Station

Final Destination	Frequency	Distance to Final Destination (km)
Guaynabo	2	3.86
Torrimar	2	0.50
Garden Hills	1	1.60
Juan Domingo	1	0.50
Sagrado Corazon	1	0.50
San Patricio	1	2.40
Escuela deTorrimar	1	0.33

E. Martínez Nadal Station

Final Destination	Frequency	Distance to Final Destination (km)
Martínez Nadal	11	0.50
Guaynabo	7	3.86
Alameda Tower	2	0.33
Los Frailes	2	1.25
Altamira	1	0.88
Atlantic University College	1	2.00
Ave piñero	1	0.50
Bayamon	1	6.15
Bello Monte	1	2.22
Bo. Camarones, Guaynabo	1	6.30
Residencial Vista Hermosa	1	1.15
Encantada	1	11.50
Guaynabo City View Plaza	1	2.93
Gurabo	1	18.38
Hato Rey	1	4.81
Hospital Metropolitano	1	0.35
Las Lomas	1	0.75
Lomas Verdes	1	5.37
Monacillos	1	4.63
Urb. Muños Rivera	1	0.82
Rio Piedras	1	5.45
Sagrado Corazón	1	6.60
San Juan	1	8.00
San Patricio	1	2.00
Santa Rosa II	1	3.30
Sector Laberinto	1	8.76
Señorial	1	4.26
Banco Popular	1	0.50
Universidad	1	3.00

F. Las Lomas Station

06 Las Lomas

Final Destination	Frequency	Distance to Final Destination (km)
Las Lomas	7	0.25
Caparra Terrace	2	1.15
Santa Rita	2	3.90
Santiago Iglecias	2	1.00
Cerca de la Estacion	1	0.30
Farmacia Yarimar	1	0.08
Departamento de Hacienda, Viejo San Juan	1	8.70
Res. Villa España	1	0.50
Rio Piedras	1	4.75
SAN PATRICIO	1	2.19
Santurce-Barrio Obrero	1	6.00
Trabajo en Colegio	1	0.50
Urb. Altamesa	1	0.83

G. San Francisco Station

Final Destination	Frequency	Distance to Final Destination (km)
San Francisco, Rio Piedras	6	0.50
Fondo del Seguro del Estado	4	0.10
Domenech	2	3.70
Hosp De Veteranos	2	0.45
Puerto Nuevo	2	2.67
Vista Hermosa	2	0.80
AMA	1	0.40
Ave. San Patricio	1	0.40
Bo. Barrazas Carolina	1	17.75
Caguas	1	17.97
Caparra Terrace	1	1.00
Cupey	1	2.18
Guaynabo	1	4.70
Monacillos	1	3.44
Res. Vista Hermosa	1	0.80
Rio Piedras	1	3.64
Sagrado Corazon	1	6.28
San Fernando Bayamon	1	6.20
San Fernando, Ave De Diego	1	1.88

H. Centro Medico Station

Final Destination	Frequency	Distance to Final Destination (km)
Centro Medico	23	0.65
Hosp De Veteranos	9	0.45
Ciencias Medicas	4	0.75
Rio Piedras	4	2.75
COSVI	2	1.00
Hato Rey	2	4.00
Reparto Metropolitano	2	1.15
Hospital Industrial	1	0.65
Hospital Municipal	1	0.65
Hospital Universitario	1	0.65
Santurce	1	5.00
Villa Nevarez	1	1.00

I. Cupey Station

Final Destination	Frequency	Distance to Final Destination (km)
Cupey	17	0.50
Cupey Universidad (UMET)	9	0.40
Interamericana	6	2.80
Trujillo Alto	2	5.20
Bayon	1	0.50
El Cinco	1	0.25
Etica Gubernamental	1	0.55
Hospital de Veteranos	1	1.75
Las Curias	1	5.66
las lomas	1	3.17
rio piedras	1	1.80
san francisco	1	2.00
Trabajo-Chofer de Guagua	1	1.00
Sierra Bayamon	1	13.00
Urb. Caribe	1	1.00

