

TREN URBANO

TITLE VI REQUIREMENT SURVEY

MARCH 2012

Alternate Concepts Inc.
March 21, 2012

TABLE OF CONTENT

1. INTRODUCTION	1
2. METODOLOGY	2
2.1 Planning and sample design.....	2
2.2 Data Collection and Management.....	4
2.3 Data Analysis	4
3. SURVEY RESULTS	5
3.1 Tren Urbano User Gender and Age	5
3.2 Tren Urbano Users with Disabilities.....	6
3.3 Tren Urbano Users Ethnic Origin	6
3.4 Tren Urbano Users Race	7
3.5 Tren Urbano User Language.....	7
3.6 Tren Urbano Users Civil Status	8
3.7 Tren Urbano Users Household Income.....	8
3.8 Tren Urbano User Highest Level of Education Attained.....	9
3.9 Tren Urbano Users Residence Municipality	9
3.10 Tren Urbano Fare Plan Usage.....	11
3.11 Tren Urbano Users arrival Modal Distribution.....	11
3.12 Tren Urbano Users Destination Station	12
3.13 Tren Urbano Final Destination and Radius of Influence	13
3.15 Tren Urbano Users Travel Frequencies	15
4. COMPARISON TO 2008 SURVEY	17
4.1 Social-demographic characteristics of the Tren Urbano users	17
4.2 Tren Urbano users Trips Patterns	19
ADENDUM I - Questionnaire	21
ADENDUM II: Users Residence Municipality	22
ADENDUM III: Users Destinations	29
ADENDUM IV: PR Census 2010 Summary.....	36

1. INTRODUCTION

This report summarizes the mayor findings on the Tren Urbano Title VI Requirement Survey. The main objectives of the survey are:

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

In order to accomplish the outlined objectives, a questionnaire was designed to interview the TU current service users. A total of 1079 surveys were completed during March 14, 2012 between 5:30 am and 6:00 pm.

The first part of the study allows evaluation of the main social-demographic characteristics of the Tren Urbano users, the most outstanding questions pertain to the following: age group; gender; declared disability; ethnic origins, race; language; annual household income; civil status and highest educational level attained; and occupation.

The second part of the study allows evaluation of the trips patterns of the Tren Urbano users. The most outstanding questions pertain to the following: Tren Urbano used Fare; Residence Municipality; how the user arrives to the origin station; destination station; final destination, Trip purpose and travel frequency.

The last section of the report presents a comparison of the parameters in common with the 2008 survey performed by gM2 Consulting Group Inc

2. METODOLOGY

The work was divided into three phases:

1. Planning and sample design
2. Data collection and management
3. Data analysis

2.1 *Planning and sample design*

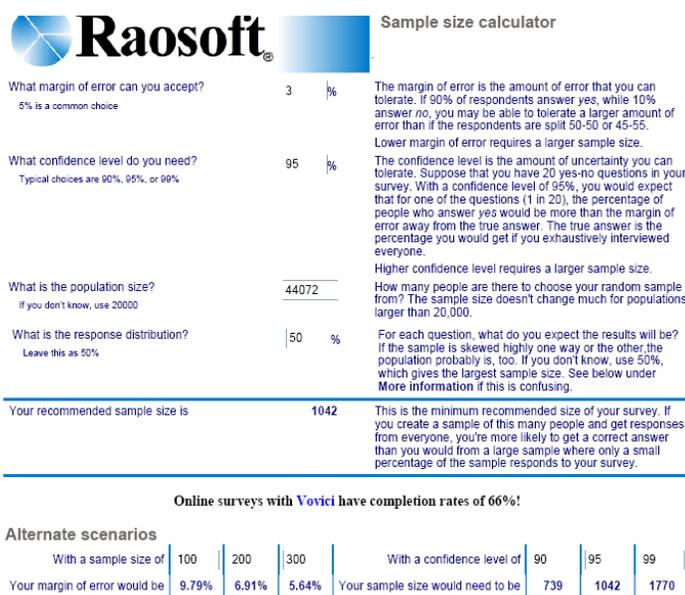
During this phase the survey sample were designed based on the current ridership trends. In addition the questionnaire submitted by Tren Urbano Office was tested to determine the survey answer time.

As previously mentioned, the sample size was designed based on the Tren Urbano average weekday ridership. The table 2.1 presents the estimation of the Tren Urbano average ridership. The sample size estimation accomplished the following criteria: 95% confidence level and an acceptable 3% margin of error. After completing the appropriate calculations, the required sample size was 1,043 surveys. Figure 2.1 shows the sample size estimation based on Tren Urbano weekday average ridership for September 2011 (month with highest recorded usage and without special events).

Table 2.1 Tren Urbano Average Weekday Ridership

Date	Ridership	Employee	SOC	Total Entries
Thursday, September 01, 2011	42,524	957	306	43,787
Wednesday, September 07, 2011	45,691	1,020	324	47,035
Thursday, September 08, 2011	47,794	1,188	315	49,297
Tuesday, September 13, 2011	40,878	950	325	42,153
Wednesday, September 14, 2011	44,279	933	326	45,538
Thursday, September 15, 2011	45,655	1,070	378	47,103
Tuesday, September 20, 2011	43,345	977	352	44,674
Wednesday, September 21, 2011	45,601	946	308	46,855
Thursday, September 22, 2011	41,089	1,076	933	43,098
Tuesday, September 27, 2011	44,888	979	314	46,181
Wednesday, September 28, 2011	42,690	961	297	43,948
Thursday, September 29, 2011	44,435	1,079	283	45,797
Average	44,072	1,011	372	45,456

Figure 2.1 Tren Urbano Sample Size Estimation¹



After the sample size was determined, it was distributed through 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 and PM User Surveys per Tren Urbano Station

Station	Programmed			Completed		
	AM	PM	Total	AM	PM	Total
01 Bayamón	79	39	118	80	52	132
02 Deportivo	91	28	119	91	29	120
03 Jardines	11	6	17	11	5	16
04 Torrimar	10	12	22	10	11	21
05 Martínez Nadal	43	20	63	40	33	73
06 Las Lomas	18	12	30	18	12	30
07 San Francisco	27	23	50	27	18	45
08 Centro Médico	31	48	79	31	51	82
09 Cupey	23	48	71	24	48	72
10 Río Piedras	46	45	91	45	46	91
11 Universidad	24	67	91	24	63	87
12 Piñero	17	26	43	17	26	43
13 Domenech	12	25	37	12	25	37
14 Roosevelt	12	42	54	12	39	51
15 Hato Rey	13	25	38	14	24	38
16 Sagrado Corazón	58	61	119	57	60	117
Total	515	527	1,042	513	542	1,055

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

2.2 Data Collection and Management

The main portion of this phase was accomplished on the field, collecting the information using a hard copy of the Questionnaire established by Tren Urbano Office (Addendum I). The survey fieldwork was performed on Wednesday, March 14, 2012 with the assistance of St. James Security Guards and ACI personnel from Engineering, Incident Management, Safety and Security and Station Operations divisions.