J. Rio Piedras Station

Final Destination	Frequency	Distance to Final Destination (km)
Río Piedras Centro	42	0.30
UPR Rio Piedras	8	0.62
PASEO DE DIEGO	4	0.30
Santa Rita	3	1.00
Caguas	2	18.35
Carraizo	2	7.40
Hato Rey	2	3.70
Munoz Rivera	2	0.50
Bayamon	1	10.81
Bo. Venezuela	1	1.00
Buen Consejo	1	0.89
canovanillas	1	14.40
Carolina	1	10.22
Condominio Berwing	1	5.00
Cupey	1	5.70
Delicias	1	0.85
Fajardo	1	43.13
Hosp De Veteranos	1	2.80
Hospital de Rio Piedras	1	0.80
Luqillo	1	37.00
Plaza de Recreo Rio Piedras	1	0.30
Plaza del Mercado de Rio Piedras	1	0.30
Res. Manuala Perez	1	2.72
Res quintana	1	1.00
Rio Piedras CESCO	1	0.10
Santa Rosa	1	1.00
Santa Teresita	1	5.66
Terminal AMA	1	0.50
Trujillo Alto	1	7.00

K. Universidad Station

Final Destination	Frequency	Distance to Final Destination (km)
UPR Rio Piedras	39	0.30
Río Piedras Centro	11	0.55
Santa Rita-Rio Piedras	3	0.85
Bayamon	1	11.25
Caimito	1	7.70
Hato Rey	1	2.88
JARDINES	1	2.00
Pase de Diego	1	0.55

L. Piñero Station

Final Destination	Frequency	Distance to Final Destination (km)
Hato Rey	9	0.80
Piñero	6	0.30
Centro Judicial	5	0.15
Esc. Hotelera San Juan	2	1.00
Hospital Auxilio Mutuo	2	0.40
Rio Piedras	2	1.67
VILLA PRADES	2	0.75
Aeropuerto	1	6.13
Banco Popular	1	0.80
Barrio San Jose, Rio Piedras	1	2.00
Calle Mayaguez	1	0.60
Carolina, Country Club	1	5.20
Country Club	1	5.20
Dept. Vivienda	1	0.25
Ave. Domenech	1	0.50
Floral Park	1	0.73
Isla Verde	1	2.56
Loiza	1	5.00
Miramar	1	5.30
San Juan, Floral Park	1	0.73
Tribunal Supremo	1	6.75
Trujillo Alto	1	8.00

M. Piñero Station

Final Destination	Frequency	Distance to Final Destination (km)
Hato Rey	8	0.40
Domenech	4	0.50
AELA	2	0.25
Dpto. Del Trabajo	2	0.05
Hospital Pavia- Hato Rey	2	0.40
Sagrado Corazon	2	2.35
Ave. Munoz Rivera	1	0.50
Domenech EDP College	1	0.05
Guayama	1	0.50
Santurce	1	2.00
Santurce-Barrio Obrero	1	2.15
Urb. Perez Moris	1	0.30
Villa Palmera	1	3.50

N. Roosevelt Station

Final Destination	Frequency	Distance to Final Destination (km)
Milla De Oro	29	0.50
Roosevelt	10	0.30
Univ. Politecnica	5	0.30
MCS	3	0.30
Antiguo Conservatorio de Musica	1	1.00
Bayamon	1	12.50
Floral Park	1	0.88
Manuel A. Perez	1	2.89
Minillas	1	3.00
Naranjito	1	25.00
Puerto Nuevo	1	2.98
Rio Piedras	1	2.83

O. Hato Rey Station

Final Destination	Frequency	Distance to Final Destination (km)
Hato Rey	15	0.40
La Milla de Oro	10	0.40
Coliseo de Puerto Rico	4	0.20
Las Monjas	3	7.00
Buena Vista, Hato Rey	2	11.65
Dept. De Educacion	2	0.70
Instituto de Banca	2	6.30
San Juan	2	3.00
Capital Center	1	0.45
Centro Medico	1	4.00
Colegio Universitario de San Juan	1	0.40
Corte Federal	1	0.77
Escuela de Musica	1	0.80
Plaza las Americas	1	1.70
Retiro del Gobierno	1	0.50
Rio Piedras, San Jose	1	3.14
Santa Rita Rio Piedras	1	2.73

P. Sagrado Corazon Station

16 Sagrado Corazón

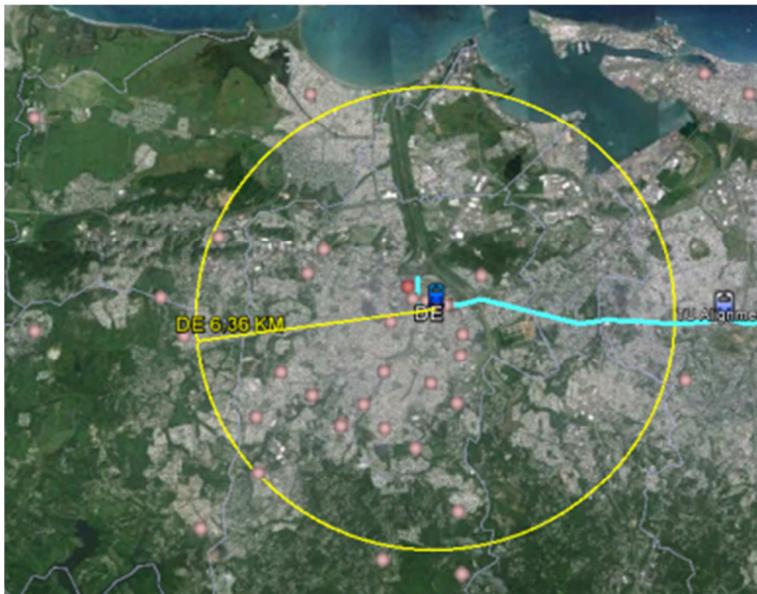
Final Destination	Frequency	Distance to Final Destination (km)
Sagrado Corazon	23	0.70
Santurce	20	1.50
Universidad Sagrado Corazon	16	0.69
San Juan	11	5.67
Santurce Barrio Obrero	9	0.61
Milla De Oro	6	0.60
Villa Palmeras	5	1.16
Centro Gubernamental Minillas	3	1.60
Parada 26	3	0.80
Carolina	2	12.50
CONDADO	2	2.42
Puerta de Tierra	2	4.82
Viejo San Juan	2	7.00
Bayamon	1	11.90
Dept. De Justicia	1	1.00
HOSPITAL	1	1.15
Levittown	1	4.78
Llorens Torres	1	1.75
Mercantil Plaza	1	0.50
Miramar	1	3.00
Off. Municipio de San Juan	1	1.00
Parada 17	1	0.50
Parada 18	1	0.60
Pueblo Guaynabo	1	10.20
Sadrado Corazon-Servicio al Cliente	1	0.10
SAN FERNANDO	1	7.30
Santa Monica	1	2.40
Santa Rosa	1	0.50
Universal Carrer	1	0.25

ADDENDUM V: STATIONS RADIUS OF ACTIONS

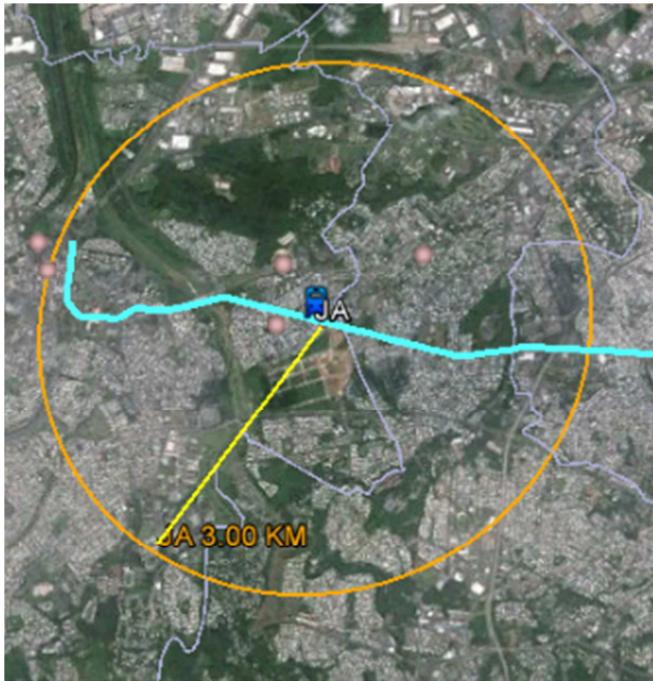
Bayamon (10.21 KM):