The data from the questionnaires was entered into a database. In order to accelerate the data entry process and reduce clericals typing errors, the survey questionnaire was adapted to a VBA macro interface in Microsoft Excel.

During the data entry process, the questionnaires where evaluated to determine if they were completed and fulfilled the study requirements. Questionnaires not meeting the required criteria were deemed as irrelevant and were excluded from the analysis. From 1,079 questionnaires collected on the field, 24 questionnaires were deemed irrelevant (2.2% of the total) resulting in 1,055 valid questionnaires.

2.3 Data Analysis

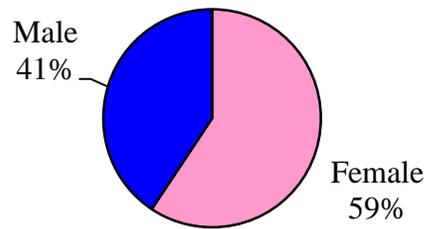
The data analysis and validation process officially began following the completion of the data collection and data entry process. The data was analyzed using Crystal Reports, and included an individual analysis for all the variables included in the questionnaires.

3. SURVEY RESULTS

3.1 Tren Urbano User Gender and Age

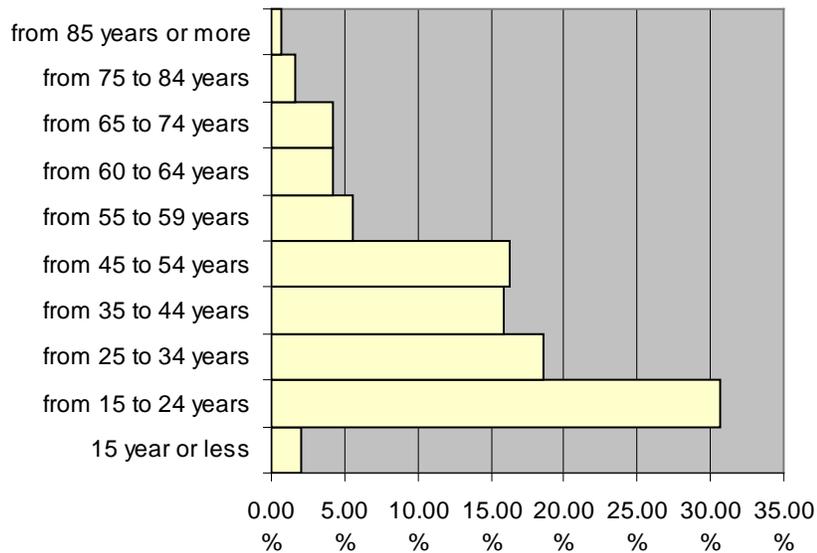
This section summarizes answers to Gender and Age Range questions. As presented in Figure 3.1, 60% of the interviewed people were women and 39% were men. These results maintain relation to the results observed on the 2010 Census².

Figure 3.1 Tren Urbano Users Gender



The Tren Urbano User average age is 37 years. As presented in Table 3.1 and Figure 3.2, the most common age group for service users were found to be between the ages of 15 to 34 years, the most predominant being the 15 to 24 years group who attained a 30.6% rating. The group of 25 to 34 years attained a rating of 18.5%. These age groups are followed by the age groups of 45 to 54 years with 16.3% of the service users and 35 to 44 years with 15.9%.

Table 3.2 Tren Urbano Users Age



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

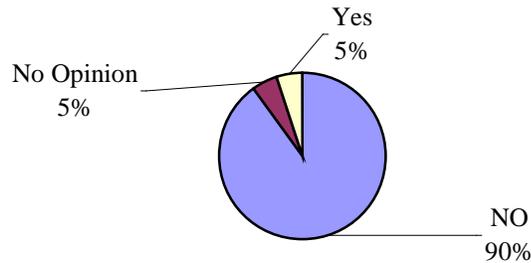
Table 3.1 Tren Urbano Users Age and Gender

	Female	Male	Total	%
15 year or less	11	11	22	2.09%
from 15 to 24 years	218	105	323	30.62%
from 25 to 34 years	117	79	196	18.58%
from 35 to 44 years	97	71	168	15.92%
from 45 to 54 years	97	75	172	16.30%
from 55 to 59 years	30	29	59	5.59%
from 60 to 64 years	22	22	44	4.17%
from 65 to 74 years	23	21	44	4.17%
from 75 to 84 years	7	10	17	1.61%
from 85 years or more	1	6	7	0.66%
Not Answered	3	0	3	0.28%
Total	626	429	1,055	

3.2 Tren Urbano Users with Disabilities

The service users surveyed were asked if they had any sort of personal disability. As presented in Figure 3.3, 90% of the interviewed persons indicated not having any disabilities, while 5% stated having some sort of disability. Another 5% opted not to give an opinion on this question.

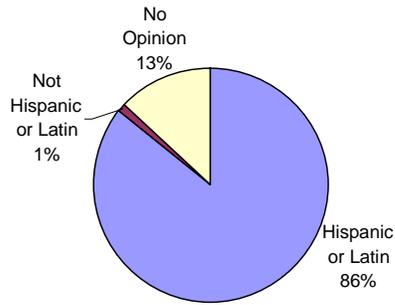
Table 3.3 Tren Urbano users with disabilities



3.3 Tren Urbano Users Ethnic Origin

For the question on ethnic origins, 86% of the cases the users where Hispanic or Latin, 13% opted not to give an opinion on this question and 1% where non Hispanic or Latin.

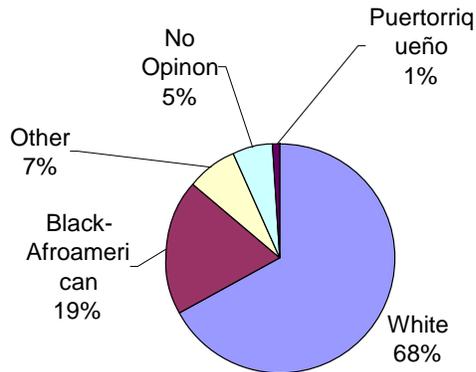
Figure 3.4 Tren Urbano users Ethnic Origins



3.4 Tren Urbano Users Race

Users were also questioned about their race; this question was formulated based on the 2010 Census questionnaires (Addendum 4). As presented in Figure 3.5, 68% of the interviewed persons are white, 19% Black or Afro-American, 1% Puerторricans and 7% other. On this question 5% of the interviewed persons did not give an opinion.

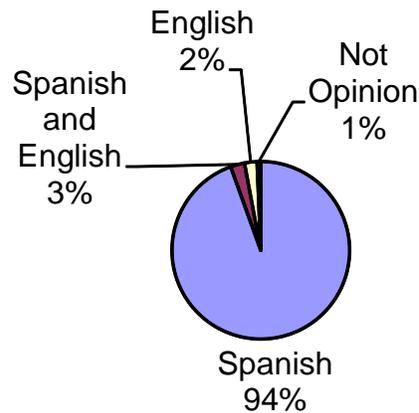
Figure 3.5 Tren Urbano users Race



3.5 Tren Urbano User Language

For the primary language, 94% of the cases Tren Urbano users answered Spanish, 3% Spanish and English, 2% English, and 1% did not answered this question.