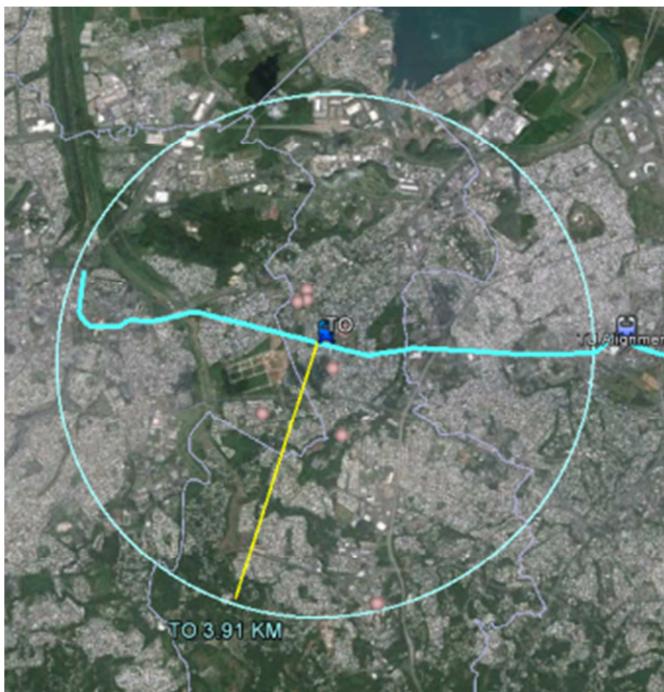
Deportivo (6.36 KM)



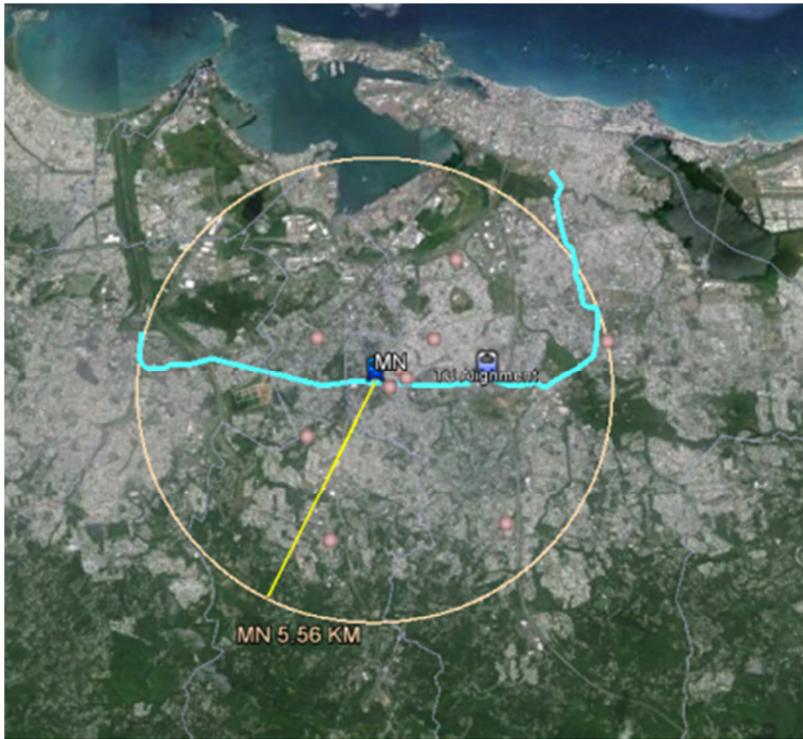
Jardines (3.0 KM):



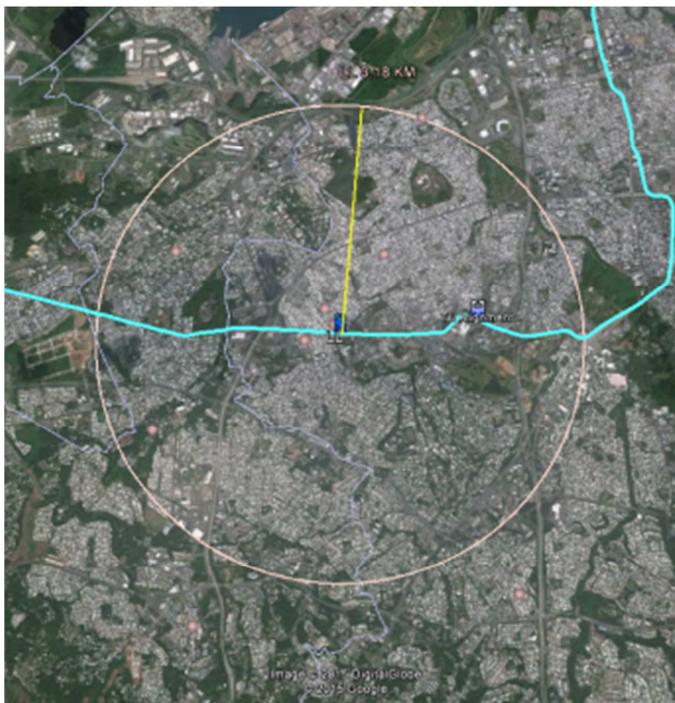
Torrimar (3.9 km):



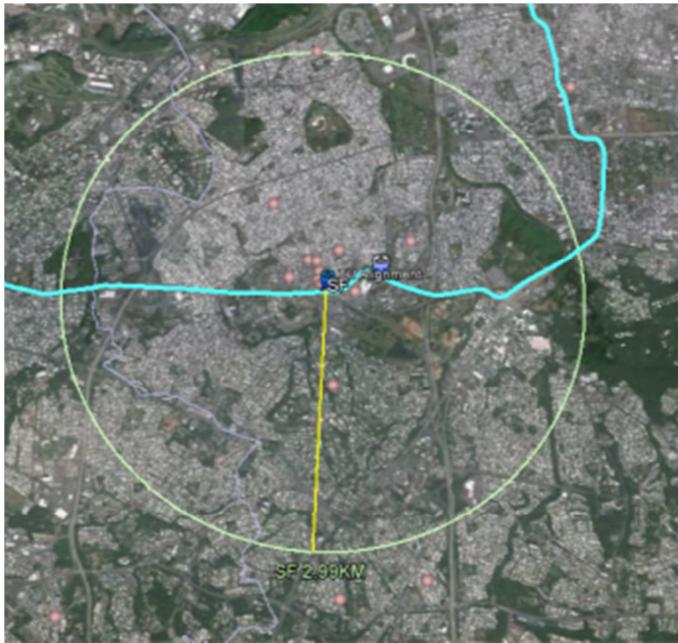
Martinez Nadal (5.56 KM)



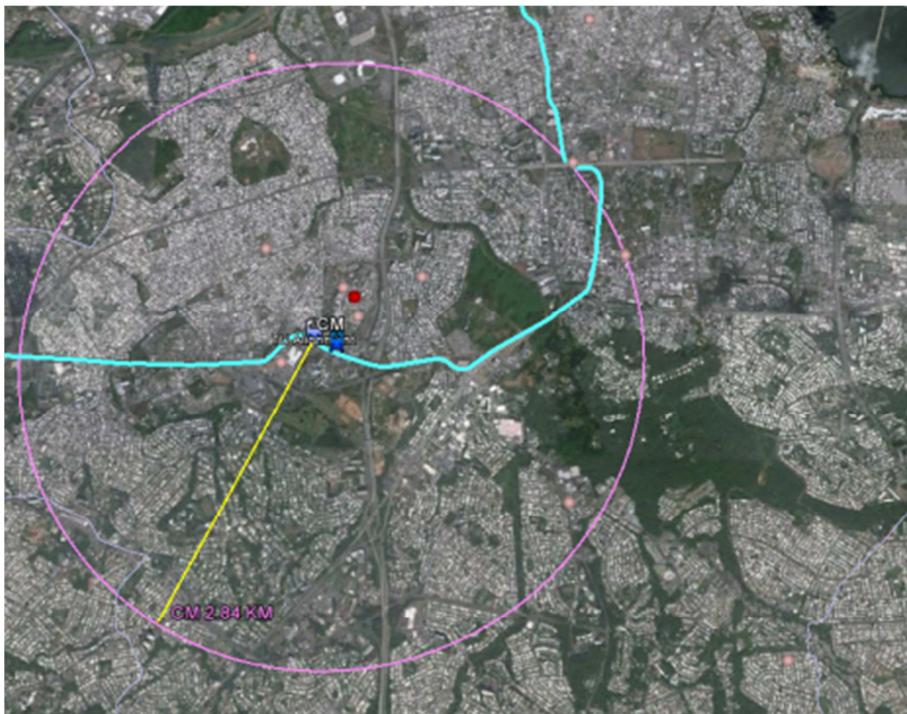
Las Lomas (3.18 km)