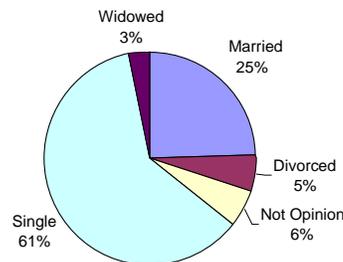
Figure 3.6 Tren Urbano users Language



3.6 Tren Urbano Users Civil Status

The majority of the users who answered this question stated they were single (61%), while 25% were married. Other civil status mentioned were: divorced at 5%, and widowed 3%. A 5% of the interviewed user does not answer this question.

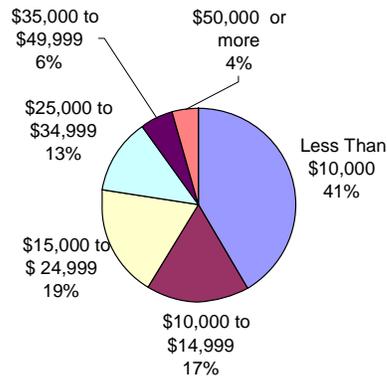
Figure 3.6 Tren Urbano Users Civil Status



3.7 Tren Urbano Users Household Income

As presented in Figure 3.7, 77% of the surveyed users stated annual household incomes below \$25,000. Of these, 41% of the service users stated having incomes no greater than \$10,000 per year, while 17% indicated having annual incomes between \$10,000 and \$14,999. Another 19% stated \$15,000 to \$24,999. In the higher income brackets, 13% indicated having annual per household incomes between \$25,000 and \$34,999, while 5% pertained to those with household incomes between \$35,000 and \$49,999. Only 4% indicated having an annual household income of \$50,000. This analysis does not take into consideration 252 patrons (25% of the studied sample) which decided not to state an opinion with regards to this question.

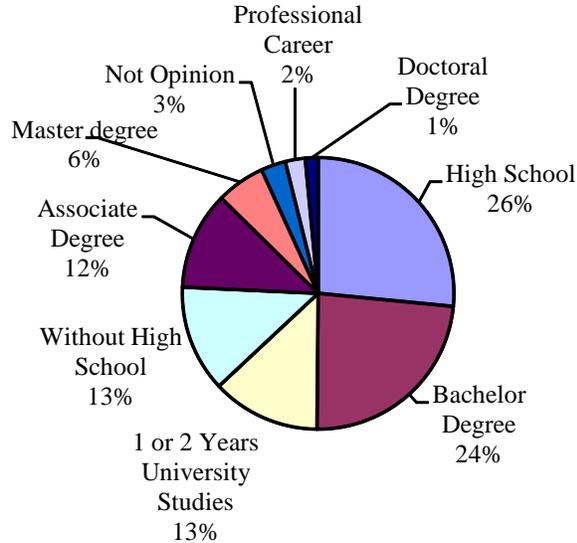
Figure 3.7 Tren Urbano users household income



3.8 Tren Urbano User Highest Level of Education Attained

As presented in Figure 3.8, for the 26% of the interviewed users, the highest level of education attained was high school, 45% has an university degree (23% bachelor degree, 6% master’s degree, 2% doctoral degree, 2% completed a professional degree and 12% completed an associate degree) and 13% reports the highest academic level received was 1 to 2 years of university studies. Only 13% indicated not having completed high school.

Figure 3.8 Tren Urbano User Highest Level of Education Attained



3.9 Tren Urbano Users Residence Municipality

To indicate their place of residence, the surveyed users gave the name of the municipality where they live. As shown in Table 3.2, the 73.6% of the interviewed users live in the three municipalities serviced by the Tren Urbano system. The other 26.4% lives in surrounding municipalities.

In order to have more detailed information about the Tren Urbano user's place of residence, the users were inquired about their living neighborhood name. The Table 3.3 summarizes the top 20 places of residence. Addendum II shows a more detailed analysis of Tren Urbano Users place of residence.

Table 3.2 Tren Urbano Users Residence Place Municipality

Municipality	Total	%
San Juan	426	40.38%
Bayamon	255	24.17%
Guaynabo	95	9.00%
Toa Baja	47	4.45%
Carolina	41	3.89%
Toa Alta	27	2.56%
Cataño	23	2.18%
Trujillo Alto	16	1.52%
Caguas	12	1.14%
Dorado	10	0.95%
Vega Baja	10	0.95%
Corozal	9	0.85%
Naranjito	8	0.76%
Rio Grande	7	0.66%
Loiza	6	0.57%
Others	65	6.16%

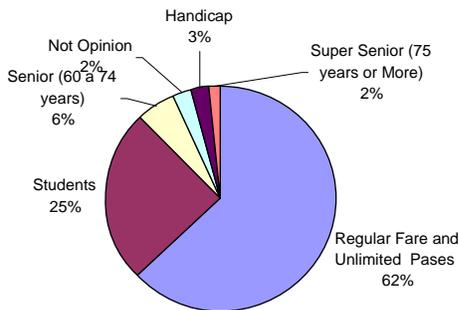
Table 3.3 Tren Urbano Users Top 15 Neighborhood Residence Place

Ranking	Municipality-Neighborhood	Total	%
1	San Juan-Rio Piedras	62	5.88%
2	San Juan-Santurce	34	3.22%
3	Bayamon-No Opino	32	3.03%
4	SAN JUAN-HATO REY	29	2.75%
5	San Juan-Santurce-Barrio Obrero	27	2.56%
6	Bayamon-Bayamon Centro	27	2.56%
7	San Juan-No Opino	24	2.27%
8	Bayamon-Urb. Santa Juanita	23	2.18%
9	San Juan-Rio Piedras, Puerto Nuevo	18	1.71%
10	BAYAMON-Rexville	18	1.71%
11	San Juan-Cupey	17	1.61%
12	BAYAMON-Jardines de Caparra	17	1.61%
13	No Opino-No Opino	17	1.61%
14	Toa Baja-Levittown	16	1.52%
15	SAN JUAN-LAS LOMAS	16	1.52%

3.10 Tren Urbano Fare Plan Usage

The majority of the Tren Urbano users who answered this question stated they use the regular fare or the unlimited passes (62%), while 36% use a reduced fare ticket. The Figure 3.9, show a detailed fare distribution.

Figure 3.9 Tren Urbano Fare Usage



3.11 Tren Urbano Users arrival Modal Distribution

As presented in Figure 3.10, most users surveyed indicated using an automobile as the mode of transportation to get to the TU station. 30% of the time they answered getting to the station in an automobile and another 13.5% indicated they got a ride to the station. On the other hand, a 30% of the persons surveyed indicated they walked to the station. As for the use of the public transit system, the entire modes of public transportation amount to 24% with the AMA being the most frequently used 14% of the time, 6% publicos and 4% Metrobus. The use of the trolleys represented less than 1% and 2.5% use other transportation methods.