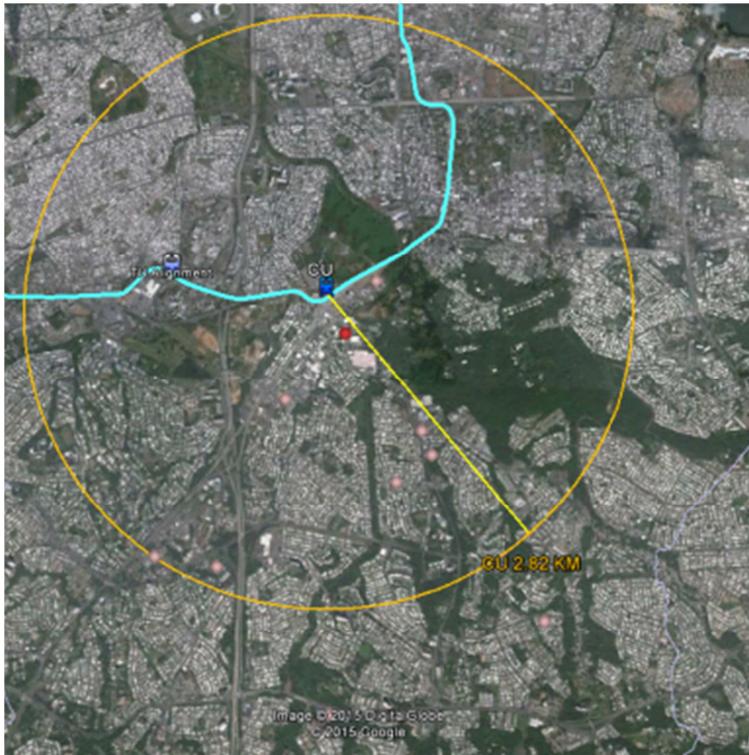
San Francisco (2.99KM):



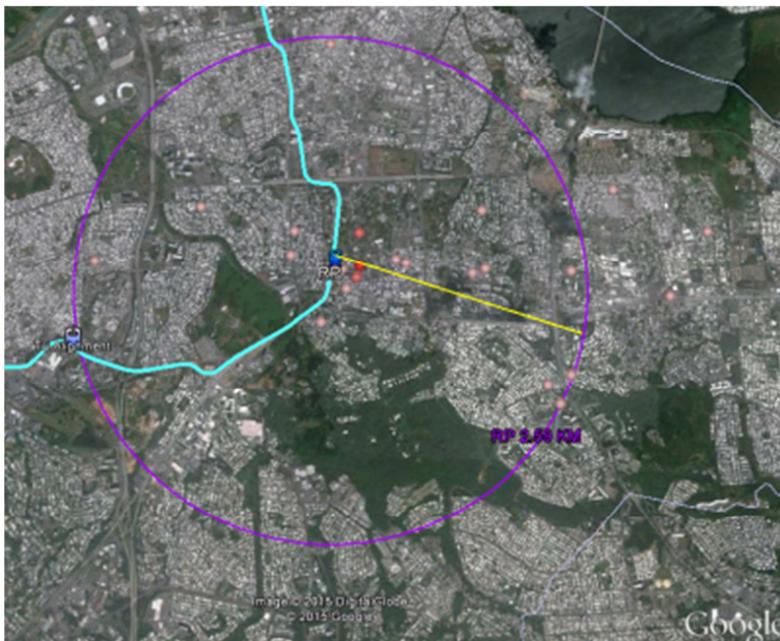
Centro Medico (2.84 km)



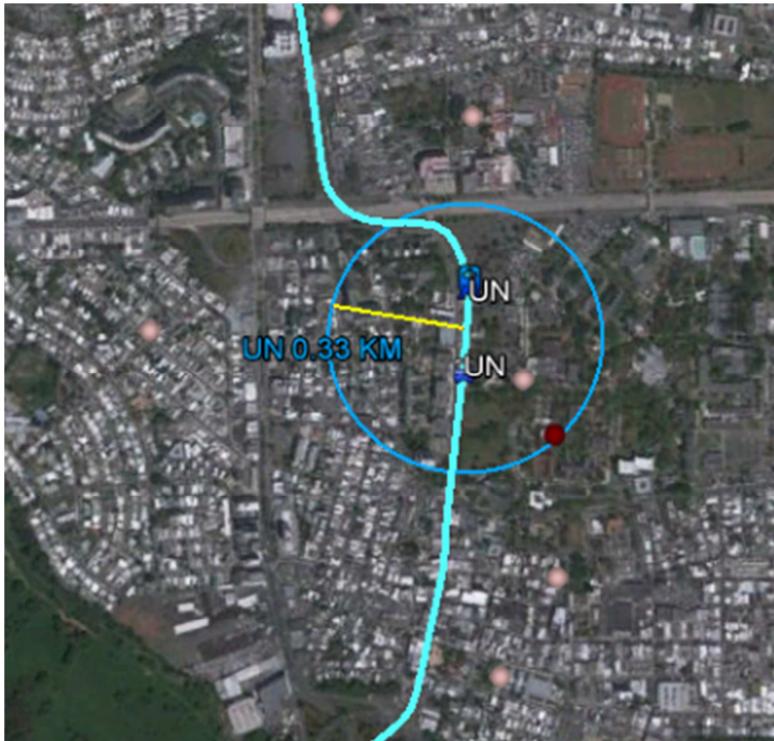
Cupey (2.82 KM)



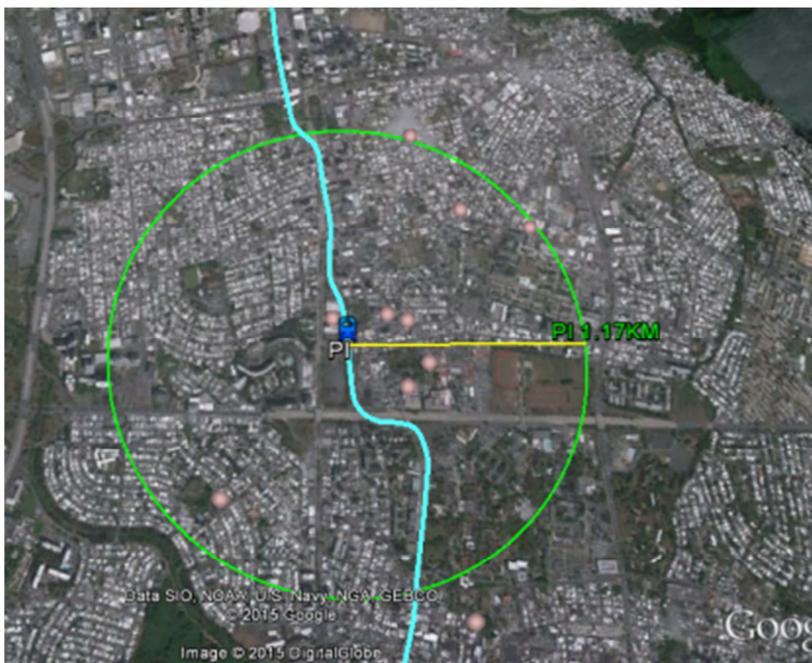
Rio Piedras (2.59 km)



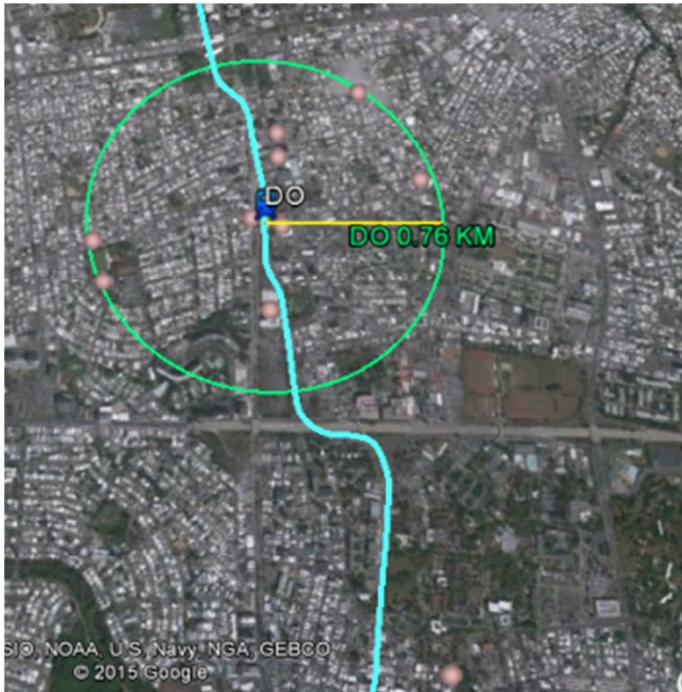
Universidad (0.33KM)