As demonstrated in Table 3.4, the Walking mode and the Car reflect a kind of mirror in their statistics. During the morning 36.5% of the users arrives by car and 23.4% get to the station walking. Moreover, during the afternoon 32.3% arrives to the station walking while a 26.7% get to the station in their cars. This is a typical behavior of a park and ride facility. The other transportation modes practically have a similar behavior during the morning and the afternoon period.

Figure 3.10 Tren Urbano Modal Distributions

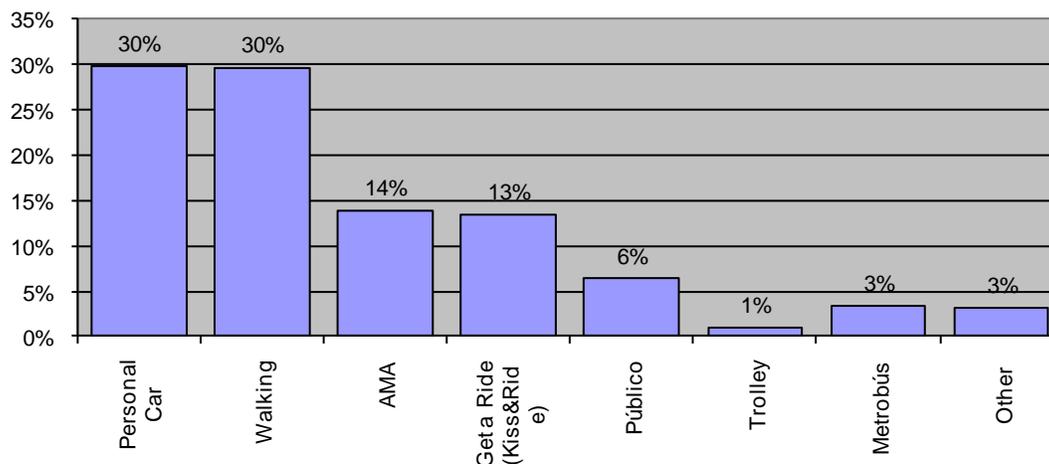


Table 3.4 Tren Urbano Modal Distributions

	Frequency			Rate		
	AM	PM	Total	AM	PM	Total
Personal Car	187	127	314	36%	23%	30%
Walking	137	175	312	27%	32%	30%
AMA	68	78	146	13%	14%	14%
Get a Ride (Kiss&Ride)	67	75	142	13%	14%	13%
Público	25	42	67	5%	8%	6%
Trolley	2	3	5	0%	1%	1%
Metrobús	16	20	36	3%	4%	3%
Other	11	22	33	2%	4%	3%
Total	513	542	1,055	100%	100%	100%

3.12 Tren Urbano Users Destination Station

The users surveyed were asked to indicate the TU destination, or the station where their rides end. The largest portion of persons answered the terminal stations Sagrado Corazon (17%) and Bayamón Station (15%). The other final destinations are major center of business (Rio Piedras 10%, Roosevelt 6%) education (Universidad 6%) and medical center (Centro Medico 7%). Please refer to Table 3.5 for more detailed information about the destination stations.

Table 3.5 Tren Urbano Destination Stations

Ranking	Station	Total	%
1	Sagrado Corazón	177	16.78%
2	Bayamón	157	14.88%
3	Río Piedras	110	10.43%
4	Centro Médico	74	7.01%
5	Universidad	64	6.07%
6	Roosevelt	63	5.97%
7	Cupey	60	5.69%
8	Martínez Nadal	58	5.50%
9	Hato Rey	58	5.50%
10	12 Piñero	56	5.31%
11	Deportivo	46	4.36%
12	Domenech	39	3.70%
13	San Francisco	38	3.60%
14	Las Lomas	27	2.56%
15	Jardines	12	1.14%
16	Torrimar	12	1.14%
17	No opinion	4	0.38%
	Total	1,055	

3.13 Tren Urbano Final Destination and Radius of Influence

The surveyed persons were asked to indicate their final destination. The top final destinations are Universities, Medical Centers, and Business Centers. The Table 3.6 summarizes the most typical final destination observed within the study.

Table 3.6 Tren Urbano Top Final Destination

Final Destination	Amount	%
Río Piedras Centro	67	6.3%
UPR Rio Piedras	47	4.5%
Milla De Oro	45	4.3%
Hato Rey	38	3.6%
Sagrado Corazon	28	2.7%
Centro Medico	24	2.3%
Santurce	22	2.1%
Cupey	19	1.8%
Universidad Sagrado Corazon	16	1.5%
San Juan	14	1.3%
Hospital de Veteranos	12	1.1%

Final destination information is used to determine the radius of influence for each station. Figure 3.11 presents an aerial view with the area of influence of each station and the Table 3.7 presents more detailed information for each station.

Figure 3.11 Tren Urbano Area of Influence



Table 3.7 Tren Urbano Radius of Influence

Station	85 Percentile Radius of Influence (KM)	Average Radius of Influence (KM)
01 Bayamón	6.45	4.37
02 Deportivo	6.67	5.04
03 Jardines	0.84	0.71
04 Torrimar	3.86	1.56
05 Martínez Nadal	5.45	3.11
06 Las Lomas	3.90	1.71
07 San Francisco	4.05	2.75
08 Centro Médico	1.15	1.04
09 Cupey	2.80	1.56
10 Río Piedras	3.70	2.71
11 Universidad	0.55	0.77
12 Piñero	3.90	1.54
13 Domenech	1.92	0.75
14 Roosevelt	0.50	1.29
15 Hato Rey	3.23	1.83
16 Sagrado Corazón	4.82	2.02

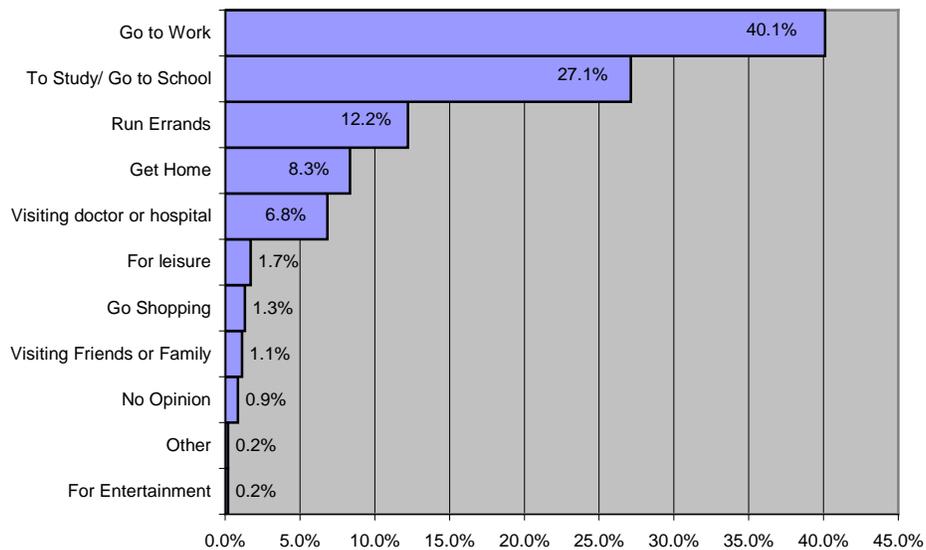
Stations with larger radius of influence are also those stations with available parking. These stations are also considered trip origin stations. Bayamon and Deportivo stand out as stations with larger radius of influence. These stations are located to the west side of the alignment and collect users from Bayamon, Cataño, Toa Baja, Toa Alta, and Dorado among others. 85% of the users on these stations travel a distance of at least 6.6 KM.