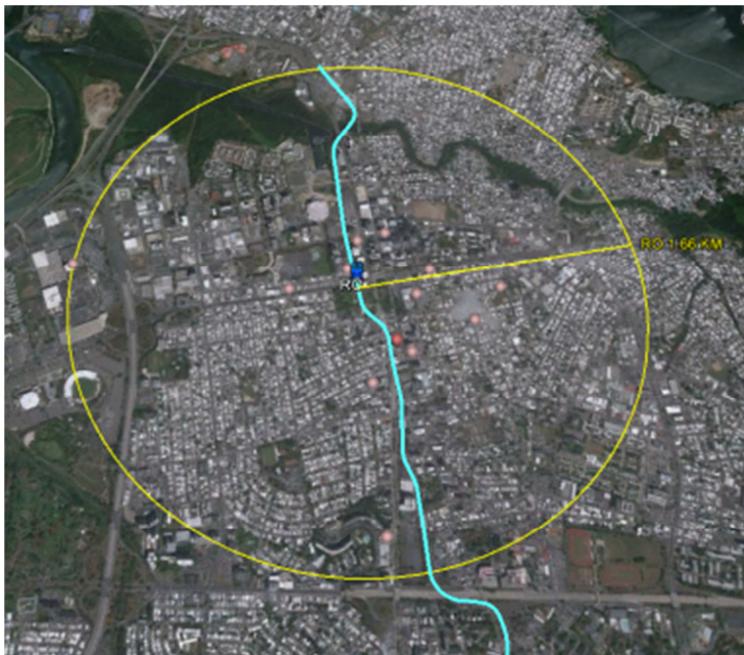
Piñero (1.17 km)



Domenech (0.76 KM)



Roosevelt (1.66 km)



Hato Rey (1.59 km)



Sagrado Corazon (3.88 km)



ADDENDUM VI: PR 2010 CENSUS SUMMARY

2010 Census Interactive Population Search

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PR - Puerto Rico



Population

Total Population	3,725,789
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Housing Status (in housing units unless noted)

Total	1,636,946
Occupied	1,376,531
Owner-occupied	986,165
Population in owner-occupied (number of individuals)	2,663,043
Renter-occupied	390,366
Population in renter-occupied (number of individuals)	1,024,791
Vacant	260,415
Vacant: for rent	43,298
Vacant: for sale	28,182
Vacant: for seasonal/recreational/occasional use	59,537

Population by Sex/Age

Male	1,785,171
Female	1,940,618
Under 18	903,295
18 & over	2,822,494
20 - 24	280,850
25 - 34	492,332
35 - 49	731,514
50 - 64	681,505
65 & over	541,998

Population by Ethnicity

Hispanic or Latino	3,688,455
Non Hispanic or Latino	37,334

Population by Race

White	2,825,100
African American	461,498
Asian	6,831
American Indian and Alaska Native	19,839
Native Hawaiian and Pacific Islander	370
Other	289,905
Identified by two or more	122,246

ADDENDUM VII: U.S. CENSUS BUREAU POVERTY THRESHOLDS FOR 2013

Poverty Thresholds for 2013 by Size of Family and Number of Related Children Under 18 Years										
Size of family unit	Weighted average thresholds	Related children under 18 years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual).....	11,888									
Under 65 years.....	12,119	12,119								
65 years and over.....	11,173	11,173								
Two people.....	15,142									
Householder under 65 years.....	15,679	15,600	16,057							
Householder 65 years and over.....	14,095	14,081	15,996							
Three people.....	18,552	18,222	18,751	18,769						
Four people.....	23,834	24,028	24,421	23,624	23,707					
Five people.....	28,265	28,977	29,398	28,498	27,801	27,376				
Six people.....	31,925	33,329	33,461	32,771	32,110	31,128	30,545			
Seven people.....	36,384	38,349	38,588	37,763	37,187	36,115	34,865	33,493		
Eight people.....	40,484	42,890	43,269	42,490	41,807	40,839	39,610	38,331	38,006	
Nine people or more.....	48,065	51,594	51,844	51,154	50,575	49,625	48,317	47,134	46,842	45,037

Source: U.S. Census Bureau.