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

3.14 Tren Urbano Users Trip Purpose

As presented in Figure 3.12, 40% of the passengers interviewed used the Tren Urbano to go to work, 27% used the system to go to study. Other trip purposes are: 12% run Errands, 8% get home and 7% to visiting doctors and hospitals. Figure 3.12 shows more detailed information about trip purpose.

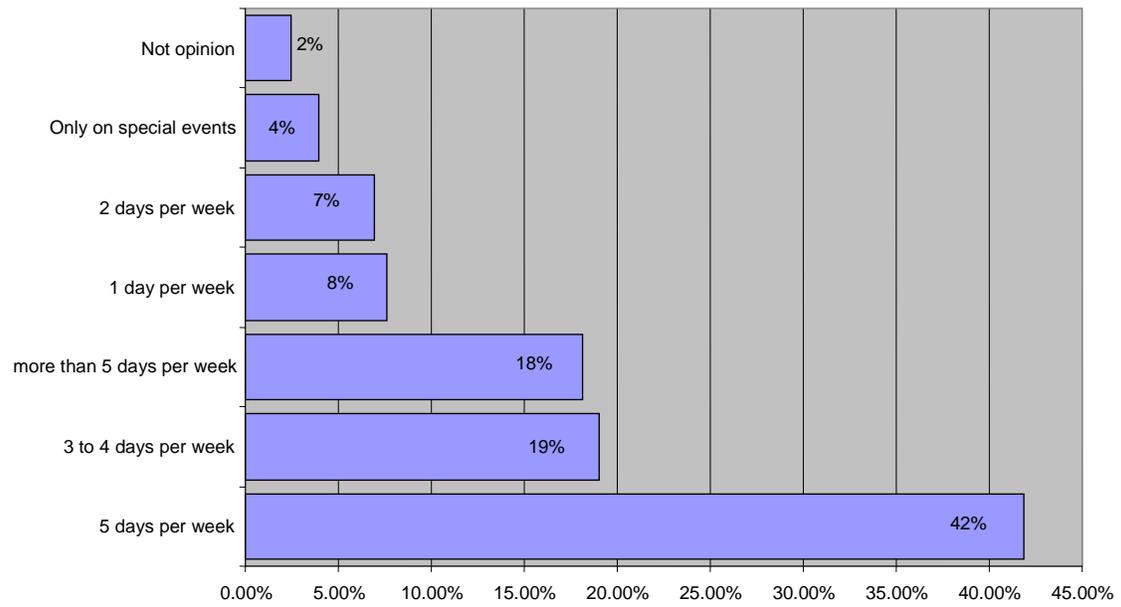
Figure 3.12 Tren Urbano Trip Purpose



3.15 Tren Urbano Users Travel Frequencies

As presented in Figure 3.13, 79% of the surveyed riders used the Tren Urbano 3 days per week or more. Of these, 42% of the service users stated used the Tren Urbano 5 days per week, 18% more than 5 days per week and 19% 3 to 4 days per week. Another 7% used the Tren Urbano 2 days per week, 8% used the Tren Urbano 1 day per week and only 4% used the Tren Urbano only for special events.

Figure 3.13 Tren Urbano User Travel Frequencies



4. COMPARISON TO 2008 SURVEY

This section of the report compares common parameters with the 2008 survey performed by gM2 Consulting Group Inc.

4.1 Social-demographic characteristics of the Tren Urbano users

As presented in Table 4.1 the Tren Urbano User Gender distribution, Male users increased 2% for a 41% of the interviewed users from the 2008 survey.

Table 4.1 Tren Urbano User gender

Gender	2012	2008	Change
Male	41%	39%	2%
Female	59%	61%	-2%

The Tren Urbano User Age distribution observed a 10% reduction in users of age between 15 and 24 years. The age group of 45-54 and 60 to 74 observed a 4% increment. Table 4.2 presents in more detail the age range comparison against the 2008 survey.

Table 4.2 Tren Urbano User Age

Age Range	2012	2008	Change
15 year or less	2%	1%	1%
from 15 to 24 years	31%	41%	-10%
from 25 to 34 years	19%	20%	-1%
from 35 to 44 years	16%	15%	1%
from 45 to 54 years	16%	12%	4%
from 55 to 59 years	6%	6%	0%
from 60 to 64 years	4%	2%	2%
from 65 to 74 years	4%	2%	2%
from 75 to 84 years	2%	1%	1%
from 85 years or more	1%	0%	1%
Not Opinion	0%	0%	0%

The Tren Urbano Users Household Income is the parameter with greater changes when compared with the previous study. Users with an annual income less than \$25,000 increased 23% in comparison to the 2008 Study (36% in 2008 to 59% in 2012). Table 4.3 presents the comparative analysis in more detail.

Table 4.3 Tren Urbano Household Income

Income Range	2012	2008	Change
Less Than \$10,000	32%	13%	19%
from \$10,000 to \$14,999	13%	6%	7%
from \$15,000 to \$ 24,999	14%	17%	-3%
from \$25,000 to \$ 34,999	10%	16%	-6%
from \$35,000 to \$49,999	4%	12%	-8%
from \$50,000 or more	3%	8%	-5%
Not Opinion	24%	28%	-4%

The Tren Urbano Highest Level of Education parameter indicates that the majority of the users are professional and students. As presented in Table 4.4 the Users Highest Level of Education have a significant change in comparison to the 2008 study on the following groups: High School, 1 to 2 Years University Studies, Without High School and Associate Degree. The other groups do not observe relevant changes in comparison to the 2008 survey.

Table 4.4 Tren Urbano Highest Level of Education

Group	2012	2008	Change
High School	26%	15%	11%
Bachelor Degree	24%	27%	-3%
1 to 2 Years University Studies	13%	28%	-15%
Without High School	13%	7%	6%
Associate Degree	12%	6%	6%
Master Degree	6%	7%	-1%
Professional Career	3%	2%	1%
Doctoral Degree	2%	2%	0%
Not Opinion	1%	6%	-5%

As presented in Tables 4.5 and 4.6, the Tren Urbano Users with Disabilities and User Civil Status distribution does not observe relevant changes in comparison to the 2008 survey.

Table 4.5 Tren Urbano Users with Disabilities

	2012	2008	Change
Yes	5%	4%	1%
No	90%	88%	2%
No Opinion	5%	8%	-3%

Table 4.6 Tren Urbano Users Civil Status

Status	2012	2008	Change
Married	25%	25%	0%
Divorced	5%	6%	-1%
Single	61%	61%	0%
Widowed	3%	3%	0%
Not Opinion	6%	5%	1%

4.2 Tren Urbano users Trips Patterns

The Tren Urbano Users trips patterns have minimum changes in comparison to the 2008 survey. The more relevant change was observed on the Users Arrival Modal distribution where the AMA and Metro bus increased from 9% in 2008 to 17% in 2012. The usage of the personal car to get to the stations reduced from 38% in 2008 to 30% in 2012. Table 4.7 summarizes the Modal distribution Change against the 2008 survey.

Table 4.7 Tren Urbano Arrival Modal Distribution

	2012	2008	Change
Personal Car	30%	38%	-8%
Walking	30%	29%	1%
AMA/Metrobus	17%	9%	8%
Kiss&Ride	13%	15%	-2%
Públicos	6%	6%	0%
Other	4%	3%	1%

As presented in Table 4.8 the Tren Urbano Users Trip Purpose have a significant change in comparison to the 2008 study on the following groups: Go to Work, Run Errands and get home. The other groups do not observe relevant changes in comparison to the 2008 study.

Table 4.8 Tren Urbano Users Trip Purpose

Purpose	2012	2008	Change
Go to Work	40%	32%	8%
To Study/ Go to School	27%	30%	-3%
Run Errands	12%	5%	7%
Get Home	8%	17%	-9%
Visiting doctor or hospital	7%	4%	3%
For leisure	2%	2%	0%
Go Shopping	1%	5%	-4%
Visiting Friends or Family	1%	3%	-2%
Other	1%	2%	-1%

As presented in Tables 4.9 and 4.10, the Tren Urbano Users Travel Frequency and Discount Fare Usage do not observe a significant change in comparison to the 2008 survey.

Table 4.9 Tren Urbano Users Travel Frequency

Frequency	2012	2008	Change
5 days per week	42%	45%	-3%
3 to 4 days per week	19%	20%	-1%
more than 5 days per week	18%	19%	-1%
1 day per week	8%	5%	3%
2 days per week	7%	6%	1%
Only on special events	4%	2%	2%
Not opinion	2%	3%	-1%

Table 4.10 Tren Urbano Users Discount Fare Usage

Fare	2012	2008	Change
Senior (60 a 74 años)	6%	4%	2%
Students	25%	29%	-4%
Handicap	2%	1%	1%
Super Senior (75 years or More)	2%	1%	1%
Regular Fare and Unlimited Pases	63%	63%	0%
Other or not opinion	3%	2%	1%

ADENDUM I - Questionnaire

CUESTIONARIO # _____


TREN URBANO - ENCUESTA REQUERIMIENTO PROGRAMA TITULO VI

Estación: _____ Fecha (mm/dd/yy): _____ / _____ / 2012 Hora: _____

- Género: Femenino Masculino
- Discapacitado: Sí No No Opinión
- Origen étnico: Hispan@ o Latin@ No Hispan@ o Latin@ No Opinión
- Indique su raza: Blanc@ No Opinión
 Negr@ o Afroamerican@
 Indi@ American@ o nativ@ de Alaska
 Nativ@ Hawaiian@ o Isleñ@ del Pacífico
 Asiatic@
 Otra Raza _____
 Se identifica con dos o mas _____
- Indique su idioma principal:
 Español
 Inglés
 Otro _____
- Indique su estado civil:
 Solter@ Viud@ No Opinión
 Casad@ Divorciad@
- 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 mas
 de 45 a 54 años No Opinión
- Indique el ingreso anual del hogar:
 Menos de \$10,000 No Opinión
 de \$10,000 a \$14,999
 de \$15,000 a \$24,999
 de \$25,000 a \$34,999
 de \$35,000 a \$49,999
 de \$50,000 ó más
- Utiliza alguna tarifa especial de Tren Urbano?
 Edad Dorada (60 a 74 años)
 Participantes de Medicare
 Personas Discapacitadas
 Estudiantes
 Personas mayores de 75 años
 Niños de 6 años o menos
 Tarifa Regular
- Nivel educativo más alto alcanzado
 Sin diploma escuela superior No Opinión
 Con diploma escuela superior
 Grado asociado
 1 o 2 años de estudios universitarios
 Bachillerato
 Grado Profesional
 Maestría
 Doctorado
- ¿En qué Municipio reside? _____
- Indique barrio / sector donde reside: _____
- ¿Cuál modo (modos) de transporte utilizó para llegar a la estación?
 Caminando Metrobús
 Pon Acuaexpreso
 Auto propio Carro Público
 Motora Taxi
 AMA Bicicleta
 Trolley Otro _____
- En cuál estación termina su viaje?
 Sagrado Corazón Centro Médico
 Hato Rey San Francisco
 Roosevelt Las Lomas
 Domenech Martínez Nadal
 Piñero Tomimar
 Universidad Jardines
 Río Piedras Deportivo
 Cupey Bayamón
- A dónde se dirige? (destino final, especifique barrio / sector) _____
- Indique el propósito de su viaje:
 Ir al Trabajo De paseo
 Hacer diligencias Ir a entretenerse
 Ir de compras Ir a la casa
 Ir a estudiar Visita a familiares y amigos
 Ir al Doctor u Hospital 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 a la semana
 3 a 4 días a la semana solo en eventos especiales
 No Opinión

ADENDUM II: Users Residence Municipality

San Juan	429
rio piedras	62
santurce	34
HATO REY	29
Santurce-Barrio Obrero	27
No Opino	24
Rio Piedras, Puerto Nuevo	18
Cupey	17
LAS LOMAS	16
San Juan	14
Santurce-Villa palmeras	11
Rio Piedras, Urb. Santa Rita	10
Rio Piedras, San Jose	8
santiago iglesias	7
Villa Prades	7
Rio Piedras, Reparto Metropolitano	6
Rio Piedras, San Fernando	6
Rio Piedras, Vista Hermosa	6
San Francisco	6
Caimito	5
Caparra	5
Residencial Manuel A. Perez	5
Santurce-miramar	5
condado	4
Las Monjas	4
llorens torres	4
Others	89
Bayamon	255
No Opino	32
Bayamon Centro	27
Urb. Santa Juanita	23
Rexville	18
Jardines de Caparra	17
Santa Rosa	10
Lomas Verdes	7
Hato Tejas	6
Sierra Linda	6
Bayamon Gardens	3
Bella Vista	3
Forest Hills	3
Guaraguao	3
Juan Sanchez	3
La Milagrosa	3
MINILLAs	3
Pajaros	3
Santa Elena	3
URB SIERRA BAYAMON	3
Others	79

Guaynabo	95
Pueblo Guaynabo	10
TORRIMAR	8
Amelia	7
MARTINEZ NADAL	7
Bo. Camarones	6
Los Frailes	5
NO OPINO	5
BARRIO GUARAGUAO	4
Las Lomas	4
Santa Rosa I	4
APRT. VILLA VENECIA	2
BELLO MONTE	2
BO. HATO NUEVO	2
Iglesia	2
Juan Domingo	2
Monacillos	2
SANTA MARIA	2
Santa Rosa III	2
Altamesa	1
AVE. SAN PATRICIO	1
Calle del Parque	1
CANTA GALLO	1
Caparra	1
FILTROS	1
jardines	1
Others	12
Toa Baja	47
Levittown	16
No Opino	10
Campanillas	3
Covadonga	3
candelaria	2
Pajaros	2
Sabana Seca	2
BARRIO CANDELARIA	1
BARRIO SAN JOSE	1
Camaseis	1
El Plantio	1
LA MANCION	1
Macu	1
PRADERA	1
Toa Baja Centro	1
Wacun	1
Carolina	41
No Opino	6
carolina	5
Country Club	5

Barrasas	4
Colobos	2
ESCORIAL	2
los angeles	2
Villa Fontana	2
Vista Mar	2
Cacao	1
canovanillas	1
COUNTRY DAY	1
ISLA VERDE	1
lomas de carolina	1
LOS RIGERES	1
SAN JUST	1
Trujillo	1
valle arriba	1
villa andalucia	1
VILLA CAROLINA	1

Toa Alta	27
-----------------	-----------

No Opino	3
Pajaros	3
piña	3
Toa Alta	3
Galateo	2
PROVIDENCIA	2
Quebrada Cruz	2
Alturas de Bucarabones	1
Bo. Quebrada Cruz	1
Bucurabores	1
COLINA DE PLATA	1
Estancias De Las Fuentes	1
Las Casadas	1
Urb. Monte Casino	1
Urb. Monte Verde	1
URB. PRADERAS DEL RIO	1

Cataño	23
---------------	-----------

Cataño Pueblo	5
BARRIO AMELIA	4
Barrio Palmas	2
JUANA MATOS	2
No Opino	2
Puente Blanco	2
Barrio Puntilla	1
Las Vegas	1
Other	4
No Opino	17
No Opino	17

Trujillo Alto	16
----------------------	-----------

Trujillo Alto	4
---------------	---

Carraizo	2
Ciudad Universitaria	2
Colinas de Fairview	2
Encantada	2
□ntigua via	1
Bo. Las Cuevas	1
CONDOMINIO CLAVELES	1
Trujillo	1

Caguas	12
---------------	-----------

Caguas	2
CAGUAS NORTE	1
Cuesta De los Feos	1
Hacienda San Jose	1
Muda de Caguas	1
No Opino	1
Palmas Del Turabo	1
Rio Cañas	1
Urb. Batista	1
villa sarri	1
Villa Turabo	1

Dorado	10
---------------	-----------

Espinosa	3
Dorado	2
DORADO DEL MAR	1
Higuillar	1
La Jas	1
Maguayo	1
Puertos	1

Vega Baja	10
------------------	-----------

Alturas de Vega Baja	2
BARRIO ALMIRANTE	2
arenales	1
Carmelita	1
Estancia Tortuguero	1
No Opino	1
Rosario	1
Urb. Ciudad Real	1

Corozal	9
----------------	----------

Corozal Pueblo	2
Dos Bocas	2
abras	1
Bo. Mabilia	1
Chuco	1
Negro	1
Palmanejo	1

Naranjito	8
achiote	2
BARRIO CERRO ARIBA	1
cedro arriba	1
Cendro Abajo	1
Guandiana	1
lomas	1
No Opino	1
Rio Grande	7
Alturas de Rio Grande	1
Comunidad La Dolores	1
Guzman	1
Jimenez	1
No Opino	1
Rio Grande	1
Yunque	1
Loiza	6
Colobos	1
Honduras Mediana Baja	1
miñi miñe	1
Piñones	1
PlasZuarez	1
PUEBLO	1
Vega Alta	6
PUEBLO	2
Bajuras	1
BARRIO SANTA ROSA	1
CARMELITA	
Espinosa	1
Urbanizacion	1
Barranquitas	4
Barrancas	1
Bo. El Hechar	1
Cañabon	1
No Opino	1
Comerio	4
cedrito	1
Dona Elena	1
Paloma	1
piñas	1
Canovanas	3
Cental de Canovanas	2
Lomas	1

Morovis	3
BARRIO TORECILLA	1
Parchona	1
VEREDAS DE MOROVIS	1
Cayey	2
Buena Vista	1
Montellano	1
Gurabo	2
BARRIO NAVARO	2
Humacao	2
Las Leandras	1
Urb. Anton Ruiz	1
Luquillo	2
Lomas	1
No Opino	1
MANATI	2
coto isorte	1
RESIDENCIAL TIERRA NUEVA	1
Aguadilla	1
Barriada Caban	1
Aguas Buenas	1
Sumidero	1
Arecibo	1
No Opino	1
Camuy	1
Camuy	1
Cidra	1
BO. BAYAMON	1
Florida	1
Selgas	1
Guayama	1
Guamani	1
Hatillo	1
Buena Vista	1
Orocovis	1
Mata de Caña	1

Quebradillas	1
Bo. Cocos	1
San Sebastian	1
pueblo	1
Salinas	1
Salinas	1
Yabucoa	1
No Opino	1

ADENDUM III: Users Destinations

01 Bayamón	126
Bayamon Centro	58
Toa Baja	5
UPR Bayamon	4
Canton Mall	3
Cataño Pueblo	3
Levittown	3
Rio Piedras	3
Toa Baja, BO Pajaros	3
Arecibo	2
Bayamon Guaraguao	2
Bayamon Minillas	2
Bayamon-Sector el 8	2
Centro Medico Bayamon	2
SANTA ROSA	2
Vega Alta	2
Alturas de Bucarabones	1
BARIO LA MANCION	1
Barranquitas	1
Bayamon Gardens	1
Bayamon, Secor Los Gobeos	1
Bayamon, Universidad Interamericana	1
bella vista	1
Cataño Puente Blanco	1
Cataño, Bo. Las Palmas	1
Cierra Bayamon	1
COLEGIO PLAZA BAYAMON	1
Energia Electrica Bayamon	1
Hato Tejas	1
Hermanos Melendes	1
ICPR Bayamon	1
Lomas Verde	1
Puertos-Dorado	1
Res. Virgilio Davila	1
REXVILLE	1
RIO HONDO	1
santa olaya	1
sector tito torres	1
Sierra Bayamon	1
sierra linda	1
STA. JUANA	1
TOA ALTA	1
Toa Baja, Bo. Candelaria	1
Tribunal Bayamon	1
Vega Baja	1
VILLa CONTEZA	1

02 Deportivo	35
Deportivo	5
SANTA ROSA	4
Bayamon centro	3
Bayamon Sector Santa Juanita	3
Tribunal De Bayamon	3
toa baja	2
UPR Bayamon	2
BARRIO NUEVO	1
Buenavista	1
CAMA	1
Camuy	1
CANTON MALL	1
Forest Hill-Bayamon	1
REXVILLE	1
Santa Rosa Mall	1
santa teresita	1
Sector "Cerca Del amigo"	1
Sector El Riito	1
Toa Baja, Sabana Seca	1
van scoy	1
03 Jardines	11
Jardines De Caparra, Bayamon	7
GUAYNABO	1
Jardines de Caparra	1
MEPSI Center	1
UPRB. Juan Sanchez	1
04 Torrimar	9
GUAYNABO	2
Torrimar	2
Garden Hills	1
Juan Domingo	1
sagrado corazon	1
SAN PATRICIO	1
TORRIMAR ESCUELA	1
05 Martínez Nadal	47
Martínez Nadal	11
guaynabo	7
ALAMEDA TOWER	2
Los Frailes	2
Altamira	1
Atlantic University College	1
ave piñero	1
Bayamon	1
Bello Monte	1
Bo. Camarones, Guaynabo	1
CASERIO VISTA HERMOSA	1
Encantada	1

Guaynabo City View Plaza	1
GURABO	1
Hato Rey	1
Hospital	1
Las Lomas	1
Lomas Verdes	1
monacillos	1
MUNOZ RIVERA	1
Rio Piedras	1
Sagrado Corazon	1
San Juan	1
SAN PATRICIO	1
santa rosa II	1
SEC. LABERINTO	1
SEÑORIAL	1
Trabajo	1
UNIVERSIDAD	1

06 Las Lomas	22
---------------------	-----------

Las Lomas	7
caparra terrace	2
Santa Rita	2
Santiago Iglecias	2
Cerca de la estacion	1
FARMACIA YARIMAR	1
Haienda, Viejo San Juan	1
Res. Villa España	1
Rio piedras	1
SAN PATRICIO	1
Santurce-Barrio Obrero	1
Trabajo en Colegio	1
Urb. Altamesa	1

07 San Francisco	31
-------------------------	-----------

San Francisco, Rio Piedras	6
Fondo del Seguro del Estado	4
domenech	2
Hosp De Veteranos	2
Puerto Nuevo	2
VISTA HERMOSA	2
AMA	1
AVE SAN PATRICIO	1
Barrazas Carolina	1
Caguas	1
Caparra Terrace	1
CUPEY	1
Guaynabo	1
Monacillos	1
RES VISTA HERMOSA	1
RIO PIEDRAS	1
Sagrado Corazon	1

San Fernando Bayamon	1
SAN FERNANDO DE DIEGO	1
08 Centro Médico	51
centro medico	23
Hosp De Veteranos	9
Ciencias Medicas	4
Rio Piedras	4
COSVI	2
Hato Rey	2
Reparto Metropolitano	2
Hospital Industrial	1
Hospital Municipal	1
Hospital Universitario	1
Santurce	1
Villa Nevarez	1
09 Cupey	45
Cupey	18
Cupey Universidad (UMET)	9
Interamericana	6
Trujillo Alto	2
bayon	1
El Cinco	1
Etica Gubernamental	1
Hospital de Veteranos	1
Las Curias	1
las lomas	1
rio piedras	1
san francisco	1
Trabajo-Chofer de Guagua	1
URB SIERRA BAYAMON	1
10 Río Piedras	86
Río Piedras Centro	42
UPR Rio Piedras	8
Paseo De Diego	4
SANTA RITA	3
Caguas	2
Carraizo	2
Hato Rey	2
Munoz Rivera	2
Bayamon	1
Bo. Venezuela	1
Buen Consejo	1
canovanillas	1
Carolina	1
Condominio Berwing	1
Cupey	1
Delicias	1
Fajardo	1

Hosp De Veteranos	1
Hospital de Rio Piedras	1
Luqillo	1
Plaza de Recreo Rio Piedras	1
PLAZA RIO PIEDRA	1
REC. MANUELA A. PEREZ	1
res quintana	1
Rio Piedras CEDCO	1
SANTA ROSA	1
SANTA TERESITA	1
Terminal AMA	1
Trjillo Alto	1
11 Universidad	58
UPR Rio Piedras	39
Río Piedras Centro	11
Santa Rita-Rio Piedras	3
Bayamon	1
Caimito	1
Hato Rey	1
JARDINES	1
Paseo de Diego	1
12 Piñero	44
Hato Rey	9
Piñero	6
Centro Judicial	5
Esc. Hotelera San Juan	2
Hospital Auxilio Mutuo	2
Rio Piedras	2
VILLA PRADES	2
Aeropuerto	1
Banco Popular	1
Barrio San Jose, Rio Piedras	1
calle mayaguez	1
Carolina, Country Club	1
Country Club	1
Dept. Vivienda	1
domenech	1
Floral Park	1
ISALA VERDE	1
Loiza	1
miñi miñe	1
miramar	1
San Juan, Floral Park	1
Tribunal Supremo	1
Trujillo Alto	1
13 Domenech	27
Hato Rey	8
Domenech	4

AELA	2
Dpto. Del Trabajo	2
Hospital Pavia- Hato Rey	2
Sagrado Corazon	2
Ave. Munoz Rivera	1
Domenech EDP College	1
Guayama	1
Santurce	1
Santurce-Barrio Obrero	1
URB. PEREZ MORRS	1
Villa Palmera	1
14 Roosevelt	55
Milla De Oro	29
Roosevelt	10
Univ. Politecnica	5
MCS	3
ANTIGUO COSERVATORIO	1
Bayamon	1
Floral Park	1
Manuel A. Perez	1
MINILLAs	1
Naranjito	1
Puerto Nuevo	1
Rio Piedras	1
15 Hato Rey	50
Hato Rey	15
Milla De Oro	10
Choliseo	4
LAS MONJAS	3
BUENA VISTA HATO REY	2
Dept. De Educacion	2
Instituto de Banca	2
San Juan	2
Capital Center	1
Centro Medico	1
COLEGIO UNIVERCITARIO SAN JUAN	1
Corte Federal	1
Escuela de Musica	1
PLAZA LAS AMERICAS	1
Retiro del Gobierno	1
Rio Piedras, San Jose	1
Santa Rita Rio Piedras	1
TRABAJO DE LOS PADRES	1

16 Sagrado Corazón	121
Sagrado Corazon	23
SANTURCE	20
Universidad Sagrado Corazon	16
San Juan	11
Santurce-Barrio Obrero	9
Milla De Oro	6
Villa Palmeras	5
PARADA 26	3
Carolina	2
Condado	2
Minillas	2
Puerta de Tierra	2
VIEJO SAN JUAN	2
Bayamon	1
Centro Gubernamental Minillas	1
Dept. De Justicia	1
Golden Blu Plaza	1
HOSPITAL	1
Levittown	1
Lloren Torres	1
Mercantil Plaza	1
Miramar	1
MUNICIPIO	1
PARADA 17	1
PARADA 18	1
Pueblo Guaynabo	1
Sadrado Corazon-Servicio al Cliente	1
SAN FERNANDO	1
Santa Monica	1
Santa Rosa	1
Universal Carrer	1

ADENDUM IV: PR Census 2010 Summary

2010 Census Interactive Population Search

 Print |  Share this page



PR - Puerto Rico



Population

Total Population	3,725,789
------------------	-----------

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	260,850
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